

**RECEIVED**

By Recall Management Division at 3:37 pm, May 06, 2010



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

www.brp.com

10V-188  
(3 Pages)

April 27, 2010

By email only

Mr. Daniel Smith  
Associate Administrator for Enforcement  
NHTSA/Enforcement/ODI, NVS-215  
1200 New Jersey Avenue, SE., W46-421  
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 and BRP US Inc. determined that a defect which relates to motor vehicle safety may exist in our Sea-Doo® ADVANCED TEC™ Trailers. We are reporting the currently available information required by 49 CFR Part 573.6.

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

The affected trailers were manufactured by Karavan Trailers Incorporated, 100 Karavan Dr, P.O Box 27 Fox Lake, WI 53933.

Contact person 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:**

All the Sea-Doo Advanced Tec trailers manufactured as to today.

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

TBD

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

100% of the recalled trailers will be subject to the remedy.

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

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

The latching mechanism of a Sea-Doo personal watercraft to an ADVANCED TEC Trailer (known as the *iCATCH*) may be misadjusted and not properly secure the front end of the personal watercraft being transported. When this condition exists, it is possible that road oscillations cause the personal watercraft to jump out of the *iCATCH* hook part of the mechanism. Under those circumstances, if the rear latching straps are not used to properly secure the back end of the personal watercraft, it may slide off the trailer increasing the risk of a crash.

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

The *iCATCH* mechanism is bolted to the front end of an otherwise conventional small boat trailer in substitution to the ratchet type drum and cable feature that the operator uses to pull the boat up onto the trailer all the way to the V-shaped support. On an ADVANCED TEC trailer, the personal watercraft operator powers the craft onto the trailer until the bow catcher mounted directly to the bow line of the craft strikes the hook of the *iCATCH* to latch itself automatically to the trailer. The operator then drives the trailer off the boat loading ramp to a parking area nearby to complete the securing of the PWC to the trailer. The *iCATCH* hook safety lock lever is to be turned to the lock position and the personal watercraft needs to be tightly strapped at the rear.

March 23, 2010 (Florida) and April 1, 2010 (Puerto Rico): BRP received similar reports from 2 clients stating that their personal watercraft had separated from their trailer. In both in these cases, the personal watercraft was not strapped at the rear. Only the personal watercraft were damaged and no other road users were involved.

April 1, 2010 (Oklahoma): BRP received a report from a client stating that the rear of the personal watercraft was touching the ground and that he had attached the rear straps.

On April 12, 2010 (Florida): BRP received a report from a dealer who saw that his personal watercraft was not attached anymore to the *icatch* in the front but that the rear straps held the personal watercraft in place.

On April 16, 2010: BRP received a report that a client leaving its dealership found his personal watercraft on the ground. The rear straps were not installed.

After investigation, BRP determined the following. The rear straps avoid the horizontal movements of the personal watercraft but not all vertical movements. In order to limit the vertical movements, the trailer needs to be adjusted to fit each model of personal watercraft according to a supplied chart. However, following a production change in the holes diameter (+0.5mm), it is possible that the recommended adjustments allow the hook in front of the personal watercraft to disengage from the *icatch*.

**• 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 trailer. 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.sea-doo.com](http://www.sea-doo.com). Vehicles will be repaired by authorized dealers. All of this will be performed at no charge.

We will forward you shortly the proposed letter to owner, dealer and bulletin.

**Remedy:**

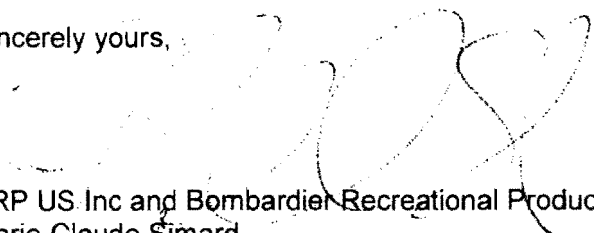
The remedy is to have the dealer install a safety cable on the front latch mechanism, to affix an updated label on the trailer and to give to the owner an updated user guide.

**Remedy Schedule:**

We will launch the Safety Recall Campaign on approximately **in the week of June 15, 2010.**

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

Sincerely yours,



BRP US, Inc and Bombardier Recreational Products Inc.  
Marie-Claude Simard  
Senior Legal Counsel  
T. 450-532-6195  
[marie-claude.simard@brp.com](mailto:marie-claude.simard@brp.com)