



February 19, 2014

By email only

Kelly J. Schuler  
Safety Recall Specialist  
Recall Management Division  
Office of Defects Investigation  
National Highway Traffic Safety Administration  
1200 New Jersey Avenue SE, W45-306  
Washington, DC 20590

**Re: AMENDED Defect Information Report Pursuant to 49 CFR Part 573 – Tandem Master Cylinder Manifold Inlet- Fire Hazard- Model Year 2013 Can-Am® Spyder® roadsters RT series and ST series**

Dear Ms. Schuler:

Please find an amendment to our October 29, 2013 amended report. Only section 573.6 (c) (3) changes.

When we launched the safety recall, some vehicles were still in our factory and needed to be repaired before being shipped to a dealer. In order to do so, those vehicles are coded twice: one code to indicate that it is included in the recall campaign and another code to indicate that the repair needs to be done before shipment to dealer.

Due to human errors along the second coding process, some vehicles were allowed to be shipped. However, our first coding acts like a failsafe mechanism and included those vehicles in the country campaign if they are shipped to dealers without indication of a repair. At the moment the vehicle leaves our courtyard in Canada, it is assigned to the buying dealers' country. This is why the United States population of involved vehicles increased.

During the pre-delivery process of a vehicle, the dealer will see before registration that there is a campaign to be performed on this specific VIN.

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

Approximately 5042 vehicles.

**AMENDED October 29, 2013:**

Approximately 8072 vehicles .

**AMENDED February 19,2014:**

Approximately 8191 vehicles .

If you have any questions, please contact the undersigned.

Sincerely yours,

A handwritten signature in blue ink, appearing to read 'M. Simard', is positioned above the typed name.

BRP  
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Legal Department  
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