



November 28, 2007

07V-561
(31 pages)

Mr. Daniel Smith
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
1200 New Jersey Avenue, SE
West Building, Fourth Floor
Washington, DC 20590

Re: Defect Report Pursuant to 49 CFR Part 573

Dear Mr. Smith:

Bombardier Recreational Products Inc. (BRP) has determined that a defect which relates to motor vehicle safety exists in certain 2008 model year Can-Am Spyder Roadsters. The following information, constituting a defect report, provides the information required by 49 CFR Part 573.6.

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

The affected vehicles were manufactured by BRP, 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

• **573.6 (c) (2) Identification of the Vehicles involved**

The vehicles involved are certain MY 2008 Can-Am Spyder Roadsters. The inclusive dates of manufacture are listed in the chart below; please note that the vehicle serial numbers reflect global production and not only vehicles available for sale in the United States.

RECEIVED

2007 DEC -12 A 10:35

DEFECTS INVESTIGATION
RECALL MGMT DIV.

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

Model	Model Year	Production dates; Start/End	Serial Numbers; Start/End
A18G/A18H/A18K/A18M	2008	From the beginning of production on September 18, 2007 up to November 19, 2007	See the complete list in the Safety Campaign-Warranty Bulletin 2008-1

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

The number of vehicles potentially affected in the United States is approximately 476.

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

Unknown. All vehicles will be subject to inspection (see below).

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

When depressing the service brake pedal, it may reach almost the full stroke while not delivering corresponding service brake performance. The cause of the defect is believed to be the presence of an abnormal quantity of air in the hydraulic circuit of the front brake. A driver may be unable to stop the vehicle as expected.

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

Between November 12 and 16, 2007, BRP received three reports from dealers to the effect that during their pre-delivery inspection they noticed that almost the full stroke of the brake pedal was reached and offered abnormally low resistance. A fourth dealer reported the same problem the day after a 6 mile break-in ride. During further investigation, 3 other vehicles were found with the same condition in BRP's inventory. No injury or death reported nor material damages. Moreover, no end consumers have reported experiencing the condition. On November 20, 2007 BRP completed its investigation.

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

All involved vehicles will be subject to the remedy. BRP will call each owner and dealer in possession of vehicles to inform them of the defect and schedule a pick-up time to retrieve the vehicle. Each vehicle will be repaired by authorized dealers and redelivered. All of this will be performed at no charge.

Remedy

The remedy is to inspect and perform a bleeding of the brake system if needed to insure there is no abnormal quantity of air in the system. See bulletin 2008-1 for details.

Remedy Schedule

Calls to dealers and owners started on November 21, 2007. Bulletin was sent to dealers on November 23 and a revision on November 27.

- **573.6 (c) (10) Notices and Bulletins and Letters**

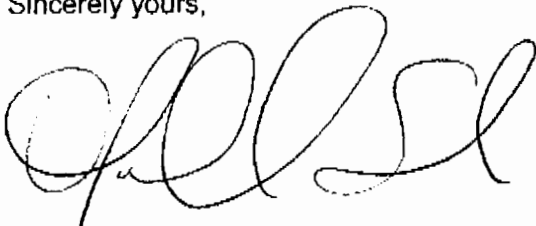
See enclosed the information provided.

- **573.6 (c) (11) Manufacturer's campaign number**

BRP has assigned the BRP Campaign Number 2008-0001.

If you have any questions regarding this report, please contact me at (450) 450-6195, e-mail marie-claude.simard@brp.com.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'MCS', is positioned above the typed name and title.

BRP US Inc and Bombardier Recreational Products Inc.
Marie-Claude Simard
Senior Legal Counsel

(enclosures)

can-am**SAFETY**
CAMPAIGN**ROADSTER**
WARRANTY
Bulletin**⚠ WARNING:** All involved customers must be notified, all involved units must be corrected as per instructions herein.

Campaign no.: 2008-0001

Date: **November 23, 2007**Subject: **Brake Inspection and/or Repair
Procedure**No. **2008-1****REVISION 1, November 23, 2007 <=**

YEAR	MODEL	MODEL NUMBER	SERIAL NUMBER
2008	Spyder GS	A18G / A18H / A18K / A18M	See attached list

NOTE: Do not sell, deliver or utilize any vehicle without having previously successfully completed this campaign.

PROBLEM

When depressing the service brake pedal, it may reach almost the full stroke while not delivering corresponding service brake performance. The cause of the defect is the presence of an abnormal quantity of air in the hydraulic circuit of the brake system. Degraded brake performance can cause

a momentary loss of vehicle control possibly resulting in a vehicle crash with injury or death.

SOLUTION

Inspect and perform the following brake bleeding procedure if needed.

GENERAL GUIDELINES

This procedure is divided in multiple actions that must be completed in a specific order.

STEP	TASK	IF ACTION TASK IS SUCCESSFUL	IF ACTION TASK FAIL
1	Inspect	No more action required	Go to step 2
2	A) Perform Special Bleeding Procedure (rear caliper, left caliper, right caliper and VCM)	Go to step 3	Reassemble vehicle. Place Vehicle Aside and contact BRP service representative
	B) Perform B.U.D.S Bleeding Procedure Phase 1 to 4		
3	Inspect	Reassemble vehicle. No more action required.	Reassemble vehicle. Place Vehicle Aside and contact BRP service representative

PARTS NEEDED FOR REPAIR

DESCRIPTION	P/N	QTY
GTLMA DOT 4 brake fluid (or equivalent)	293 600 062	1 3/4 L (1.85 quarts)
3/16 clear hose (or equivalent)	415 080 200	3 x 16 inches
3/16 clear hose (or equivalent)	415 080 200	1 x 31 inches
Small Locking Ties	293 750 002	4
Locking Ties	414 115 200	4

NOTE: Use a computer with the P2.3.15.10 SPYDER only_1 version of B.U.D.S. software and the MPI-2 and a diagnostic cable (P/N 710 000 851).

NOTE: MPI-1 will not allow communication with a Roadster.

NOTE: Assistance is required to accomplish some actions.

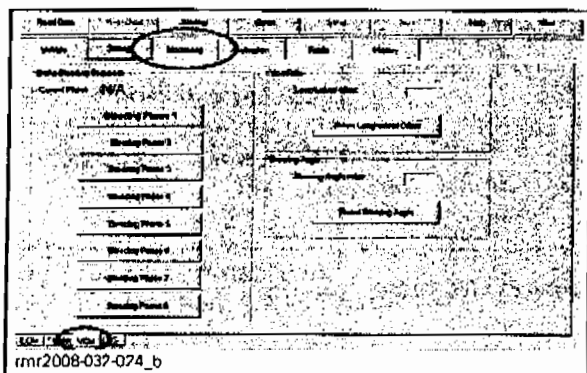
STEP 1 : INSPECTION

CAUTION: Do not pump up the brake pedal repeatedly before doing inspection.

→ Even if your battery is fully charge, connect a charger to the vehicle battery.

Adjust the battery charger load to 2 amp. ←

Connect B.U.D.S. Refer to *COMMUNICATION TOOLS/B.U.D.S. SOFTWARE*.

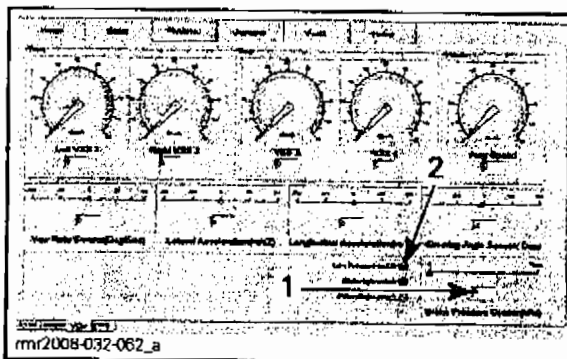


In B.U.D.S., select **MONITORING** folder then the **VCM** page.

Slowly depress the brake pedal (only once) until you reach **3500 kPa (508 PSI)** at the brake pressure sensor.

Maintain the brake pedal in position.

Check the **low pressure switch button** value on the computer screen.



As per the above picture :

- [1] : Brake pressure sensor value
- [2] : Low pressure switch button

If low pressure switch button is still off when you reached the required pressure the inspection is successful.

If low pressure switch button turns on before reaching **3500 kPa (508 PSI)** perform the following additional steps :

Perform equivalent of 3 complete wheels rotation (for the 3 wheels).

Slowly depress the brake pedal until low pressure switch button turns on.

Take note of the brake pressure sensor value.

Perform equivalent of 3 complete wheels rotation (for the 3 wheels).

Slowly depress the brake pedal until low pressure switch button turns on.

Take note of the brake pressure sensor value.

Perform equivalent of 3 complete wheels rotation (for the 3 wheels).

Slowly depress the brake pedal until low pressure switch button turns on.

Take note of the brake pressure sensor value.

Calculate the average of the 3 brake pressure sensor values previously noted.

If the average is **ABOVE OR EQUAL 3500 kPa (508 PSI)** the inspection is successful.

If the average is **BELOW OR EQUAL 3500 kPa (508 PSI)** go to step 2.

To remove low pressure faults codes turn the key off then turn it back on.

Check and clear fault codes using B.U.D.S. software.

NOTE: If completing this inspection phase AS A STEP 3, and you still cannot reach the minimum pressure required without having the low pressure switch button ON, please contact BRP service representative. BRP will assist you to properly repair the vehicle.

STEP 2 : BODY PARTS REMOVAL FOR SPECIAL BLEEDING PROCEDURE

Middle side panels removal

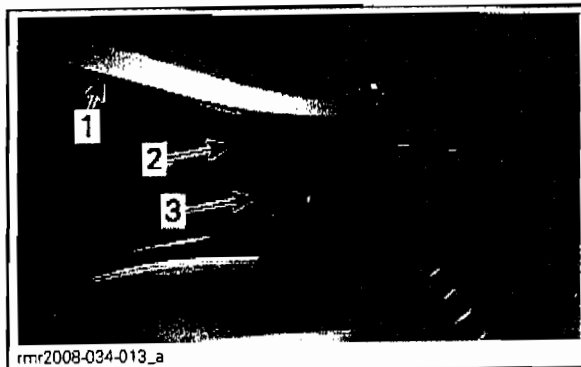


Typical

Unscrew 3 clips [1].

Remove middle side panel.

Upper side panels removal.



Typical

- [1] Central panel
- [2] Front panel
- [3] Front panel screw

Remove front panel screw.

Open the storage compartment cover.

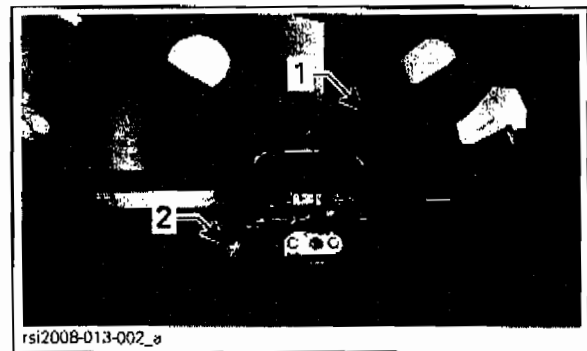


Typical

Remove reusable plastic rivets (two on top, one on the bottom).

Remove front panel.

Front storage compartment removal



- [1] Service cover
- [2] Diagnostic connector

Remove service cover.

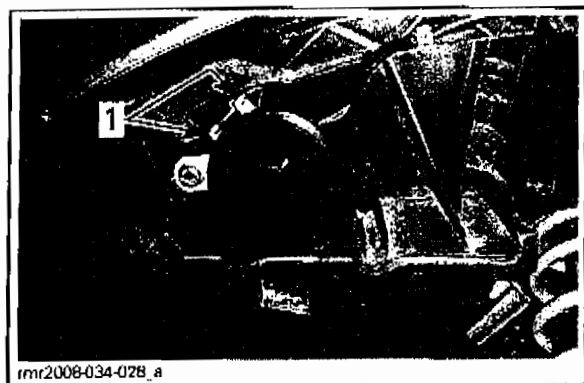
Remove diagnostic connector from storage holder.



- [1] APTS connector

Unplug the Ambient Air Pressure / Temperature Sensor (AAPT) from the RH side of storage compartment.

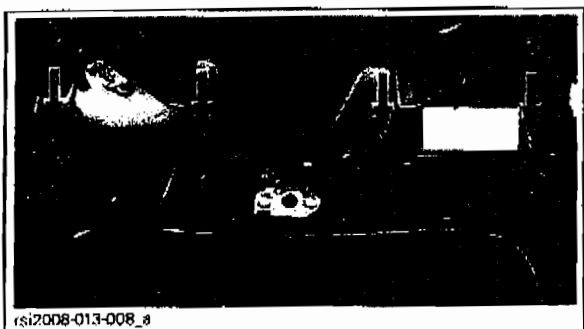
Detach wire from clip.



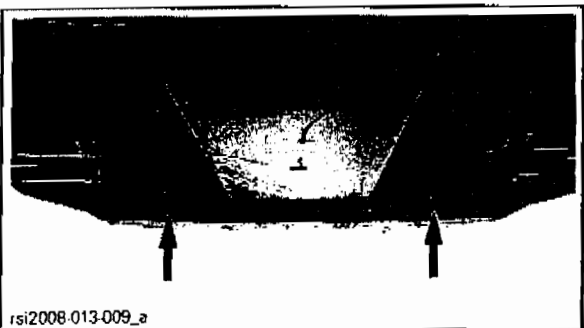
– [1] Horn connectors

On the LH side, unplug horn.

Detach wire from clip.



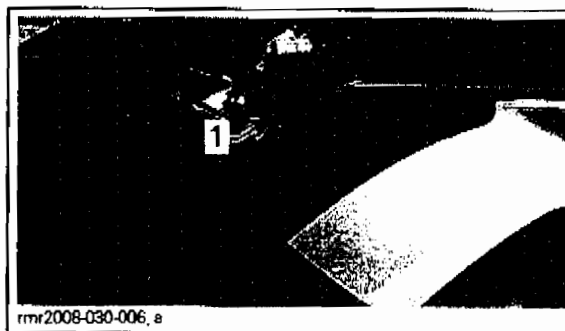
Remove the four upper self-tapping screws retaining the front storage compartment.



Underneath vehicle, remove the two lower screws retaining the front storage compartment to frame.

Lift storage compartment to remove it.

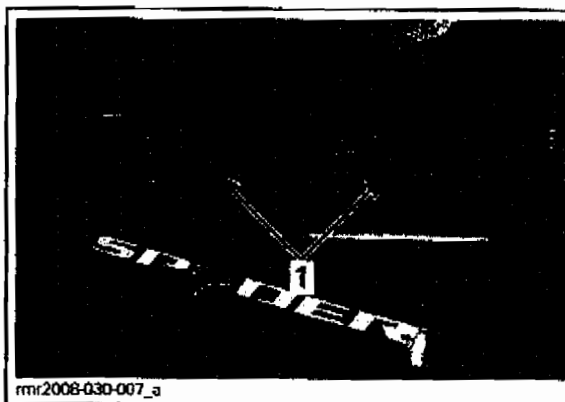
RH Rear panel removal



– [1] Rear panel screw

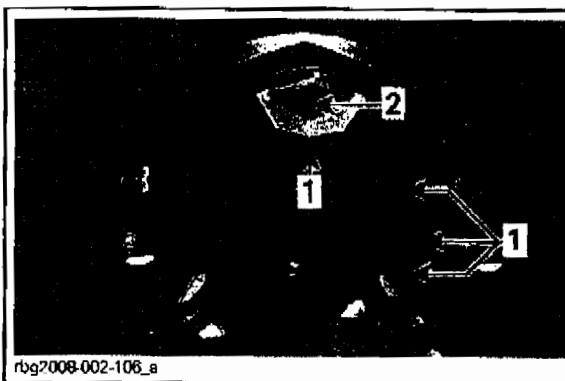
Unlatch and lift seat.

Remove screw securing front part of rear panel.



– [1] Reusable plastic rivets

Remove the reusable plastic rivets securing rear panel.



– [1] Remove these screws

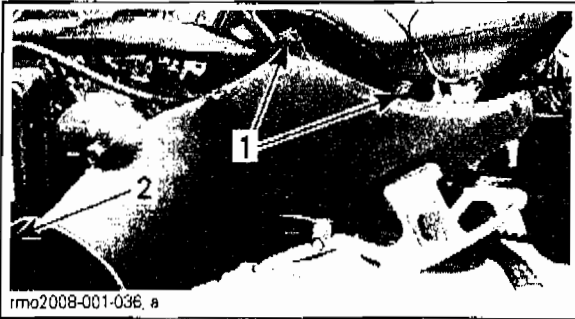
Remove screws securing lower tail cover to rear panel.

Unplug turn signal connectors.

Remove rear panel

Remove upper tail cover [2].

RH Lower side panel removal



Typical

- [1] Screws under rear panel
- [2] Screw located at the front of lower side panel

Remove lower side panel screws.

Remove lower side panel.

STEP 2 (continued) : VEHICLE PREPARATION FOR SPECIAL BLEEDING PROCEDURE

⚠ WARNING

Before lifting the vehicle must be secure in place to avoid moving.

CAUTION: Never use any type of impact wrench for lug nut removal and installation. The use of impact wrench could damage the bolts threads and nuts

Install the vehicle on jack stands.

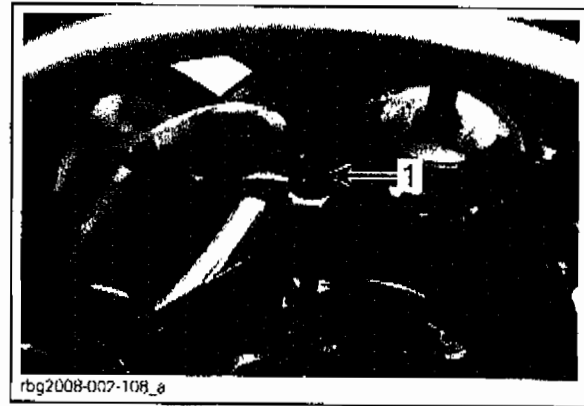
Adjust the vehicle on level.

NOTE: To ensure that the vehicle is on level, use the bottom vehicle frame as a reference.

Remove front wheels.

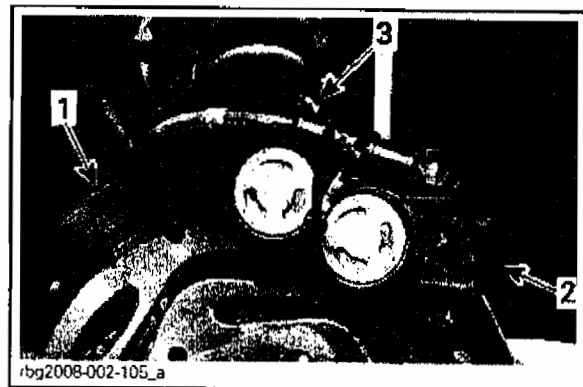
Remove caliper mounting bolts from both front calipers.

CAUTION: Do not let caliper hang by the hose and do not stretch or twist the hose.



⇒ Remove clip retaining hose [1] on "A" arm.

One on each side. ⇐



Install each caliper horizontally on the top of its brake disc.

Secure caliper with locking tie.

As per the above picture :

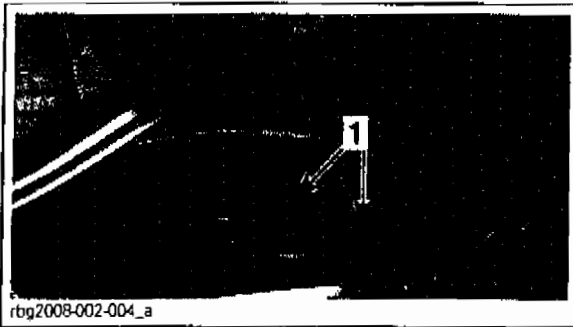
- [1] : Brake disc
- [2] : Caliper
- [3] : Bleeder to the highest point

Open seat.

Detach gas shock from seat.

Lift seat and unplug the pillion rider (passenger) switch connector.

Cut locking ties securing all hoses (red) between reservoir and master cylinder.



Unplug low pressure switch connector and brake light connector [1].

Detach brake fluid reservoir from vehicle.



Move reservoir down and outside the footrest and then reinstall at its location as per picture above.

Place hoses (red) along side rear passenger footrest support [1].

Attach hoses to frame using locking tie (P/N 414 115 200).

Re plug low pressure switch connector and brake light connector.

NOTE: The previous step is required for the hoses to run completely down hill toward the master cylinder throughout brake bleeding procedure.

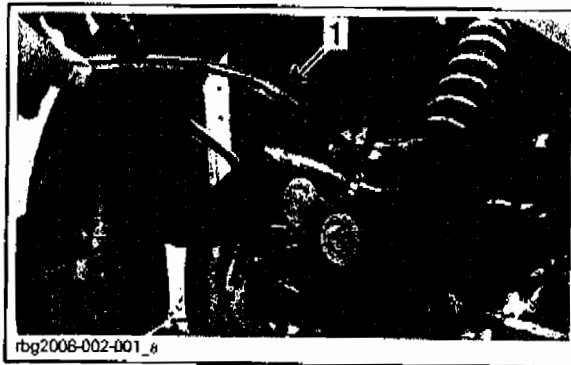


– TYPICAL

CAUTION: Avoid spilling brake fluid on plastic, rubber or painted parts. Protect these parts with rags when servicing brake system.

Clean and remove reservoir caps.

Wipe brake fluid spillage.



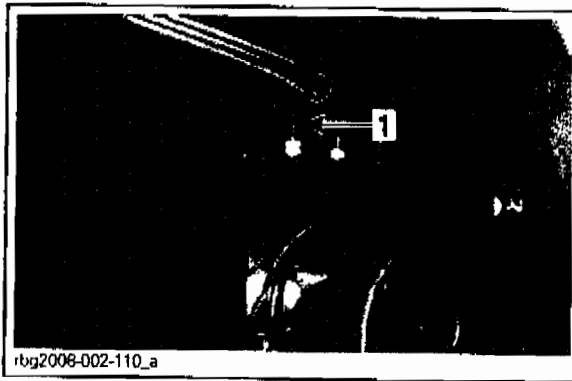
Using BRP pulley flange cleaner (P/N 413 711 809) (or equivalent) clean bleeding valves and bleeding valves area.

Install 16 inch long clear hose (P/N 415 080 200) onto :

- Rear caliper bleeding valve
- Left caliper bleeding valve
- Right caliper bleeding valve

Secure all clear hose with small locking ties (P/N 293 750 002).

Fill clear hoses with brake fluid [1] (approximately 2-3 inches long. (51 to 76 mm)).



↔ Locate VCM [1] at the front of vehicle. ↔

Install 31 inch long clear hose (P/N 415 080 200) onto :

- VCM bleeding valve [1]

Secure VCM clear hose with small locking tie (P/N 293 750 002).

Fill VCM clear hose with brake fluid (approximately 2–3 inches long. (51 to 76 mm)).

STEP 2 (continued) : SPECIAL BLEEDING PROCEDURE

CAUTION: Avoid spilling brake fluid on plastic, rubber or painted parts. Protect these parts with rags when servicing brake system.

Start bleeding system with :

- Rear caliper

Open bleeder and slowly depress then slowly release brake pedal **at least 25 times** (full stroke) until fluid freely flows out of the bleeder without any air bubbles.

NOTE: It may be necessary to pump brake pedal more than 25 times, as a result, it is important to pump brake pedal until fluid flows out **without any air bubbles**.

When no more air bubbles come out of the bleeder, close the bleeder while brake pedal is depressed.

Pump up system pressure with brake pedal until pedal resistance is felt.

Depress and hold brake pedal.

Open bleed valve and then re close it.

NOTE: Do not release brake pedal until bleed valve has been closed.

Release brake pedal slowly.

Repeat special bleeding procedure in this order :

- Left front caliper
- Right front caliper
- VCM

STEP 2 (continued) : B.U.D.S. BLEEDING PROCEDURE 1-4

The bleeding procedure is accomplished **FIRST** by proceeding with a special bleed (in a specific order) to remove the greatest quantity of air.

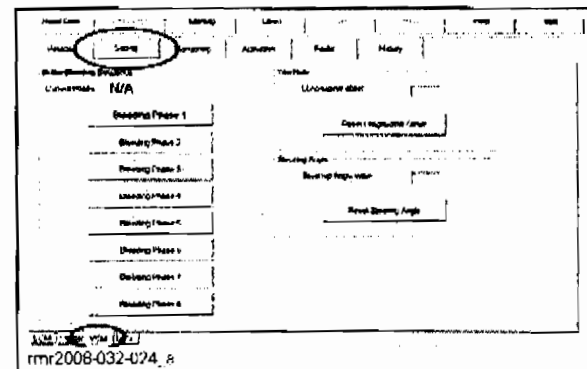
THEN brake bleeding is completed using B.U.D.S. software. To properly bleed the complete braking system, use the bleeding sequence according to this table.

B.U.D.S. BLEEDING SEQUENCE	
TASK	BLEEDING PHASES
Complete braking system bleeding	1 to 4

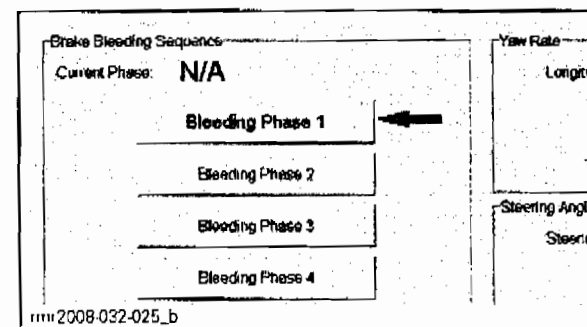
B.U.D.S. Bleeding Phases	Bleed valves location
1	Rear caliper
2	Left front caliper
3	Right front caliper
4	VCM

NOTE: Each sequence must be carried out without interruption. Furthermore, brake fluid reservoir must be kept full to prevent air from being pumped into the system. If a sequence is interrupted or a lack of fluid occurs, start the sequence again.

When the special bleeding procedure is completed, connect B.U.D.S. Refer to **COMMUNICATION TOOLS/B.U.D.S. SOFTWARE**.



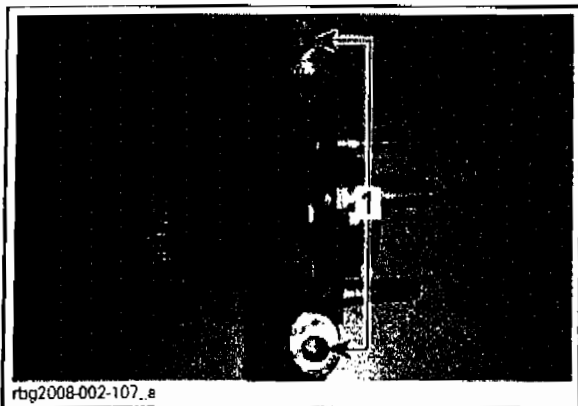
In B.U.D.S., select **SETTING** folder then the **VCM** page.



Read and understand the procedure on screen before beginning it.

Perform **BLEEDING PHASE 1** to **BLEEDING PHASE 4** inclusively. Follow the instruction in B.U.D.S..

When the sequence is completed:



CAUTION: ➡ To ensure good clamping of calipers bolts, it is imperative to clean knuckle threads [1] using a metric tap M 10 X 1.5. ➡

Reinstall caliper on vehicle with new bolts (P/N 207 506 034).

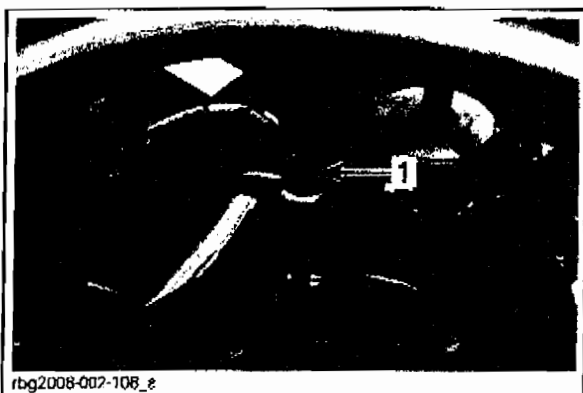
➡ Secure caliper bolts to 48 N•m (35 lbf•ft). ➡

NOTE: If new caliper mounting bolts are not available, re use the original ones with the following procedure :

- Clean calipers bolts threads (bolts and knuckle holes) with wire brush.
- Apply Loctite[†] 243 (P/N 293 800 060) on bolts thread.

CAUTION: If new caliper bolts are used, threads are coated with a self-locking product, do not apply Loctite 243 on threads.

Secure caliper bolts to 48 N•m (35 lbf•ft).



➡ Reinstall clip retaining hose [1] on "A" arm.

Secure bolt to 11 N•m (8 lbf•ft).

One on each side. ➡

Reinstall wheels on vehicle.

Secure wheels lug nuts to 105 N•m (77 lbf•ft).

Perform the inspection procedure (step 3).

⚠ WARNING

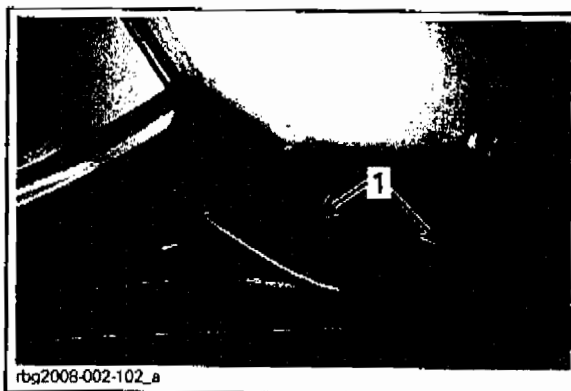
Do not deliver the vehicle to customer under any circumstances if the minimum pressure is not reached.

VEHICLE REASSEMBLY

NOTE: Dispose brake fluid per your local environmental regulations.

Reinstall brake fluid reservoir on vehicle with the hoses at their original location.

Secure brake fluid reservoir to 7 N•m (62 lbf•in).



Secure hoses with locking ties [1] (P/N 414 115 200).

Install all removed *BODY* parts as the reverse of the removal procedure.

[†] Loctite is a registered trademark of Henkel Corp.

Ride the vehicle and apply the brake a few times to ensure the normal behavior of the vehicle.

WARRANTY

Submit a warranty claim using the following information:

If **Inspection** was performed, submit a warranty claim using the following information:

Campaign Number	2008-0001
Claim Type	Campaign Claim
Action	Inspect
Flat Rate Time	1.0 hours

Click in the *INSPECT BOX* while completing your claim on BOSSWeb.

Inspect	✓
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This will pay for inspection flat rate only.

If **Inspection / Replacement** were performed, submit a warranty claim using the following information:

Campaign Number	2008-0001
Claim Type	Campaign Claim
Action	Inspect & Repair
Flat Rate Time	7.0 hours

Click in the *INSPECT BOX* and in the *REPAIR BOX* while completing your claim on BOSSWeb.

Inspect	✓
---------	---

This will pay for:
flat rate for inspection.

Repair	✓
--------	---

This will pay for:
flat rate and cost of parts for repair.

This will pay for:
flat rate and cost of parts for replacement.

For claiming procedure, refer to the
DEALER/DISTRIBUTOR WARRANTY GUIDE.

SERIAL NUMBER LISTING OF INVOLVED VEHICLES

Model: A18G

000001
000009
000016
From 000018 to 000020
From 000022 to 000024
000027
000029
000031
From 000036 to 000038
000040
From 000044 to 000048
From 000132 to 000145
From 000147 to 000161
From 000163 to 000164
000166
From 000168 to 000169
From 000239 to 000250
From 000252 to 000258
From 000260 to 000263
From 000265 to 000266
From 000268 to 000277
From 000352 to 000355
From 000357 to 000380
From 000383 to 000391
From 000393 to 000396
From 000398 to 000399
From 000401 to 000403
From 000405 to 000415
From 000417 to 000422
From 000424 to 000432
From 000436 to 000447
From 000450 to 000454
From 000456 to 000458
From 000460 to 000462
From 000465 to 000468
000470
From 000472 to 000476
From 000478 to 000482
From 000484 to 000504
From 000506 to 000507
From 000509 to 000515
From 000517 to 000520
From 000522 to 000524
000526
000528
From 000530 to 000534
000536
From 000539 to 000541
From 000543 to 000547
From 000549 to 000550
From 000552 to 000553

Model: A18H

From 000050 to 000051
000053
From 000057 to 000058
000060
From 000063 to 000065
From 000067 to 000069
From 000073 to 000075
From 000077 to 000080
000083
From 000085 to 000086
000089
000091
From 000093 to 000095
000097
From 000099 to 000106
From 000108 to 000110
From 000112 to 000131
From 000171 to 000175
000177
From 000179 to 000194
From 000196 to 000213
From 000216 to 000224
From 000227 to 000238
From 000278 to 000293
From 000295 to 000300
From 000302 to 000309
000311
From 000313 to 000319
From 000321 to 000326
From 000328 to 000340
From 000342 to 000351
From 000554 to 000587
From 000589 to 000629
From 000631 to 000647
000649
From 000651 to 000681
From 000683 to 000690
From 000692 to 000693
From 000695 to 000709
From 000711 to 000712
From 000714 to 000723
From 000725 to 000733
From 000735 to 000764
From 000766 to 000767
From 000769 to 000784

Model: A18K

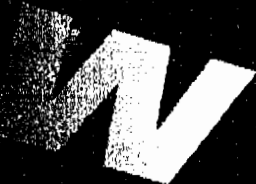
000004
000006
From 000009 to 000012
000016
000020

Model: A18K (cont'd)

From 000025 to 000027
000032
000035
From 000037 to 000038
From 000045 to 000048
From 000051 to 000052
000055
000057

Model: A18M

From 000003 to 000004
From 000006 to 000007
000010
000013
From 000015 to 000016
From 000018 to 000020
000023
From 000027 to 000029
000031
000034
From 000037 to 000038
000042
000047
000050
000052
000054
From 000061 to 000062

can-am**SAFETY**
CAMPAIGN**ROADSTER**
WARRANTY
Bulletin**⚠ WARNING:** All involved customers must be notified, all involved units must be corrected as per instructions herein.

Campaign no.: 2008-0001

Date: **November 23, 2007**Subject: **Brake Inspection and/or Repair
Procedure**No. **2008-1**

YEAR	MODEL	MODEL NUMBER	SERIAL NUMBER
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NOTE: Do not sell, deliver or utilize any vehicle without having previously successfully completed this campaign.

PROBLEM

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a momentary loss of vehicle control possibly resulting in a vehicle crash with injury or death.

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Inspect and perform the following brake bleeding procedure if needed.

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1	Inspect	No more action required	Go to step 2
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	B) Perform B.U.D.S Bleeding Procedure Phase 1 to 4		
3	Inspect	No more action required	Place Vehicle Aside and contact BRP service representative

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Small Locking Ties	293 750 002	4
Locking Ties	514 115 200	4

NOTE: Use a computer with the P2.3.15.10 SPYDER only_1 version of B.U.D.S. software and the MPI-2 and a diagnostic cable (P/N 710 000 851).

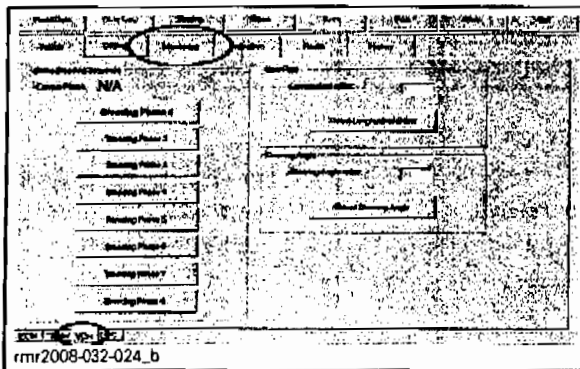
NOTE: MPI-1 will not allow communication with a Roadster.

NOTE: Assistance is required to accomplish some actions.

STEP 1 : INSPECTION

CAUTION: Do not pump up the brake pedal repeatedly before doing inspection.

Connect B.U.D.S. Refer to *COMMUNICATION TOOLS/B.U.D.S. SOFTWARE*.

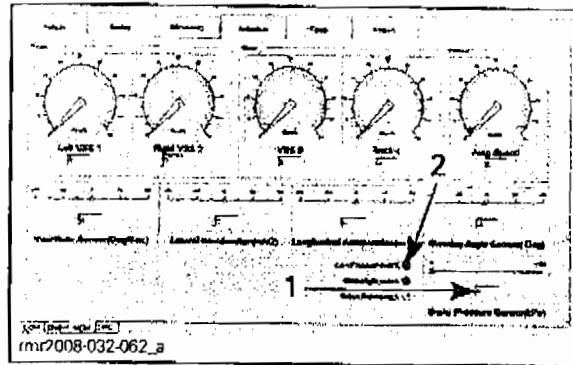


In B.U.D.S., select **MONITORING** folder then the **VCM** page.

Slowly depress the brake pedal (only once) until you reach **3500 kPa (508 PSI)** at the brake pressure sensor.

Maintain the brake pedal in position.

Check the **low pressure switch** button value on the computer screen.



As per the above picture :

- [1] : Brake pressure sensor value
- [2] : Low pressure switch button

If low pressure switch button is still off when you reached the required pressure the inspection is successful.

If low pressure switch button turns on before reaching **3500 kPa (508 PSI)** perform the following additional steps :

Perform equivalent of 3 complete wheels rotation (for the 3 wheels).

Slowly depress the brake pedal until low pressure switch button turns on.

Take note of the brake pressure sensor value.

Perform equivalent of 3 complete wheels rotation (for the 3 wheels).

Slowly depress the brake pedal until low pressure switch button turns on.

Take note of the brake pressure sensor value.

Perform equivalent of 3 complete wheels rotation (for the 3 wheels).

Slowly depress the brake pedal until low pressure switch button turns on.

Take note of the brake pressure sensor value.

Calculate the average of the 3 brake pressure sensor values previously noted.

If the average is **ABOVE OR EQUAL 3500 kPa (508 PSI)** the inspection is successful.

If the average is **BELOW OR EQUAL 3500 kPa (508 PSI)** go to step 2.

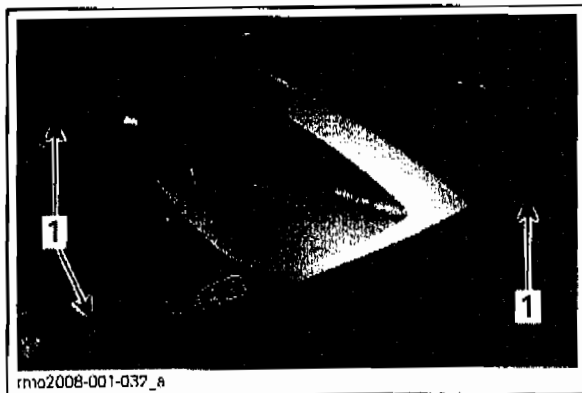
To remove low pressure faults codes turn the key off then turn it back on.

Check and clear fault codes using B.U.D.S. software.

NOTE: If completing this inspection phase AS A STEP 3, and you still cannot reach the minimum pressure required without having the low pressure switch button ON, please contact BRP service representative. BRP will assist you to properly repair the vehicle.

STEP 2 : BODY PARTS REMOVAL FOR SPECIAL BLEEDING PROCEDURE

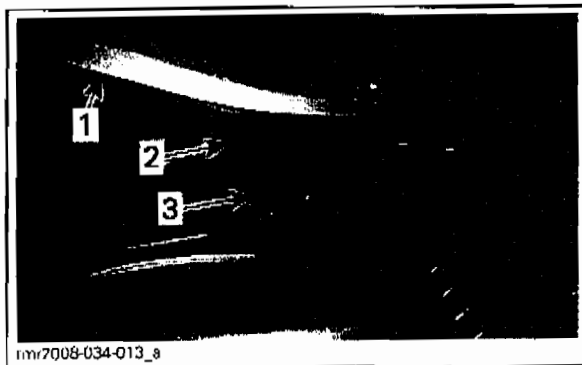
Middle side panels removal



Unscrew 3 clips [1].

Remove middle side panel.

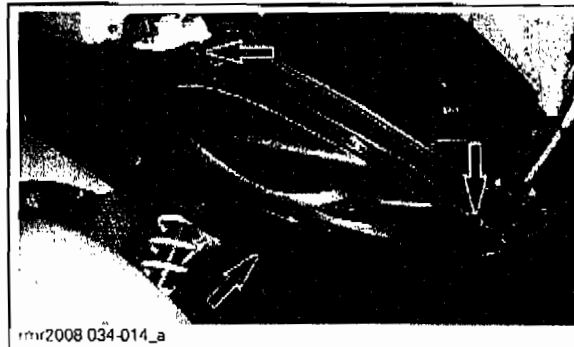
RH Upper side panel removal.



- [1] Central panel
- [2] Front panel
- [3] Front panel screw

Remove front panel screw.

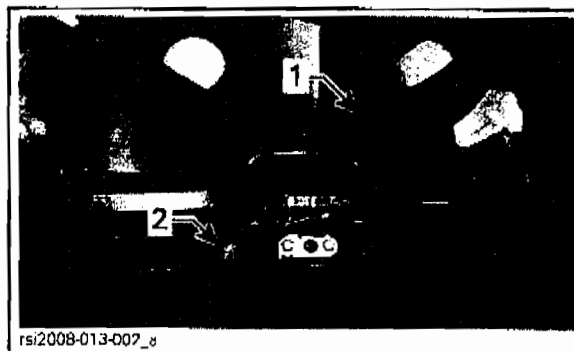
Open the storage compartment cover.



Remove reusable plastic rivets (two on top, one on the bottom).

Remove front panel.

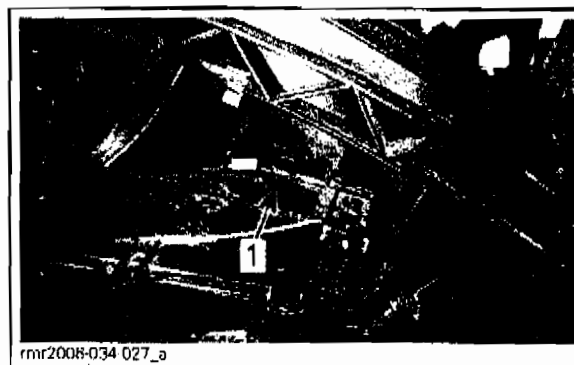
Front storage compartment removal



- [1] Service cover
- [2] Diagnostic connector

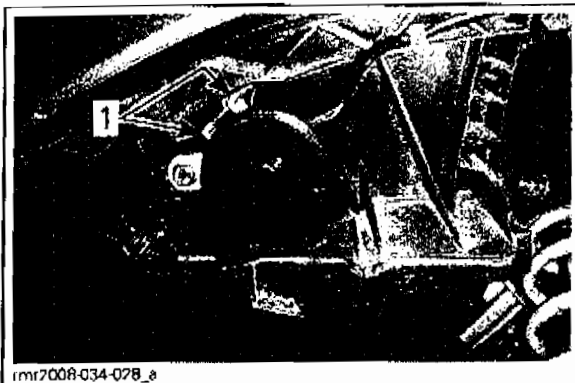
Remove service cover.

Remove diagnostic connector from storage holder.

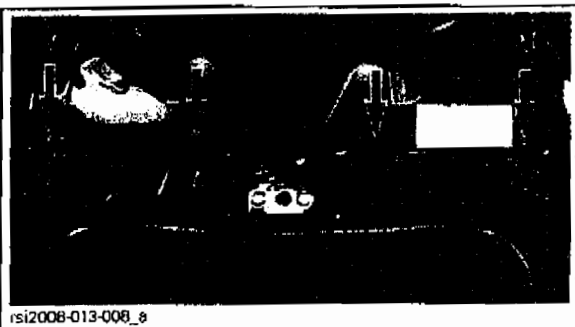


- [1] APTS connector

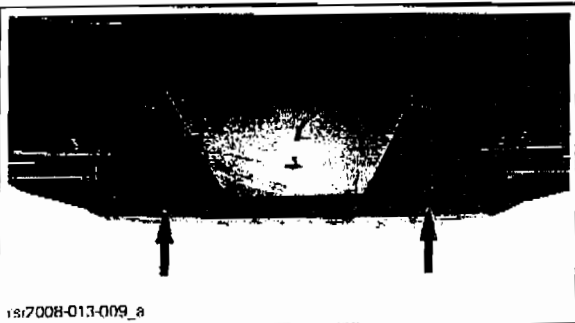
Unplug and detach the Ambient Air Pressure/ Temperature Sensor (APTS) from the RH side of storage compartment.



- [1] Horn connectors
- On the LH side, unplug horn.



Remove the four upper self-tapping screws retaining the front storage compartment.



Underneath vehicle, remove the two lower screws retaining the front storage compartment to frame.

Lift storage compartment to remove it.

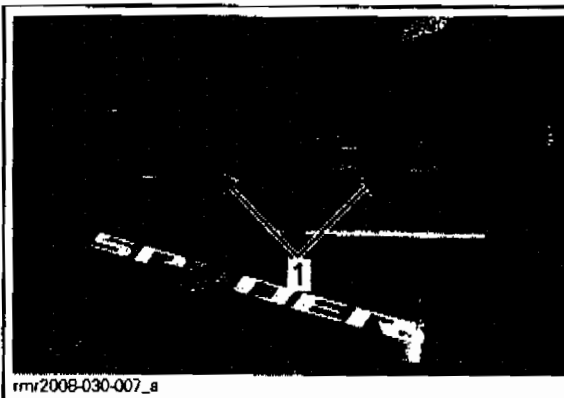
RH Rear panel removal



- [1] Rear panel screw

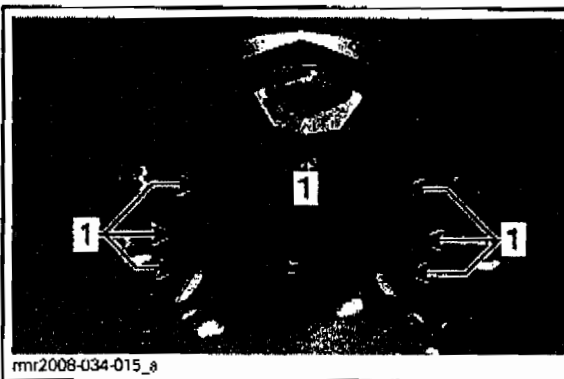
Unlatch and lift seat.

Remove screws securing front part of rear panel.



- [1] Reusable plastic rivets

Remove the reusable plastic rivets securing rear panel.



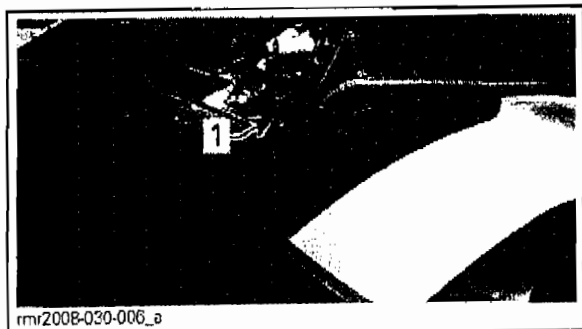
- [1] Remove these screws

Remove screws securing lower tail cover to rear panel.

Unplug turn signal connectors.

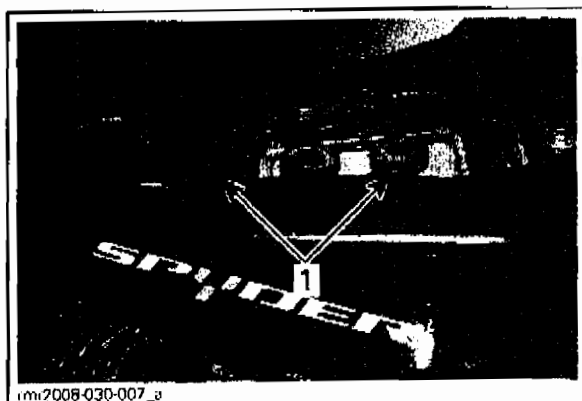
Remove rear panel

RH Lower side panel removal



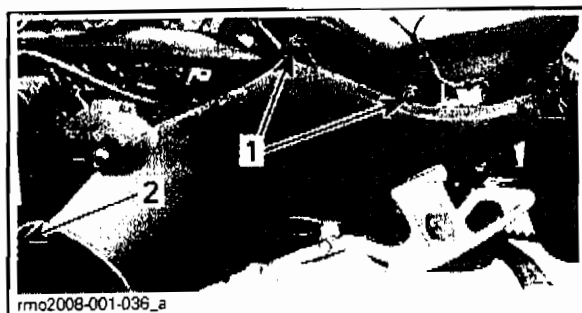
– [1] Rear panel screw.

Remove screws securing front part of rear panel.



– [1] Reusable plastic rivets

Remove the reusable plastic rivets securing rear panel.



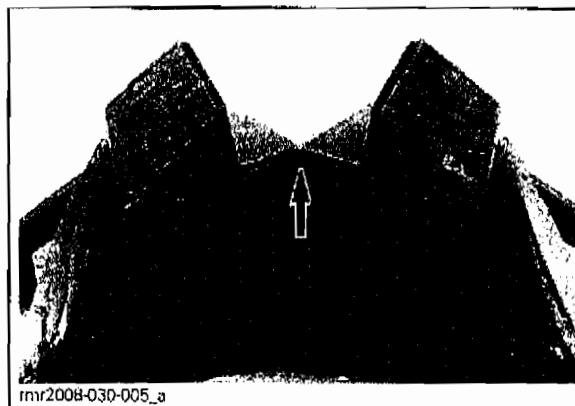
– [1] Screws under rear panel

– [2] Screw located at the front of lower side panel

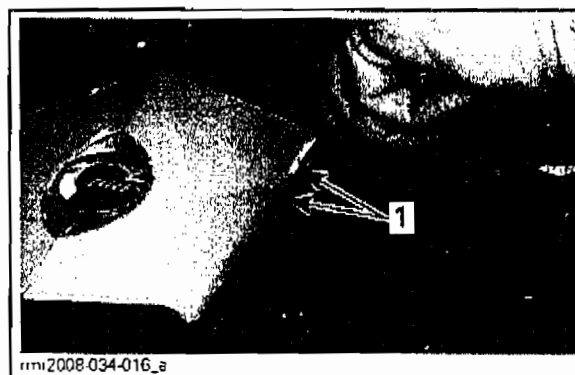
Remove lower side panel screws.

Remove lower side panel.

Upper tail cover



Remove screw securing lower tail cover to upper tail cover.



– [1] Upper tail cover tabs

Using a small screwdriver, release the upper tail cover tabs.

Remove upper tail cover.

STEP 2 (continued) : VEHICLE PREPARATION FOR SPECIAL BLEEDING PROCEDURE

⚠ WARNING

Before lifting the vehicle must be secure in place to avoid moving.

CAUTION: Never use any type of impact wrench for lug nut removal and installation. The use of impact wrench could damage the bolts threads and nuts

Install the vehicle on jack stands.

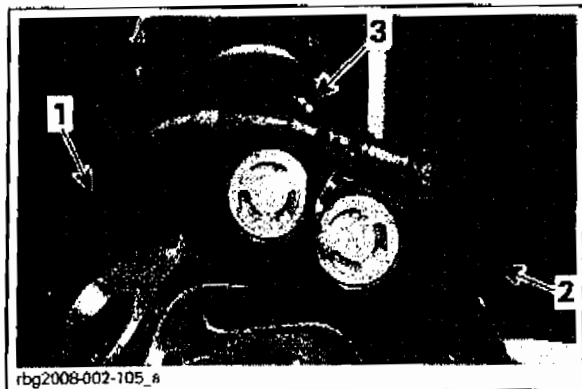
Adjust the vehicle on level.

NOTE: To ensure that the vehicle is on level, use the bottom vehicle frame as a reference.

Remove front wheels.

Remove caliper mounting bolts from both front calipers.

CAUTION: Do not let caliper hang by the hose and do not stretch or twist the hose.



Install each caliper horizontally on the top of its brake disc.

Secure caliper with locking tie.

As per the above picture :

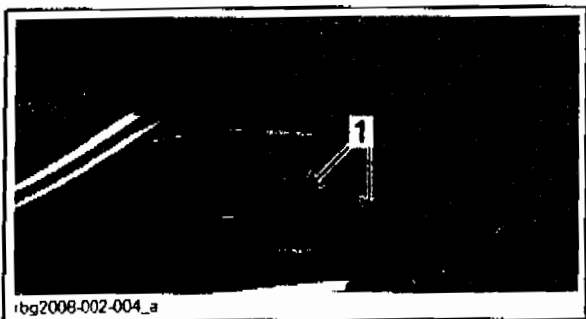
- [1] : Brake disc
- [2] : Caliper
- [3] : Bleeder to the highest point

Open seat.

Detach gas shock from seat.

Lift seat and unplug the pillion rider (passenger) switch connector.

Cut locking ties securing all hoses (red) between reservoir and master cylinder.



Unplug low pressure switch connector and brake light connector [1].

Detach brake fluid reservoir from vehicle.



Move reservoir down and outside the footrest and then reinstall at its location as per picture above.

Place hoses (red) along side rear passenger footrest support [1].

Attach hoses to frame using locking tie (P/N 514 115 200).

Replug low pressure switch connector and brake light connector.

NOTE: The previous step is required for the hoses to run completely down hill toward the master cylinder throughout brake bleeding procedure.



- TYPICAL

CAUTION: Avoid spilling brake fluid on plastic, rubber or painted parts. Protect these parts with rags when servicing brake system.

Clean and remove reservoir caps.

Wipe brake fluid spillage.

Connect a battery charger to the vehicle battery.

Adjust the battery charger load to 2A.



Using BRP pulley flange cleaner (P/N 413 711 809) (or equivalent) clean bleeding valves and bleeding valves area.

Install 16 inch long clear hose (P/N 415 080 200) onto :

- Rear caliper bleeding valve
- Left caliper bleeding valve
- Right caliper bleeding valve

Secure all clear hose with small locking ties (P/N 293 750 002).

Fill up clear hoses with brake fluid [1] (approximately 2-3 inch long. (51 to 76 mm)).



Locate VCM [1] at the front of vehicle.

Install 31 inch long clear hose (P/N 415 080 200) onto :

- VCM bleeding valve

Secure VCM clear hose with small locking tie (P/N 293 750 002).

Fill up VCM clear hose with brake fluid [1] (approximately 2-3 inch long. (51 to 76 mm)).

STEP 2 (continued) : SPECIAL BLEEDING PROCEDURE

CAUTION: Avoid spilling brake fluid on plastic, rubber or painted parts. Protect these parts with rags when servicing brake system.

Start bleeding system with :

- Rear caliper

Open bleeder and slowly depress then slowly release brake pedal **at least 25 times** (full stroke) until fluid freely flows out of the bleeder without any air bubbles.

NOTE: It may be necessary to pump brake pedal more than 25 times, as a result, it is important to pump brake pedal until fluid flows out **without any air bubbles**.

When no more air bubbles come out of the bleeder, close the bleeder while brake pedal is depressed.

Pump up system pressure with brake pedal until pedal resistance is felt.

Depress and hold brake pedal.

Open bleed valve and then re close it.

NOTE: Do not release brake pedal until bleed valve has been closed.

Release brake pedal slowly.

Repeat special bleeding procedure in this order :

- Left front caliper
- Right front caliper
- VCM

STEP 2 (continued) : B.U.D.S. BLEEDING PROCEDURE 1-4

The bleeding procedure is accomplished **FIRST** by proceeding with a special bleed (in a specific order) to remove the greatest quantity of air.

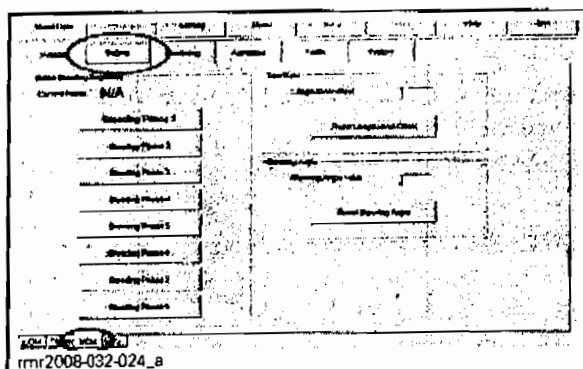
THEN brake bleeding is completed using B.U.D.S. software. To properly bleed the complete braking system, use the bleeding sequence according to this table.

B.U.D.S. BLEEDING SEQUENCE	
TASK	BLEEDING PHASES
Complete braking system bleeding	1 to 4

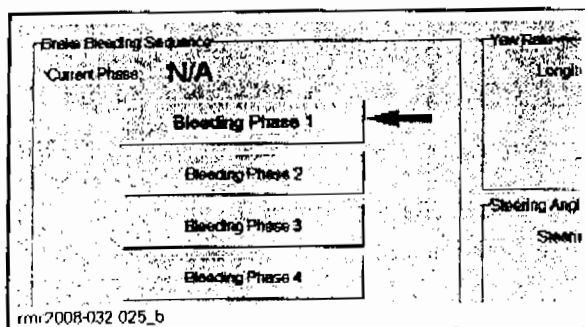
B.U.D.S. Bleeding Phases	Bleed valves location
1	Rear caliper
2	Left front caliper
3	Right front caliper
4	VCM

NOTE: Each sequence must be carried out without interruption. Furthermore, brake fluid reservoir must be kept full to prevent air from being pumped into the system. If a sequence is interrupted or a lack of fluid occurs, start the sequence again.

When the special bleeding procedure is completed, connect B.U.D.S. Refer to *COMMUNICATION TOOLS/B.U.D.S. SOFTWARE*.



In B.U.D.S., select **SETTING** folder then the **VCM** page.



Read and understand the procedure on screen before beginning it.

Perform **BLEEDING PHASE 1** to **BLEEDING PHASE 4** inclusively with vehicle level on the ground. Follow the instruction in B.U.D.S..

When the sequence is completed, perform the inspection procedure (step 1).

Reinstall caliper on vehicle with new bolts (P/N 207 506 034).

NOTE: If new caliper mounting bolts are not available, re use the original ones with the following procedure :

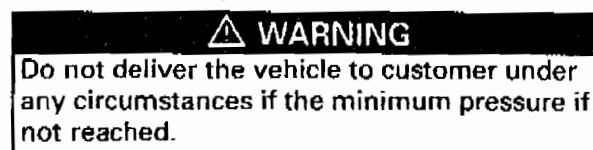
- Clean calipers bolts threads (bolts and knuckle holes) with wire brush.
- Apply Loctite[†] 243 (P/N 293 800 060) on bolts thread.

CAUTION: If new caliper bolts are used, threads are coated with a self-locking product, do not apply Loctite 243 on threads.

Secure caliper bolts to 48 N•m (35 lbf•ft).

Reinstall wheels on vehicle.

Secure wheels lug nuts to 105 N•m (77 lbf•ft).

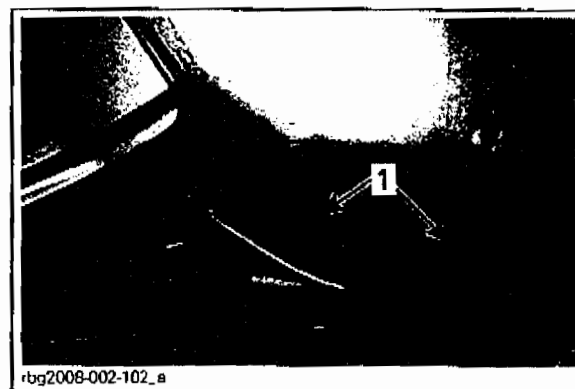


VEHICLE REASSEMBLY

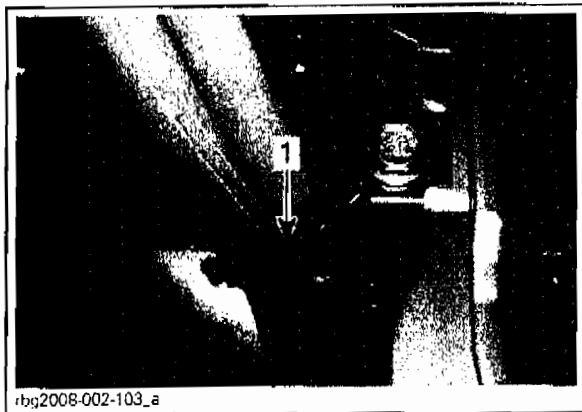
NOTE: Dispose brake fluid per your local environmental regulations.

Reinstall brake fluid reservoir on vehicle with the hoses at their original location.

Secure brake fluid reservoir to 7 N•m (62 lbf•in).



[†] Loctite is a registered trademark of Henkel Corp.



Secure hoses with locking ties [1]
(P/N 514 115 200).

Install all removed *BODY* parts as the reverse of the removal procedure.

Ride the vehicle and apply the brake a few times to ensure the normal behavior of the vehicle.

WARRANTY

Submit a warranty claim using the following information:

If **Inspection** was performed, submit a warranty claim using the following information:

Campaign Number	2008-0001
Claim Type	Campaign Claim
Action	Inspect
Flat Rate Time	1.0 hours

Click in the *INSPECT BOX* while completing your claim on BOSSWeb.

Inspect	✓
---------	---

This will pay for inspection flat rate only.

If **Inspection / Replacement** were performed, submit a warranty claim using the following information:

Campaign Number	2008-0001
Claim Type	Campaign Claim
Action	Inspect & Repair
Flat Rate Time	6.0 hours

Click in the *INSPECT BOX* and in the *REPAIR BOX* while completing your claim on BOSSWeb.

Inspect	✓
---------	---

This will pay for:
flat rate for inspection.

Repair	✓
--------	---

This will pay for:
flat rate and cost of parts for repair.

This will pay for:
flat rate and cost of parts for replacement.

For claiming procedure, refer to the
DEALER/DISTRIBUTOR WARRANTY GUIDE.

SERIAL NUMBER LISTING OF INVOLVED VEHICLES

Model: A18G

000001
000009
000016
From 000018 to 000020
From 000022 to 000024
000027
000029
000031
From 000036 to 000038
000040
From 000044 to 000048
From 000132 to 000145
From 000147 to 000161
From 000163 to 000164
000166
From 000168 to 000169
From 000239 to 000250
From 000252 to 000258
From 000260 to 000263
From 000265 to 000266
From 000268 to 000277
From 000352 to 000355
From 000357 to 000380
From 000383 to 000391
From 000393 to 000396
From 000398 to 000399
From 000401 to 000403
From 000405 to 000415
From 000417 to 000422
From 000424 to 000432
From 000436 to 000447
From 000450 to 000454
From 000456 to 000458
From 000460 to 000462
From 000465 to 000468
000470
From 000472 to 000476
From 000478 to 000482
From 000484 to 000504
From 000506 to 000507
From 000509 to 000515
From 000517 to 000520
From 000522 to 000524
000526
000528
From 000530 to 000534
000536
From 000539 to 000541
From 000543 to 000547
From 000549 to 000550
From 000552 to 000553

Model: A18H

From 000050 to 000051
000053
From 000057 to 000058
000060
From 000063 to 000065
From 000067 to 000069
From 000073 to 000075
From 000077 to 000080
000083
From 000085 to 000086
000089
000091
From 000093 to 000095
000097
From 000099 to 000106
From 000108 to 000110
From 000112 to 000131
From 000171 to 000175
000177
From 000179 to 000194
From 000196 to 000213
From 000216 to 000224
From 000227 to 000238
From 000278 to 000293
From 000295 to 000300
From 000302 to 000309
000311
From 000313 to 000319
From 000321 to 000326
From 000328 to 000340
From 000342 to 000351
From 000554 to 000587
From 000589 to 000629
From 000631 to 000647
000649
From 000651 to 000681
From 000683 to 000690
From 000692 to 000693
From 000695 to 000709
From 000711 to 000712
From 000714 to 000723
From 000725 to 000733
From 000735 to 000764
From 000766 to 000767
From 000769 to 000784

Model: A18K

000004
000006
From 000009 to 000012
000016
000020

Model: A18K (cont'd)

From 000025 to 000027
000032
000035
From 000037 to 000038
From 000045 to 000048
From 000051 to 000052
000055
000057

Model: A18M

From 000003 to 000004
From 000006 to 000007
000010
000013
From 000015 to 000016
From 000018 to 000020
000023
From 000027 to 000029
000031
000034
From 000037 to 000038
000042
000047
000050
000052
000054
From 000061 to 000062

De : brp

Envoyé : 22 novembre 2007 14:07

Objet : IMPORTANT SAFETY INFORMATION REGARDING YOUR CAN-AM SPYDER ROADSTER

IMPORTANT SAFETY INFORMATION REGARDING YOUR CAN-AM SPYDER ROADSTER

Dear Can-Am Spyder roadster owner:

We have an important safety message regarding your Can-Am Spyder Roadster.

If you have already taken delivery of your Spyder and have not already talked to your dealer about this matter, it is very important that you read this e-mail.

We are e-mailing you because in the pre-inspection before delivery to their customers, a few dealers recently found four vehicles that had a problem with their brakes. What happened was that when the dealer pressed the brake pedal, the brakes didn't work and the pedal went right to the bottom of the stroke while the vehicle was at rest. This would obviously be unsafe if it occurred while riding.

The problem is caused by air bubbles in the brake system. We've determined that there may be a possibility that some vehicles have been delivered with air in the brake system. In order to ensure that your safety is not compromised, we want to get your vehicle into the shop as soon as possible to perform the repair procedure to make sure your brake system is functioning normally.

So please contact your dealer as soon as possible, and please do not try to operate the vehicle or drive it to the dealership.

We will take prompt and courteous care of your product while minimizing inconvenience for you. All of this will be done at no charge to you, so please do not try to have this brake work completed by anyone else than your authorized Spyder dealer.

If you have not yet taken delivery of your Spyder, your dealer will perform the repair before you take delivery.

If you should have any questions, please do not hesitate to contact your authorized Spyder dealer or the BRP Customer Assistance Centre at 1-888-864-2002.

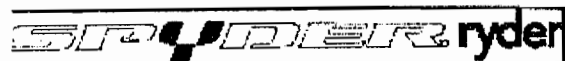
We apologize for any inconvenience this may cause you. Once your unit is repaired, we wish you many pleasant miles aboard your new Can-Am Spyder roadster. We value your business and participation in the Spyder roadster community.

Sincerely,

The BRP After-Sales Service Team

Can-Am | Try Spyder

[Skip to content](#)



- Site produit Spyder
- Envoyer à un ami
- Infolettre

- News
- Take The Tour
- Ryders' Corner
- Home

News

[Back to FYI page](#)

November 22, 2007
Four News

IMPORTANT MESSAGE FOR CURRENT CAN-AM SPYDER OWNERS

Dear Can-Am Spyder roadster owner:

We have an important safety message regarding your Can-Am Spyder Roadster.

If you have already taken delivery of your Spyder and have not already talked to your dealer about this matter, it is very important that you read this message.

We are communicating this information to you because before delivery to their customers, a few dealers recently found four vehicles that had a problem with their brakes. What happened was that when the dealer pressed the brake pedal, the brakes didn't work and the pedal went right to the bottom of the stroke while the vehicle was at rest. This would obviously be unsafe if it occurred while riding.

The problem is caused by air bubbles in the brake system. We've determined that there may be a possibility that some vehicles have been delivered with air in the brake system. In order to ensure that your safety is not compromised, we want to get your vehicle into the shop as soon as possible to perform the repair procedure to make sure your brake system is functioning normally.

So please contact your dealer as soon as possible, and please do not try to operate the vehicle or drive it to the dealership.

We will take prompt and courteous care of your product while minimizing inconvenience for you. All of this will be done at no charge to you, so please do not try to have this brake work completed by anyone else than your authorized Spyder dealer.

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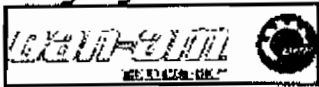
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Sincerely,

The BRP After-Sales Service Team

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- [Legal Notice](#)
- [Languages](#)



-

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Script - Dealer

- We are calling you today to inform you that Bombardier Recreational Products Inc. (BRP) has determined that a defect which relates to motor vehicle safety exist in certain 2008 model year Can-Am Spyder Roadsters.
- The safety issue is when depressing the service brake pedal; it may reach almost the full stroke while not delivering corresponding service brake performance. The cause of the defect is probably the presence of an abnormal quantity of air in the hydraulic circuit of the front brake. Degraded brake performance can cause momentarily a lost of vehicle control possibly resulting in a vehicle crash with injury or death.
- We are informing you that Spyder vehicles are not to be sold or delivered to any customer until this safety issue is corrected.
- We also want you to contact all your Spyder customers immediately and to inform them that they are not to use their Spyder.
- This is an opportunity for you, the dealership, to contact your customers who are presently the greatest ambassadors we have and address their issue in a quick an efficient manner.
- Since the unit is not to be ridden by the customer we are asking you to go pick-up the unit right away and to repair them and claim for the repair once it has been completed.
- A copy of the bulletin will be available on BOSSWeb at the latest Thursday afternoon where the procedure that needs to be completed will be fully detailed.
- It is imperative that you claim for the repair once the repair is completed. We will be compensating you for this repair.
- We understand that you will need to go pickup up the units at the customers residence so we will compensate you through a credit in your parts account of \$ 150 for all warranty registered Spyders.
- We will be following up with your customers shortly to advise them of the above situation.
- Do you have any questions?

MODIFIED SCRIPT – AMERICAN CONSUMERS

If Live Voice Answers

This is _____, from BRP'S Customer Service Department calling about your new Can-Am Spyder Roadster. Is this (customer name)? We apologize for interrupting your Thanksgiving holiday, but we have an important message for your safety. *(if you are talking to the right person, go to Continuation of Live Script, below; if you are talking to the wrong person, go to If Another Person Answers, below)*

If Another Person Answers

Can I please ask with whom I am speaking? Our records show that (1st name of customer) has recently taken delivery of a Can-Am Spyder Roadster. If so, we need to talk to (1st name of customer) about an immediate safety message. Is there another number we can call or can we call back later today to reach (customer 1st name)?

If there is no other number:

Can you please have (1st name of customer) call BRP'S Customer Service Department any time (what days/hours?) at 1-888-864-2002 and say that the call is about Spyder? Thank you for your cooperation and please tell (1st Name of customer) not to ride the Spyder until we have a chance to talk. We wish you and your family a Happy Thanksgiving. – END OF CALL

If there is another number:

Thanks for your cooperation and I'll call that number now. But just in case we miss one another, can you please let (1st name of customer) know that BRP'S Customer Service Department called and if we haven't already spoken, to return our call from Monday to Friday from 8:00-6:00 Eastern time at 1-888-864-2002 and say that the call is about Spyder? Thank you for your cooperation please tell (1st Name of customer) not to ride the Spyder until we have a chance to talk. We wish you and your family a Happy Thanksgiving. – END OF CALL –

If Machine Answers

This is _____, from BRP'S Customer Service Department calling about your new Can-Am Spyder Roadster. We apologize for interrupting your Thanksgiving holiday, but we have an important safety message. We are trying to reach (customer name). Our records show that you have recently taken delivery of a Can-Am Spyder Roadster. If so, we need to talk to you about a safety concern. Until you talk to us, please do not ride your Spyder. Please call BRP'S Customer Service Department any time from Monday to Friday from 8:00-6:00 Eastern time at 1-888-864-2002 and say you are calling about Spyder. Thank you for your cooperation and we look forward to your call back.

We wish you and your family a Happy Thanksgiving. – END OF CALL –

Continuation of Live Script

Our records show you have taken delivery of your Spyder, is this correct?

If the person says no to taking delivery: Can I please ask where your Spyder is? Thank you for that information. We are calling because we recently found 4 vehicles that had a problem with their brakes. The problem was caught by dealers before the vehicles were delivered to any consumer. What happened was when the dealer pressed the brake pedal, the brakes didn't work and the pedal went right to the bottom of the stroke while the vehicle was at rest. This would obviously be unsafe if it occurred while riding. This problem is caused by having air bubbles in the brake system. We've determined that there may be a possibility that some vehicles have been delivered with air in the brake system, and we want to get your vehicle into the shop as soon as possible to perform a procedure to make sure your brake system is functioning normally.

In order to ensure that your safety is not compromised, we want to take prompt and courteous care of your product while minimizing inconveniences for you.

Your dealer will now double check that your unit is okay before you operate your Spyder. Thank you for buying a Spyder and we hope you are already enjoying it. We wish you and your family a Happy Thanksgiving. – END OF CALL –

If the person says yes to taking delivery: We are calling because we recently found 4 vehicles that had a problem with their brakes. The problem was caught by dealers before the vehicles were delivered to any consumer. What happened was when the dealer pressed the brake pedal, the brakes didn't work and the pedal went right to the bottom of the stroke while the vehicle was at rest. This would obviously be unsafe if it occurred while riding. This problem is caused by having air bubbles in the brake system. We've determined that there may be a possibility that some vehicles have been delivered with air in the brake system, and we want to get your vehicle into the shop as soon as possible to perform a procedure to make sure your brake system is functioning normally.

In order to ensure that your safety is not compromised, we want to take prompt and courteous care of your product while minimizing inconveniences for you.

Has your selling dealer already contacted you?

If the answer is yes to dealer contact: Have you already talked about or scheduled an appointment? Is the dealer picking up your Spyder at your location? That's great news and we want to take good care of you so I

want to make sure that you're satisfied as you follow up with your dealer. Meanwhile, please do not try to operate the vehicle or drive it to the dealership and please do not try to have this brake procedure completed by anyone else than your authorized Spyder dealer.

We also invite you to contact us should you have any follow-up questions. BRP's dedicated Spyder Customer Assistance number is _____. One of my colleagues may be able to assist you, but if you wish to speak directly with me, please make sure to ask for _____ and our call center operator will be glad to redirect your call to me personally. Thank you and please accept our apologies for this inconvenience. We wish you and your family a Happy Thanksgiving! – END OF CALL –

If the answer is no to dealer contact: We informed our dealers of this matter on Wednesday afternoon and they may not have had the time to contact each and every one of their customers yet. Your dealer will make every effort to come and pick up your vehicle, do a repair procedure and get it back to you as quickly as possible. All of this will be done at no charge to you. Meanwhile, please do not try to operate the vehicle or drive it to the dealership and please do not try to have this brake work completed by anyone else than your authorized Spyder dealer.

We understand that this may be an inconvenience to you since your weekend plans may have included a Spyder ride. We wish to make sure your experience with Spyder is an enjoyable and safe one. And of course we want to get you back on the road as quickly as possible. We invite you to contact us should you have any follow-up questions. BRP's dedicated Spyder Customer Assistance number is _____. One of my colleagues may be able to assist you, but if you wish to speak directly with me, please make sure to ask for _____ and our call center operator will be glad to redirect your call to me personally.

Can you please confirm that you will contact your dealer? Would you like your dealer's phone number? Do you have any questions for now?

Thank you and please accept our apologies for this inconvenience. We wish you and your family a Happy Thanksgiving! – END OF CALL –