

Part 573 Safety Recall Report

24V-728

Manufacturer Name : Bombardier Recreational Products, Inc.

Submission Date : FEB 06, 2025

NHTSA Recall No. : 24V-728

Manufacturer Recall No. : 2019-12 , 2019-13



Manufacturer Information :

Population :

Manufacturer Name : Bombardier Recreational Products, Inc.

Number of potentially involved : 8,721

Address : 726 Saint-Joseph Street

Estimated percentage with defect : 5 %

Valcourt, Quebec 00 JOE 2LO

Company phone : 450-532-2211

Vehicle Information :

Vehicle 1 : 2017-2017 Can-Am Spyder F3, F3 LTD, F3 S, F3 T, RT, RT LTD, RT S

Vehicle Type : MOTORCYCLES

Body Style : UNKNOWN

Power Train : GAS

Descriptive Information : During the production of MY2017, the bearing fixation method of the main shaft assembly was changed. The included population is the population with the new method.

All the MY2018 population was assembled with the new fixation method and are included.

In MY2019, the design of the engine output shaft was changed. However, some vehicles were manufactured with the previous design of output shaft. These vehicles were included in the population.

The number of affected products in this population is 2858.

Production Dates : OCT 29, 2016 - JUN 05, 2017

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Vehicle 2 : 2019-2019 Can-Am Spyder F3, F3 LTD, F3 S, F3 T, RT, RT LTD, RT S

Vehicle Type : MOTORCYCLES

Body Style : UNKNOWN

Power Train : GAS

Descriptive Information : During the production of MY2017, the bearing fixation method of the main shaft assembly was changed. The included population is the population with the new method.

All the MY2018 population was assembled with the new fixation method and are included.

In MY2019, the design of the engine output shaft was changed. However, some vehicles were manufactured with the previous design of output shaft. These vehicles were included in the population.

The number of affected products in this population is 156.

Production Dates : NOV 09, 2018 - JAN 30, 2019

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Vehicle 3 : 2018-2018 Can-Am Spyder F3, F3 LTD, F3 S, F3 T, RT, RT LTD, RT S

Vehicle Type : MOTORCYCLES

Body Style : UNKNOWN

Power Train : GAS

Descriptive Information : During the production of MY2017, the bearing fixation method of the main shaft assembly was changed. The included population is the population with the new method.

All the MY2018 population was assembled with the new fixation method and are included.

In MY2019, the design of the engine output shaft was changed. However, some vehicles were manufactured with the previous design of output shaft. These vehicles were included in the population.

The number of affected products in this population is 5707.

Production Dates : APR 25, 2017 - MAY 03, 2018

VIN Range 1 : Begin :

NR

End : NR

Not sequential

Description of Defect :

Description of the Defect : Vehicle may contain an output shaft with insufficient fatigue strength.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : Over time, the output shaft may break, resulting in a loss of motive power while driving. This can increase the risk of a crash.

Description of the Cause : The potential cause is a change in the bearing fixation method which was implemented during the MY17 production combined with the use of the previous design of the output shaft which was used until MY2019 on some vehicles produced in that model year.

Identification of Any Warning that can Occur : Not applicable

Involved Components :

Component Name 1 : MAIN SHAFT

Component Description : This is the part number of the output shaft contained in engine supplied by BRP-Rotax

Component Part Number : 637093 (Rotax part number)

Supplier Identification :

Component Manufacturer

Name : BRP-Rotax GmbH & Co KG

Address : Rotaxstrasse 1
Gunskirchen Foreign States A-4623

Country : Austria

Chronology :

US-NHTSA contacted BRP following the reception of one VOQ related to broken engine output shaft in June 2024. In July, NHTSA provided potential other cases collected via social media by an owner and in August, another VOQ was also received.

Starting in June, following this contact, BRP reviewed these reports, reanalyzed its network data, contacted customers, collected parts from the field and, contacted its supplier and analyzed any potential design or manufacturing changes that could have affected the engine output shaft strength resistance.

The analysis took place from June to September 2024.

With all the information collected and analyzed, BRP decided on September 24, 2024, that it had enough information to report and wants to proceed with a safety recall on the identified population of vehicles.

Up to now, the claims and cases search linked 74 cases to this situation for the recalled population in the United States.

BRP has no report of injury or accident worldwide.

Description of Remedy :

Description of Remedy Program : Update January 22, 2025:
The remedy is now available. The output shaft needs to be replaced if the vehicles are below a specific mileage threshold. MY2017 F3, RT: Replace if less than 21748 mi (35000 km) MY2018 and 2019 F3, RT: Replace if less than 37 282 mi (60 000 km).

BRP is issuing bulletins, dealer and customer letters with the instructions.

The previous Manufacturer's Plan for reimbursement does not change from the one previously in the file and instructions will be given to customers in the letters.

How Remedy Component Differs from Recalled Component : Update January 22, 2025: The output shaft used for the remedy has a longer chamfer radius and is the same component used since MY2019 for our production (except the limited quantity of MY2019 vehicles included in the recalled population.)

Identify How/When Recall Condition was Corrected in Production : Following BRP's analysis, the vehicles which have the latest design of the output shaft have sufficient fatigue strength. A specific machining radius was increased at that time. Those vehicles were manufactured after January 30, 2019.

Recall Schedule :

Description of Recall Schedule : Update January 22, 2025

Dealers: BRP will inform its dealers about the remedy on January 22, 2025

Customers: BRP will mail the letters about the remedy as soon as it receives comments from NHTSA.

E-mails will also be sent with the same information when customer data

is available.

Note: The interim notification dates were October 8, 2024 for dealers and October 23, 2024 for customers. We are now updating the dates for the remedy letters.

Update February 6, 2025: Customer letters were sent. Amended Notification dates.

Planned Dealer Notification Date : JAN 22, 2025 - JAN 22, 2025

Planned Owner Notification Date : FEB 05, 2025 - FEB 05, 2025

* NR - Not Reported