Part 573 Safety Recall Report 24V-728

Manufacturer Name : Bombardier Recreational Products, Inc.
Submission Date : SEP 30, 2024
NHTSA Recall No. : 24V-728
Manufacturer Recall No. : TBD

Manufacturer Information :

Manufacturer Name : Bombardier Recreational Products, Inc.
Address : 726 Saint-Joseph Street
Valcourt, Quebec 00 JOE 2LO
Company phone : 450-532-2211

Population :

Number of potentially involved : 8,721
Estimated percentage with defect : 5 %

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 :	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

Vehicle 3 :	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

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 :	NR
Component Description :	NR
Component Part Number :	NR

Supplier Identification :

Component Manufacturer

Name :	NR
Address :	NR
	NR
Country :	NR

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 :	The remedy is under development. BRP will issue an interim customer letter. A second mailing will be necessary when the solution is ready. The reimbursement plan will be provided at that time.
How Remedy Component Differs from Recalled Component :	The remedy is under development. BRP will issue an interim customer letter. A second mailing will be necessary when the solution is ready.
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 :	Dealers: BRP is targeting to inform dealers about this situation on October 8, 2024. Customers: BRP will start the mailing for consumers as soon as the updated owners information is obtained no later than 60 days from the submission of this report. BRP will offer a remedy free of charge. The remedy is still under development and will be communicated to dealers and customers in a second mailing.
Planned Dealer Notification Date :	OCT 08, 2024 - OCT 08, 2024
Planned Owner Notification Date :	NOV 15, 2024 - NOV 29, 2024

* NR - Not Reported