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09V-473 (3 pages)

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

www.brp.com

December 10, 2009

"by fax, email and registered mail"

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: Initial Defect Information Report Pursuant to 49 CFR Part 573

Dear Mr. Smith:

Bombardier Recreational Products Inc. the manufacturer and BRP US Inc. the US distributor determined that a defect which relates to motor vehicle safety may exists in certain 2010 model year Can-Am Spyder RT Roadsters. A Safety Committee was held on December 8, 2009 and 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 at the manufacturer with respect to this recall is Marie-Claude Simard, Senior Legal Counsel, Bombardier Recreational Products Inc., 726 St-Joseph Street, Valcourt, Quebec, Canada J0E 2L0, T 450-532-6195, marie-claude.simard@brp.com

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

The vehicles involved are certain MY 2010 Can-Am Spyder Roadsters RT. The inclusive dates of manufacture are listed in the chart below; please note that this information reflects vehicles involved worldwide and not only vehicles involved in the United States.

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

Model Year	Models involved		Production dates; Start/End	Serial Numbers; Start/End
2010	Model name	Model number	From the beginning of production on October 13 up to October 30, 2009.	The final version of the Safety Recall bulletin will include a complete list of serial numbers.
	ROADSTER SPYDER RT SM5 and SE5	B5AA		
		B5AB		
		B5AG		

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

The number of vehicles potentially affected in the United States is approximately 108.

• **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:

The connector on the key switch harness may not be locked and the ignition switch harness may be routed too tight. In some situations, the connector may unplug. If this occurs, the vehicle may stall without warning and could potentially cause a crash.

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

During production, between October 13 and October 28, 2009, it was observed that 10 vehicles shut down at the oil filling station when the handlebars were turned fully right.

On November 11, 2009, BRP issued the Warranty Bulletin 2010-1 (attached).

However, the internal investigation continued. BRP evaluated that although the condition observed so far was only when the handle bars were turned fully right, it may be possible to regain contact when the handlebars were straighten and it may be possible to lose contact again without having to turn the handle bars fully right. Because the potential consequences of this condition may surprise the operator of the vehicle BRP decided, in an abundance of caution, to conduct a voluntary safety campaign to remedy the condition.

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

BRP is currently preparing to launch a 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.

See attached proposed Owner letter, Dealer letter and Safety Recall Bulletin.

Remedy:

The remedy is to inspect to ensure that the connector is locked and inspect to ensure that the ignition switch harness is not routed too tight and correct harness routing if needed. The details of the remedy procedures are in the Safety Recall Bulletin enclosed.

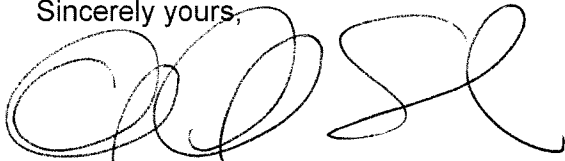
The vehicles that were already repaired according to the Bulletin 2010-1 will not be included in the Safety Recall list because the inspection and repair procedures are the same. The Safety Recall Bulletin will replace the Warranty Bulletin.

Remedy Schedule:

We will launch the Safety Recall Campaign **December 18, 2009**.

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

Sincerely yours,

A handwritten signature in black ink, appearing to read 'MCS', is written over the typed name.

BRP US Inc and Bombardier Recreational Products Inc.
Marie-Claude Simard
Senior Legal Counsel
T. 450-532-6195
marie-claude.simard@brp.com

ENCL.