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Bombardier Recreational Products Inc.
726 Saint-Joseph Street
Valcourt, Québec, Canada J0E 2L0

www.brp.com

12V-581
(4 pages)

December 11, 2012

By email only

Ms. Nancy Lewis
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
1200 New Jersey Avenue SE., W45-306
Washington, DC 20590

Re: Defect Information Report Pursuant to 49 CFR Part 573 – Fuel Vapor Canister Vent Hose Inspection/Replacement

Dear Ms. Lewis:

Bombardier Recreational Products Inc and BRP US Inc. determined that a defect which relates to motor vehicle safety may exist in some of our Can-Am Spyder roadsters. We are reporting the currently available information required by 49 CFR Part 573.6.

• **573.6 (c) (1) Name of manufacturer:**

The affected vehicles were manufactured by Bombardier Recreational Products Inc., 726 Saint-Joseph Street, Valcourt, Quebec Canada J0E 2L0 and imported into the United States by BRP US Inc., 10101 Science Drive, Sturtevant, Wisconsin, USA 53177.

Contact person with respect to this recall is Marie-Claude Simard, Manager, Product Safety, Bombardier Recreational Products Inc., 726 St-Joseph Street, Valcourt, Quebec, Canada J0E 2L0, T 450-532-6195, marie-claude.simard@brp.com

Ski-Doo
Lynx
Sea-Doo
Evinrude
Johnson
Rotax
Can-Am

- **573.6 (c) (2) Identification of the Vehicles involved in the Recall:**

YEAR	MODEL	MODEL NUMBER
2008	Spyder™ GS SM5 and SE5	All
2009	Spyder™ GS SM5 and SE5	All

The serial number list will be enclosed in the final Safety Recall Bulletin.

Please note that we are currently in process of verifying if a limited quantity of 2010 model year vehicles (less than 91 vehicles worldwide) could be involved as well. If this is the case, we will amend this report accordingly.

- **573.6 (c) (3) Number of Vehicles Potentially Affected:**

Will be provided.

- **573.6 (c) (4) Estimated percentage of Vehicles with the Defect:**

Unknown. 100% of the recalled vehicles will be subject to the remedy.

- **573.6 (c) (5) Description of the Defect:**

In some circumstances, fuel vapors may exit the fuel vapor canister vent hose in the enclosed engine compartment. Fuel vapors in the presence of an ignition source could result in a fire.

- **573.6 (c) (6) Chronology of Events:**

In May 2009, BRP received notices of 4 vehicle fires. Those fires occurred when the vehicle was stopped or at very low speed on MY 2008 GS Series. BRP started its investigation and found no clear similar pattern of causation. The investigation looked at possible causes and identified the fuel vapors from the fuel vapor canister vent hose as a potential cause. BRP kept monitoring the network.

In the course of its network monitoring, BRP was informed of additional fires. In May 2011, some of those fires seemed to be related to fuel vapors from fuel vapor canister vent hoses. With this information, BRP's investigation was looking for a pattern for model years 2008 and 2009 GS/RS Series. However, new fires were reported on different models and more recent model years which triggered further investigation. Investigation tried to identify differences in fuel, electrical and seat systems, on the electrostatic charge dissipative characteristic of fuel lines and connectors, on fuel vapor sources and evaluate possible impact of previous repair bulletins.

In February 2012, BRP confirmed that two fuel vapor sources (fuel vapor canister vent hose and fuel cap) were potentially present on different vehicles population and in some reported fires. BRP decided to continue the monitoring of this pattern. BRP decided also in March 2012 to continue to monitor the pattern of the fuel vapor canister vent hose source. BRP had 12 fires that could be linked to fuel vapor canister vent hose source and 13 fires that could be potentially associated to this source as well.

Based on the monitoring and analysis of additional fires reported to BRP, based on its investigation and even if ignition source was not firmly confirmed, BRP concluded on December 4, 2012 that the actual data is indication of unreasonable risk of harm. BRP is now aware of a total of 12 fires that could be linked to that source and 18 fires that could be potentially associated to this source.

A defect notification is also filed separately for the fuel cap issue.

- **573.6 (c) (8) Program for Remedy of Defect:**

BRP is currently preparing to launch a voluntary safety campaign to remedy the condition.

BRP will notify each registered owner of an involved vehicle. BRP will also notify its dealers of the campaign. In addition, BRP will post a letter to dealer's attention on its dealer website along with the safety campaign bulletin. Information about the campaign will also be posted on BRP's public website www.can-am.brp.com. Vehicles will be repaired by authorized dealers. All of this will be performed at no charge.

Please see enclosed the proposed Owner letter, Dealer letter and Bulletin. Please note that revised version will be sent if some 2010 vehicles are involved.

Remedy:

The solution is to inspect the fuel vapor canister vent hose to determine if the proper hose is installed and replace and re-route the fuel vapor canister vent hose if required.

Some vehicles may already have the proper hose following multi-repairs warranty/quality bulletins issued in September 2009.

Remedy Schedule:

BRP will launch this recall during the week of December 17, 2012.

If you have any questions regarding this report, please contact the undersigned.

Sincerely yours,



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Enclosures