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1200 New Jersey Avenue, SE  
West Building  
Washington, DC 20590

EXECUTIVE SECRETARIAT

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SEP 13 2013

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To whom it may concern:

This is just one major problem that Bombardier has with it's Spyder Motorcycles. As well as this gas fumes/leaks they have problems since they started putting these units on the market such as tires, heat from the two radiator ports, and turn signals (left turn sticking).

Spyder gas fumes/leak/fires.

These are from SpyderLovers.com Blog. BRP per Nancy Larson in Wisconsin, USA says they read these remarks from their customers but can't believe what they say. If enough people talk about the same problem plus complain to the dealers as well as the company then shouldn't they look into it and fix it? It should not matter if their main business is in Canada or not.

If you check these blogs and others relating to the Spyderys you will find many remarks of problems and no response from BRP. There has been many fires on the Spyderys from the fumes/leak which remember it is right between your legs on the right side with the gas tank in the middle right next to the problem located on the right. Now many of the fires were while people were on them while coming to a stop. What happens if you are stopped for a light, stop sign, etc. and it catches fire. Remember plastic catches fire real fast and how fast do you think you can get off of the Spyder?

Now BPR is telling there customers to shut off the motor and let sit for five minutes then push it into your garage. Now would you do that with your car?

Now take into consideration that Bombardier was putting on a demonstration and one of there riders pulled up and got off of the Spyder. It was still running and as he walked away from it and the Spyder went up in flames. So now it isn't just with the Spyder's when you shut them off but also while they are still running. They had a hard time putting it out since there is not any easy access to the motor or fuel canister. Now a friend told me they had it all on video. You will see a reference to it in the blog below. <http://www.youtube.com/watch?v=75RPJOp36ts>

Can Am Spyder RT Fire Thunder in the Valley 2013

 1 video

**Published on Jun 22, 2013**

2013 Spyder RT caught on fire while the rider was preparing for a demo ride at the BRP area at Thunder in the Valley 2013. Johnstown, PA. This is 3 short videos rolled into one.

The problem is on the right side around the canister and hoses which is in front of the gas tank. Now Bombardier replaced the gas cap thinking that would help. The only problem is the gas cap is on the left side and the fumes are on the right side. There has been some people who

ET  
9/17/13  
SMD

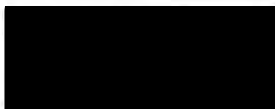
have seen puddles of gas under that area on the right side and I am one of them. Now I don't get the strong fumes all the time but then again it only takes once to set you a fire. There has been people and you will see it in the blogs below that have heard what sounds like gas boiling? That could be in the canister if it gets to hot.

I have pulled all of the body off of the right side and started looking for the problem. I had it running and did so outside in 110 degree weather. I rocked it back and forth, used soapy water and strayed on the connections that fuel in liquid as well as gas form goes through. I found nothing but when I turned it off then smelled some gas above the canister.

Now what it seems to do is when (in my case) I shut the motor off it starts to put gas fumes out into the air but really don't go into the outside air. Instead it goes into the body that is closed in around the hot engine as well as the fuel tank and that air the fumes are going into is VERY HOT. It would seem their is something that is releasing the gas fumes into a combustible area. If those gas fumes caught fire it would be a small explosion of flames in the compartment right in front of the riders spread legs and would give new meaning to Hot Seat.

Please we need help before someone dies and I am hoping it isn't my wife and I.

Sincerely,



Golden Valley, AZ



From the blog of Spyderlovers.com

1. Junior Member

Join Date: Jun 2013  
Location: crofton, maryland  
Posts: 16  
Post Thanks / Like

**Gas leak**

Came home from ride tonight on 2013 st-s and parked outside of garage to allow spyder to cool off. When I came out to put spyder away I noticed wet spot under the right front side. I think it might be gas. Anybody have this before. Spot was pretty small but I have not noticed this before. I thought over flow tube coming out the bottom. Gas tank about 3/4 full.

Join Date: Jun 2013  
Location: crofton, maryland  
Posts: 16  
Post Thanks / Like

Originally Posted by [Redacted]  
I believe that tube is from the EVAP Canister someone correct me if I am wrong. Did you put your finger on it and smell?  
Yes I did and it was wet with what I think is gas. Is this a problem that I need checked.

1. Originally Posted by [Redacted]  
Yes I did and it was wet with what I think is gas. Is this a problem that I need checked.

Absolutely if it was gas it should not be leaking from the bike. 🍷

Join Date:

Mar 2013  
Location: Mount Vernon, MO  
Posts: 13  
Post Thanks / Like

Spyder fires  
I'm seeing several incidents of RT's catching fire and I'm beginning to worry about it. Also, I have taken my RT in just this week because of gas fumes. The repairs were made but I don't think the problem was solved. I saw the articles of gas caps being replaced. Is there any way of finding out if mine has been replaced?

Lately so far the Spyder fires are 1 2013 RT and 1 2013 ST as far as I know, are there more that we have not heard about?

Didn't know about the ST but there are two RT's that I know of, one on the demo tour and Wonder if BRP has figured the cause yet?..  
If they have found an answer, I'd think that they'd implement it as quietly and quickly as possible...

Jul 2012  
Location: Washington state  
Posts: 1,192  
Post Thanks / Like

Please don't let your guard down, members are posting fuel boiling coz of too much heat under the seats. Be careful not to light up next to your The right conditions will cause explosions and can be fatal so please be careful.

Member  
Join Date: Sep 2012  
Location: Louisburg, Kansas  
Posts: 142  
Post Thanks / Like

Fumes- boiling gas etc,  
I simply pulled my 2012 RT5 SCS from our barn to the house to park it in the garage within ten feet of a wall.  
When we got back and opened up the garage to move things around—it smelled like gasoline pretty strongly. It hasn't been that hot here in (around 85 F) anyway and the bike was NOT at operating temperature when I moved it and parked it in the garage.  
I NEVER got any recall notice from BRP on my gas cap when I bought it last December to win it.  
Then this summer—YES my wife and I took it out and rode and came back and was putting the travel cover on it and we heard boiling gas. NOT a reassuring thing for a new owner to be hearing.

OK, we all know there are heat issues. My wife has the fuel smell as well. Maybe the tech guys at BRP need to jump on this to find a cure. I'm afraid to let her park in the garage after a ride for fear of a fire. I no longer have her fill up "for the next trip" before we get home.  
Everybody loves the guys in the big red trucks, but nobody wants to have to call them for a

My 2013 RT Limited always has a strong gasoline smell if the gas tank is almost full and it is hot, or if the gas tank is less than half full and boiling when I park it in the garage. I've started putting in some gas before I get home to stop the boiling, then I leave it in the driveway for a half hour before parking in the garage. This helps keep the garage from smelling like a gas tank... but I wonder how much fuel is lost through the process, as it boils away. I also wonder if this is normal. I am curious why BRP doesn't insulate the gas tank from the g-go.

*"... hasn't been fixed out two incidents down and equal several. My 2013 Spyder burned and a 2013 demo bike burned. If you have a 2013 it was made (likely shipped with) that new gas. If you have an older year you should contact your dealer and have them make sure that you and your Spyder are (consistent) with BRP as you will receive your recall notice, etc. from BRP."*

From the Owner's Notice" about the fuel cap:  
**"What is the potential problem?"**  
*The fuel cap may not seal properly the fuel tank filler neck. Fuel vapors in the presence of an ignition source could result in a fire."*  
Well, DUH! And what about all those gas fumes when I get home from a ride and park my 2013 RT Limited that I bought in June... well after the gas cap issue was supposedly resolved? I have to leave it outside until it cools, or the gasoline smell in the garage is overwhelming... are they not dangerous fumes? BRP... *there is a dangerous issue here, you have to know about it...* we aren't keeping it secret. If someone bumps up with their Spyder, you may end up in extremely expensive litigation. Wouldn't it be easier to get these 2013s examined, thoroughly, by your dealer network, to try to determine the issue and resolve it? Just saying.

I've never "packed more fuel in"... I've ridden two wheelers and I fill my Spyder the same way... I watch the level and stop when it is "near" the top, not sloshing out around the nozzle. But, from day one, I have had a very strong gas smell when I park in the garage when it is hot. That is why I stop outside and let it cool, now... but those gas fumes are coming from somewhere. I assumed it was normal because I'd seen so many posts about it, so I didn't bring it up at my 600 mile. I have to make an appointment for the 2013-6 service bulletin (finally heard back from the dealer after another email) and I plan to discuss the gas smell at that time. BRP wrapped the gas tank in Tupperware, rather than mounting it on top, like a two wheeler... that ensures it gets hotter than other motorcycles, so I don't understand why they didn't insulate it well. If BRP is reading these posts, I'd gladly pay more for a Spyder if the tank was insulated and the pipes wrapped or ceramic coated, to minimize heat buildup in the Tupperware. I am reluctant to do anything like that on my own in fear that they might claim I voided the warranty for something.

Originally Posted by

Not much you can do when the fire's under the tupperware.

Now come on folks. All this talk about having a fire extinguisher being place on our is just wrong. We shouldn't have to worry about our catching fire. BRP needs to step up to the plate and admit there is a problem and get it solved ASAP. The next fire may cost someone their lives. If mine ever catches fire, heaven forbid, I say let her burn, that's why we have insurance on our bikes. BRP needs to fix the problem pronto.

Plus if BRP put a fire port in the Tupperware, they would be admitting to a problem and thus a need for it. I don't see that happening.

Isn't it a requirement that boats must carry fire extinguishers? Since that requirement is already in place I could see where a manufacturer would want to do something to make using the extinguisher more productive. That could then be seen as a selling point on their boat rather than giving the impression that the manufacturer knows that their boat may burn up. I just don't see anything like that happening on Spydres or any vehicles for that matter and I don't really think that the cost would be justified.

Fire extinguishers are rated for the water equivalency for Class A fires and the number of square feet of Class B:C fires they can extinguish. Those ratings are based on an open fire, where the extinguisher discharge can be aimed at the base of the flames, with a trained and experienced user. In real life the extinguishers may be less effective. A 1-A:10-B:C extinguisher can extinguish a 10 square foot class B (flammable liquid) fire. A Class C rating means it is also suitable for use on energized electrical equipment. That same extinguisher has the equivalent of 1.25 gallons of water on a Class A (other combustible materials) fire. That isn't very much water to put on burning plastic, rubber, or upholstery BTW. Some extinguishers don't carry a Class A rating at all. The typical small extinguisher for automotive use is not usually Class A rated.

In a race car, the purpose of an on-board extinguisher is to quell the fire long enough for the driver to stop the vehicle and get away safely. Remember that the driver is also wearing a fire suit that can provide protection from the flames and heat for several seconds. Firefighting efforts following the escape of the driver are usually in the interest of cooling the fuel to prevent an explosion, if possible. If it can be safely done, the vehicle may be left to burn, with firefighting efforts from a safe distance being limited to preventing the spread of the fire. A burned vehicle is usually a total loss.

In my opinion, from years of racing, race track first response duties, and safety training, is to stop the vehicle, retreat to a safe distance, and call 911. Trying to access a fire extinguisher and put out the flames yourself, especially where direct access to the source of the flames is limited, is both futile and foolhardy. JMHO

For a fire extinguisher to work in the situation SpyderAnn01 had, you'd need to get the nozzle inside, somehow . . . and not knowing where the fire was coming from, it still might not work. Perhaps a CO2 extinguisher, shoved into the panel where you inspect the oil might help, if done early, but you'd need to remain up close and personal, right next to a gas tank. I think a paraphrasing of Oliver Goldsmith's poem applies: "For he who fights and runs away may live to *ryde* another day."



Join Date: Jun 2010  
Location: Las Vegas  
Posts: 4,956  
Post Thanks / Like


I doubt that a fire extinguisher would have done me any good. The fire started under the tupperware so I don't know how I could have gotten to the source.

08-09-2013, 03:33 PM



Member  
Join Date: Feb 2013  
Location: Brampton, Ontario, Canada  
Posts: 43  
Post Thanks / Like

Originally Posted by [redacted]  
Anyone have a suggestion on where to mount a fire Extinguisher? Just saying!

I have a small extinguisher & First Aid kit onboard in the RRunk...thinking to help out a motorist some day not the  dragon I ride. Saving a Spyder that just started to burn could leave more remains for a conclusive forensic study.

08-09-2013, 05:50 AM

Senior Member  
Join Date: Feb 2009  
Location: Gilmer, TX  
Posts: 391  
Post Thanks / Like

First Spydres

Originally Posted by [redacted]  
That just doesn't sound like a good thing to do. If even after that yours went up in flames and they found you messed with the fuel system, you may get a refusal to pay for damages by your insurance company. Am I wrong with this concern?



Golden Valley, AZ [REDACTED] USA

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FIRST-CLASS

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