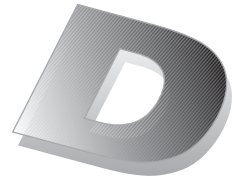




ROADSTER
PREDELIVERY
Bulletin



September 20, 2011 Subject: **Can-Am™ Roadster Trailer RT-622**
Predelivery Inspection

No. **2012-2**

YEAR	MODEL	MODEL NUMBER	SERIAL NUMBER
2012	RT-622	All	All

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IMPORTANT NOTICE

WARNING

To obtain warranty coverage, predelivery procedures must be performed by an authorized BRP Can-Am roadster dealer/distributor. Apply all necessary torques as indicated.

NOTE: The information and components descriptions contained in this document are correct at the time of publication. BRP however, maintains a policy of continuous improvement of its products without imposing upon itself any obligation to install them on products previously manufactured.

Due to late changes, there might be some differences between the manufactured product and the descriptions and/or specifications in this document. BRP reserves the right at any time to discontinue or change specifications, designs, features, models or equipment without incurring obligation.

The illustrations in this document show the typical construction of the different assemblies and may not reproduce the full detail or exact shape of the parts. However, they represent parts that have the same or similar function.

Further information or inquiries should be directed to your service representative.

Make sure the customer receives the *OPERATOR'S GUIDE*.

WARNING

Torque wrench tightening specifications must be strictly adhered to. Where specified, install new locking devices (e.g. lock tabs, elastic stop nuts). If the efficiency of a locking device is impaired, it must be renewed.

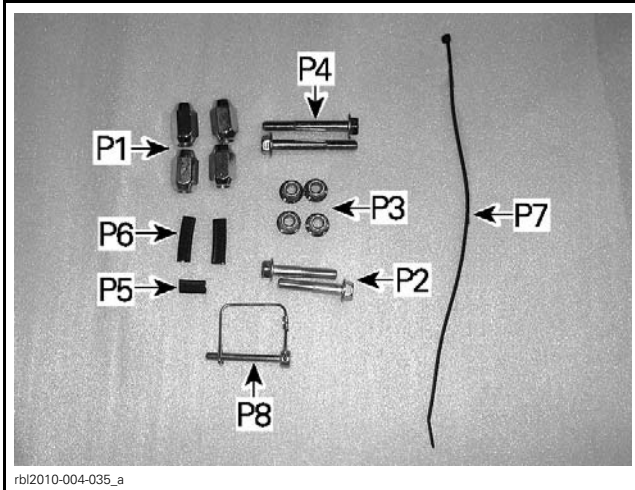
UPDATE SUMMARY

This summary highlights updates to the Predelivery Inspection for MY2012. It does not supersede procedures detailed further in this publication.

IMPORTANT: Technicians should read and apply all procedures in this PDI bulletin as applicable to model.

APPLICABLE TO	UPDATE DESCRIPTION	REFERENCE
All Models	No major changes for MY 2012	

PARTS TO BE INSTALLED



ITEM	DESCRIPTION	P/N	QTY
P1	Wheel lug nut	250 100 057	4
P2	M10 x 55 hexagonal flanged bolt	207 605 534	2
P3	M10 elastic flanged nut	233 201 414	4
P4	M10 x 75 hexagonal flanged bolt	207 607 544	2
P5	Protective trim 20 mm (25/32 in)	-	1
P6	Protective trim 40 mm (1-1/2 in)	-	2
P7	Locking tie 350 mm (13-3/4 in)	293 750 008	1
P8	Coupling pin	250 400 052	1

UNCRATING

Crate Cover

NOTICE Allowing crate to drop may cause serious damage to the trailer.

1. Carefully cut both ends of crate tarpaulin to locate the front of trailer.
2. Remove all Robertson† #2 type screws (18) holding crate cover to crate base.

3. Lift the front of the crate cover and tilt it towards rear.

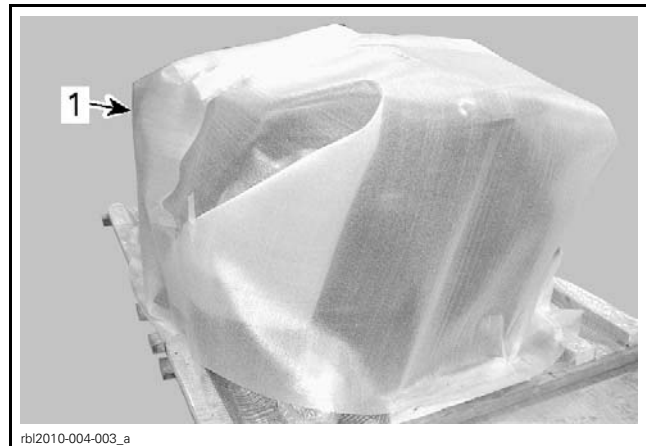


TILT CRATE COVER TOWARDS REAR
1. Front of the trailer

Trailer Preparation

NOTE: 2 persons are required to assemble this trailer.

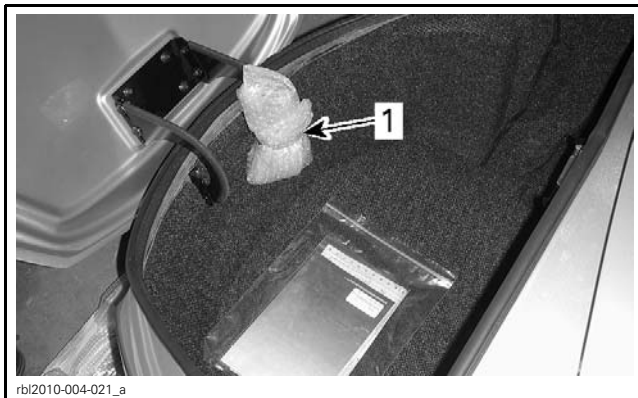
1. Remove protective foam.



1. Protective foam

2. Open the front cover of the trailer and remove the bag with the required assembly parts. The bag is retained with a locking tie.

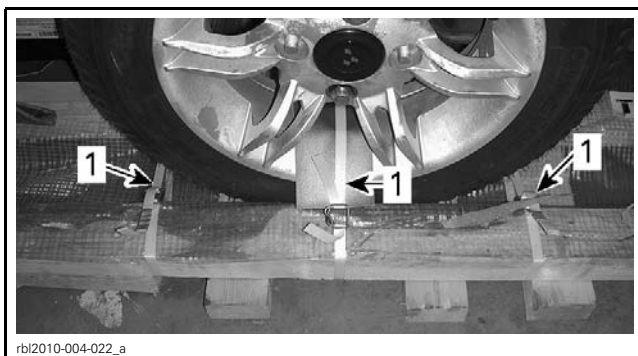
† Robertson is a registered trademark of Robertson Inc.



1. Bag with required assembly parts

3. Cut all straps retaining the trailer to crate base.

⚠ CAUTION To avoid trailer damages or personal injury, cut strap above the metallic attach.



1. Retaining straps

4. Remove both wheels. Keep all lug nuts securing the wheels.

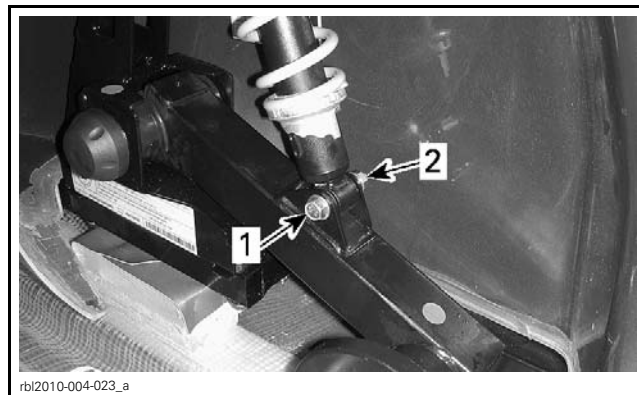
5. Cut the locking tie securing shock absorber to suspension arm.

6. Cut locking tie retaining shock absorber protective material.



1. Cut both locking ties

7. Using a M10 x 55 hexagonal flanged bolt and a M10 elastic flanged nut, secure the bottom of the shock absorber to suspension arm.



1. M10 x 55 hexagonal flanged bolt [P2]
2. M10 elastic flanged nut [P3]

8. Tighten bolt to $42.5\text{ N}\cdot\text{m} \pm 2.5\text{ N}\cdot\text{m}$ (31 lbf•ft \pm 2 lbf•ft).

9. Repeat steps 5 to 7 on the other side.

10. Slightly lift one side of the trailer at the time and reinstall the both wheels.

⚠ CAUTION To avoid injury or trailer damages, never try to lift the trailer and install wheel alone.

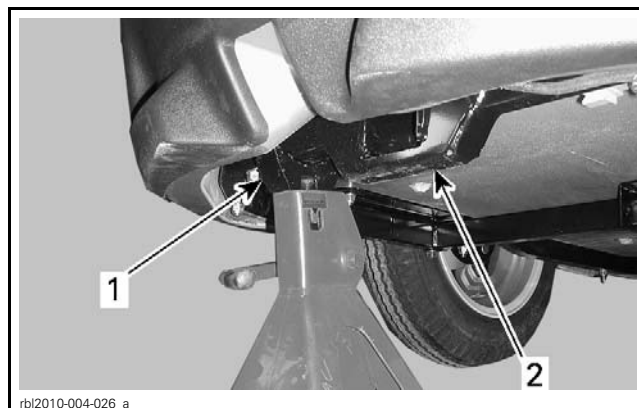
11. Secure wheels using the previously removed lug nuts and new lug nuts [P1].

12. Tighten all wheel lug nuts to $105\text{ N}\cdot\text{m} \pm 5\text{ N}\cdot\text{m}$ (77 lbf•ft \pm 4 lbf•ft).

13. Assisted by another person, move trailer out of the crate base.

14. Support the front of trailer with a jack stand. Place the jack stand to the right of the front frame bracket.

NOTICE Ensure to place jack stand under frame and not under the trailer body.

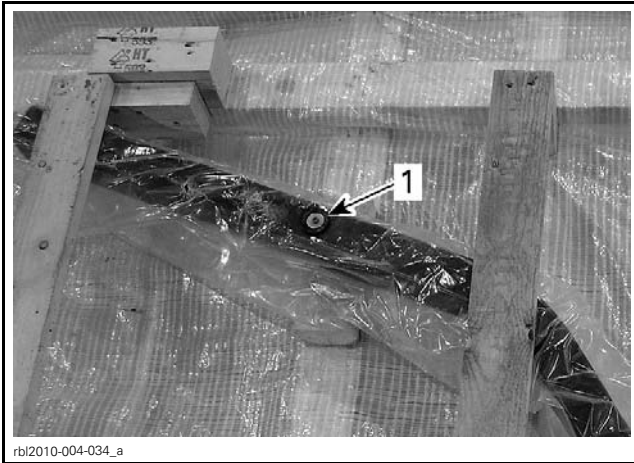


1. Jack stand under frame

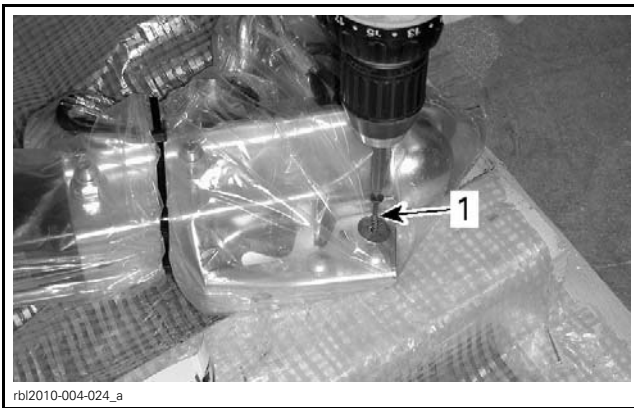
PARTS INSTALLATION

Tongue Installation

1. Detach the tongue from the crate base and carefully slide it out.



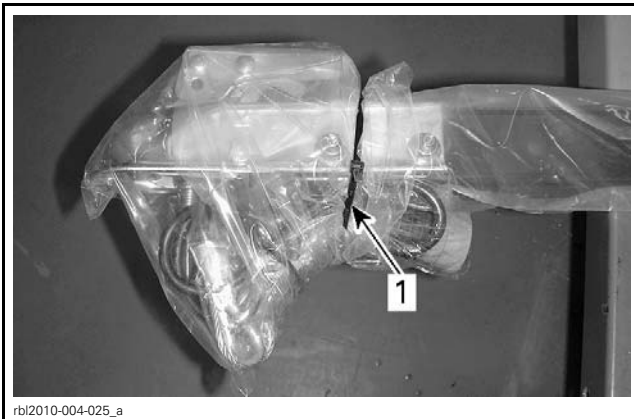
1. Center retaining screw



1. Coupler retaining screw

2. Unpack the tongue.

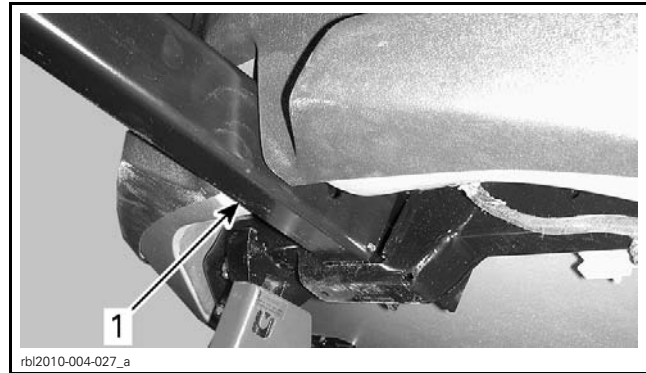
- 2.1 Cut locking tie retaining the protective bag over the coupler.



1. Cut this locking tie

- 2.2 Remove the tongue protective bag.

3. Insert the long straight side of the tongue in the front frame bracket.



1. Tongue in the front frame bracket

4. Secure the rear end of tongue using a M10 x 75 hexagonal flanged bolt and a M10 elastic flanged nut. Do not torque yet.

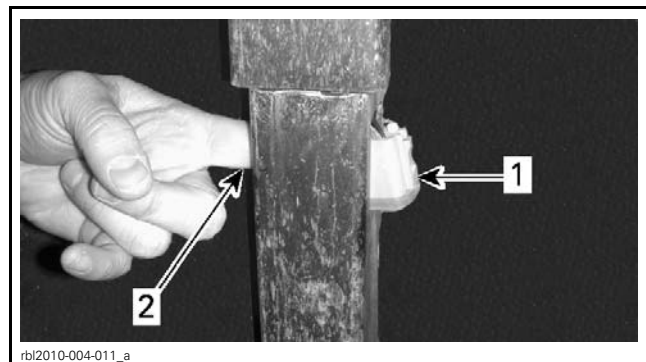


1. M10 x 75 hexagonal flanged bolt [P4]
2. M10 elastic flanged nut [P3]

5. Move the harness connector out of the tongue.

- 5.1 Align the connector with the rectangular opening.

- 5.2 From the other side of the tongue, push the connector through the opening using your finger.



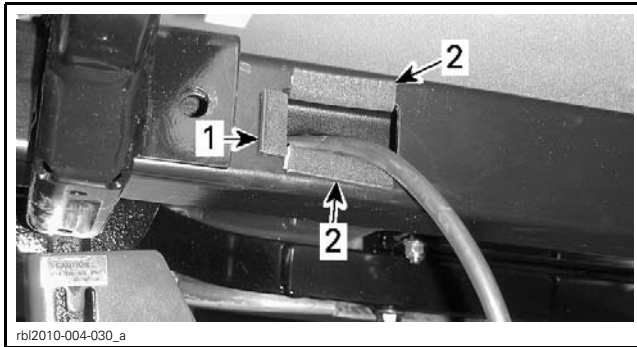
1. Tongue connector in rectangular opening
2. Push the connector using the opposite hole

- 5.3 Pull approximately 15 cm (6 in) of harness out of tongue.



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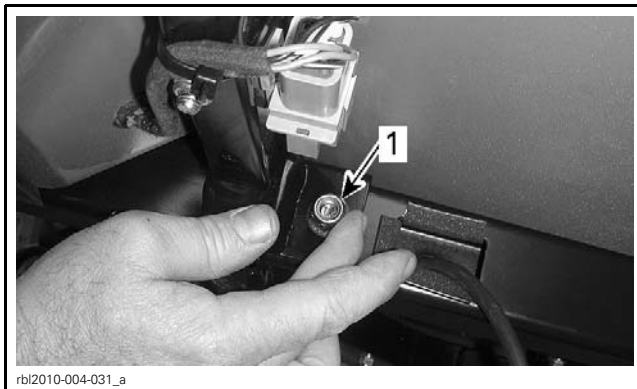
6. Install the protective trims [P5] and [P6] around the rectangular opening.
 - 6.1 Place the short trim on the wall near front bolt hole.
 - 6.2 Place both long trims on horizontal walls.



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1. Protective trim 20 mm (25/32 in) [P5]
2. Protective trim 40 mm (1-1/2 in) [P6]

7. Secure the front of the tongue using the last M10 x 75 hexagonal flanged bolt [P4] and the last M10 elastic flanged nut [P3].



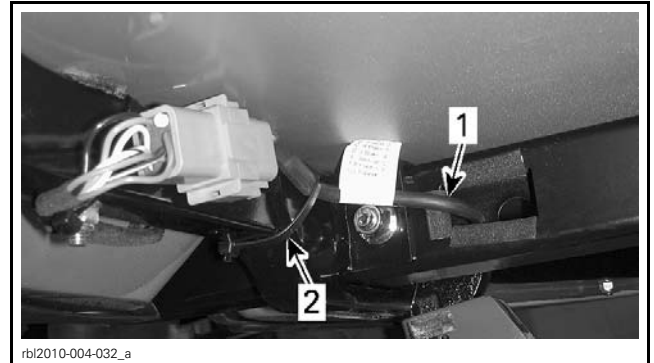
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1. M10 elastic flanged nut [P3]

8. Tighten front and rear tongue retaining nuts to 42.5 N•m ± 2.5 N•m (31 lbf•ft ± 2 lbf•ft).

9. Connect tongue harness connector to trailer frame connector.
10. From the coupler, pull the harness until the harness jacket leans against the short protective trim.
11. Secure tongue harness to the trailer frame using the locking tie [P7].

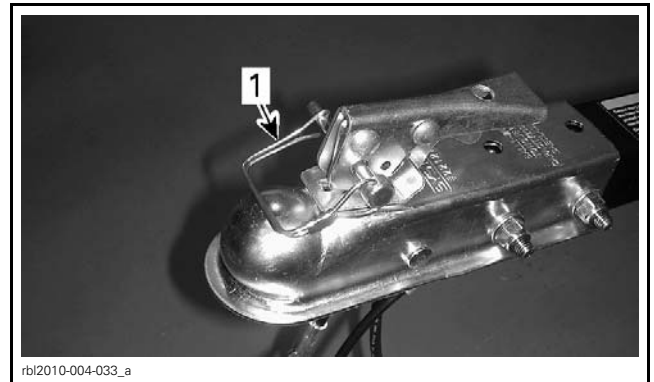
NOTICE Tie just enough to secure the harness. Too much pressure can damage the harness.



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1. Harness against protective trim
2. Install locking tie here

12. Install the coupling pin on the coupler-locking mechanism.



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1. Coupling pin [P8]

SET-UP

Tires Pressure

⚠ WARNING

Low pressure may cause tire to deflate and rotate on wheel. Overpressure may burst the tire. Always follow recommended pressure.

NOTICE Always check pressure when tires are cold before using the trailer.

Check tires pressure.

TIRE PRESSURE	
Cold tire	241 kPa (35 PSI)

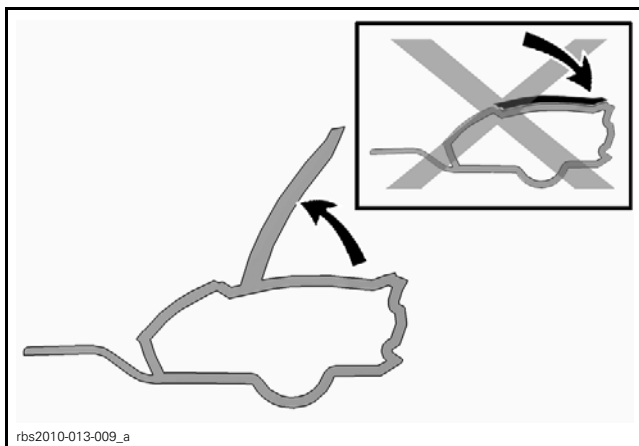
Protective Materials

Ensure that all protective materials are removed from vehicle.

Key Barrel Installation

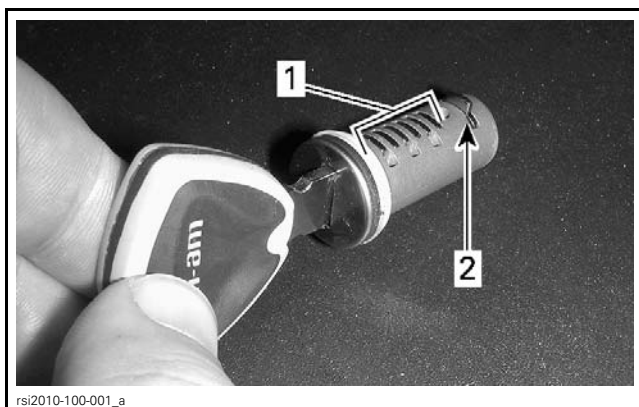
A key barrel is supplied in the glove box of each Spyder RT. This allows to use the vehicle key for the trailer.

1. Before installing a trailer key barrel, open the trailer cover. Doing so will make repair much easier should there be an issue installing the key barrel.



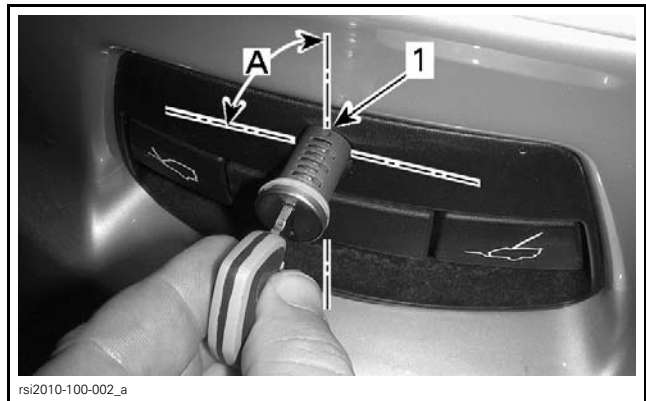
COMPARTMENT MUST REMAIN OPEN FOR INSTALLATION

2. Insert the vehicle key in the key barrel; all key pins must be flush (fully retracted) with the key barrel.



1. Key pins
2. Locking tab

3. Locate the locking tab.
4. Orient the key barrel in a vertical position so the key barrel locking tab is positioned upward.



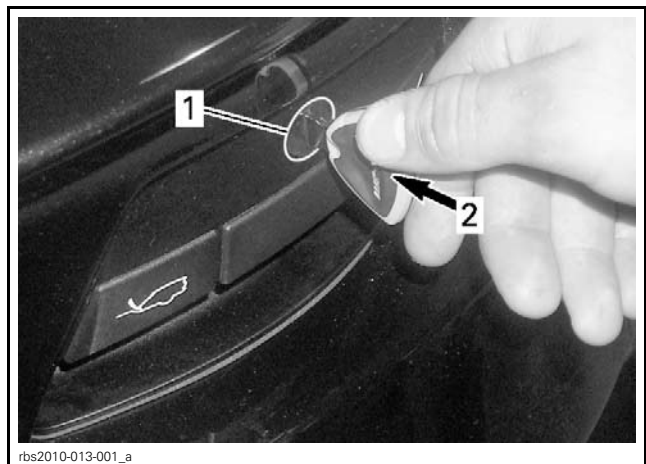
LOCKING TAB ORIENTATION

A. 90° horizontal to vertical

1. Locking tab location

5. Insert the key barrel into the main control handle assembly hole and align the locking tab in the groove.

6. Firmly push the key barrel fully into the control unit until a "CLICK" is heard.



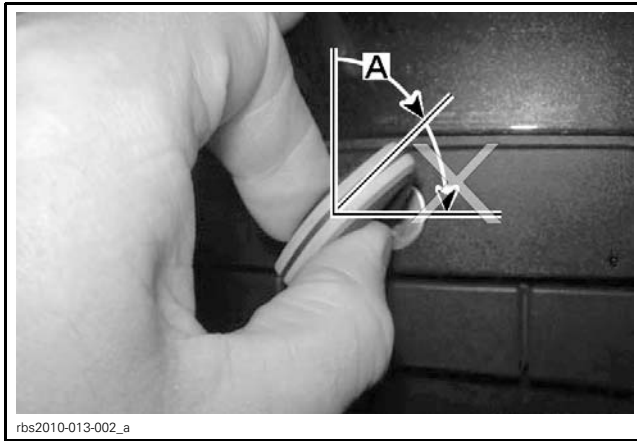
1. Key barrel
2. Pushing key barrel with key (inserted)

NOTE: Hearing the "CLICK" confirms the barrel is fully engaged.

Verifying Key Barrel Installation

1. Make sure the key barrel is fully seated in its socket:
 - 1.1 Turn key **45 degrees** clockwise from the unlocked position (vertical).
 - 1.2 Try to pull key out.

NOTICE DO NOT turn the key up to 90 degrees while pulling on the key. Doing so could cause the barrel to lock partially out, requiring complete disassembly of the main control.



A. 45° MAXIMUM key rotation required

KEY BARREL INSTALLATION VERIFICATION		
CONDITION		CORRECTION
Key barrel cannot be pulled out (stays in place)	Correct installation	None
Key barrel can be pulled out with the key turned in the unlocked position.	Incorrect installation	Turn key the unlocked position (vertical), firmly push key and barrel in until it "clicks".

2. Lock and unlock the mechanism using the key to confirm proper functioning.

ASSEMBLY INSPECTION

Inspect the following components to make sure that the trailer is properly assembled.

- Front and rear compartment covers opening and closing.
- Fastener tightening, see table below.

FASTENER TIGHTENING	
Wheel lug nuts	105 N•m ± 5 N•m (77 lbf•ft ± 4 lbf•ft)
Tongue bolts	42.5 N•m ± 2.5 N•m (31 lbf•ft ± 2 lbf•ft)
Coupler bolts	42.5 N•m ± 2.5 N•m (31 lbf•ft ± 2 lbf•ft)

FINAL INSPECTION

Trailer Cleaning

NOTICE It is necessary to use flannel cloths on plastic parts to avoid damaging surfaces.

1. Wet the trailer thoroughly with water.

2. Wash the trailer with water mixed with a mild detergent, such as soap specially formulated for motorcycles or automobiles.

3. Dry the trailer with a chamois or a soft towel.

NOTE: If necessary, use a mild automotive degreaser and follow the manufacturer's instructions.

Delivery to Customer

1. Give the *OPERATOR'S GUIDE* to customer.

NOTE: Any person who uses this trailer should read and understand all the information given in the *OPERATOR'S GUIDE* and on safety decals before using.