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BRP Service Dept - N/A



Posts: 469

Registered: 10-19-2011

Location: NA

991 ETC engines stalling at idle below 1250 miles (2000km) - Explanation

2 weeks ago

Anytime a customer mentions their unit stalls at idle, time should be taken to make sure no relevant codes are present in B.U.D.S., spark plug caps are not leaking (spray water on them to provoke easy to hear arcing), MAPS hoses are not cracked or loose.

Regular warranty applies for specific components if they need to be replaced but if verification only was needed follow the details below.

Claim under pre-delivery or regular warranty.

System code: 11

Job code: V1

Part #: 999000026

Flat rate time to do the verification mentioned above is 0.5hr (RS/ST) and 0.75hr (RT).

A.B.U.D.S. report will be required to process the claim.

If everything checks out good, here is the most probable cause:

This is to address the situation of an engine stalling at idle or when coming to a stop with the drive train disengaged. This situation is present on the 991 ETC (Electronic Throttle Control) engine rather than the 991 engine (throttle by cable present on 2008-2012 GS/RS).

As the engine is broken-in, during the 1st 600 miles (1000km) or more if needed, this situation is reduced since we eliminate the "tight" engine factor.

Therefore, in the event a customer experiences this situation, it must be understood that the occurrence will be reduced with time and eliminated after the 1st maintenance is done or as the engine break-in is completed, which can take up to 1250 miles (2000km) depending on the driving rpm average and style.

Replacement of parts is not recommended nor encouraged.

We have several confirmations that after a throttle body replacement for the stalling, the situation has reoccurred therefore proving this did not fix the issue.

Synchronization of the throttle body is not recommended as this changes emissions standards.

ECM initialization is not recommended (unless a sensor is replaced) because the calibration has been fine-tuning itself to be optimal. When doing a ECM initialization you are opening the sensors calibration range again and it will take a few driving cycles to get back to optimal operation.

Interesting fact:

For all 60° V-twin engines the power stroke of the rear cylinder is closely followed by the power stroke of the front cylinder (270° later), but the next rear cylinder power stroke is further away (420° later). This means the rear cylinder compression stroke may be affected by a "tight" engine and high compression ratio.

In the following video, the front cylinder is on the left. Notice the firing sequence.

