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2013-9 warranty campaign - Explanations
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As many may have noticed BRP has released a warranty campaign which addresses all 2013 models.

I want to take this opportunity to clarify certain points.

Point A: Seal the Front Fuse Boxes
This is a fairly straight forward repair. Replace the fuse box covers with the new generation type, seal the splices and positive bus-bar on the back of the fuse boxes. Pay particular attention to the sealing, more is better than not enough. The big brush of the liquid electrical tape can makes it easy to smear the wires and splices. Cut the tie-wraps and make yourself some room to access the splices properly.
In this part of the campaign, if you notice any water or corrosion in the fuse boxes or fuses/relays, open a BOSSWeb case with pictures immediately and a brief description of the situation. A service rep will reply with the appropriate repair procedure. You do not want to continue the repair or do the ECM update with a compromised electrical system.

Point B: Update ECM Software
This ECM update addresses 3 issues.
1. Code P1614 may be triggered and cause a limp home mode when starting the engine.
2. The indicator lamp and message HI TEMP may appear at engine startup, even if unit is at normal operating temperature.
3. Engine heat felt by the driver may be uncomfortable.

B.U.D.S. R3.5.1 is needed for this ECM update, get this latest version ASAP.

Explanations:
1. After all the throttle body updates released in the last 3 years we have another small remaining possibility of a P1614 fault code trigger. This latest update addresses this possibility by giving it a second chance before triggering the code. When the ignition switch is turned on the throttle body blades are opened to a certain degree and released making sure it comes back to 8 degrees within a given time. If the time is exceeded the code is triggered. With this latest update a 2nd chance is given, meaning if the time is exceeded the throttle blades will be cycled open/close a few times then the return to closed position test is done again. If the return time is within the acceptable range, no code is triggered. If the time limit is exceeded the code will be triggered. This will eliminate slightly stiff throttle body blades triggering the code at start up. This is mostly seen with new throttle bodies or low mileage units (less than 1000 miles). This being said.....the TST for DTC P1614 will be updated with new information on how to proceed when this code is triggered; I encourage everyone to consult the latest version.
2. Some 2013 models may have experienced "overheating" at start up after the unit has been brought to operating temperature. In situations where I ride the unit for 30 minutes.....pull in a store or gas station for 5-10 minutes...start the unit up and the Cluster says "HI TEMP"...."LIMP HOME". The code triggered is P0217. The update will address this situation by reading the coolant temp only 30 seconds after the engine has started up, allowing the coolant to circulate through the engine reducing its temperature back below the fault code trigger.
3. Customers have been reporting an increase in heat felt on the side panels and between the seat and the console. The update addresses this issue with a revised fuel mapping mostly between idle and 2700 rpm. In some driving circumstances the heat felt may be reduced. This last part of the update is not applicable to CARB regulated units, this means that units with CARB model numbers will not be updated with this new fuel mapping but the 2 other points above will be addressed. So customers with CARB model numbers will have an ECM update done but only for the first two points, not the third. B.U.D.S. recognizes the model number in the ECM and updates with the appropriate files.

Point C: Replace upper belt guard retaining screws (RS/ST models only)
Before a change was made on the assembly line, some units were produced with screws a bit too short which weren't reaching the locking nylon of the nut. Replacing the screws with longer ones eliminates the possibility of the upper belt guard becoming loose or falling off.