

*can-am*<sup>TM</sup>



**2011**

**Roadster  
RT-622 Trailer**

**User's Guide**

**⚠ WARNING**

**Read** this User's Guide. It contains important safety information.  
**Keep** this guide in the trailer.

**2 1 9 0 0 0 7 7 2**

 **WARNING**

Disregarding any of the safety precautions and instructions contained in this guide and on-product labels could cause injury including the possibility of death!

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Can-Am™

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# INTRODUCTION

Congratulations on your purchase of your new BRP Roadster Trailer RT-622. It is backed by the BRP warranty and a network of authorized Can-Am roadster dealers ready to provide the parts or service you may require.

## Know Before you Go

Read this guide and follow all instructions before installing or using this product.

Read the *VEHICLE OPERATOR'S GUIDE* and all on-product warning labels carefully and follow the operating procedures described.

Failure to follow the warnings contained in this User's Guide can result in **SERIOUS INJURY** or **DEATH**.

## About this User's Guide

The following guide will help you become better acquainted with your new trailer and its safe operation.

If you want to view and/or print an extra copy of this User's Guide, simply visit the following website:

[www.operatorsguide.brp.com](http://www.operatorsguide.brp.com)

It is understood that this User's Guide may be translated into another language. In the event of any discrepancy, the English version shall prevail.

The information and components/system 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, some differences between the manufactured product and the descriptions and/or specifications in this guide may occur. BRP reserves the right at any time to discontinue or change specifications, designs, features or equipment without incurring any obligation upon itself.


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.

## Safety Messages

The types of safety messages, what they look like and how they are used in this guide are explained as follows:

### **WARNING**

Indicates a potential hazard which, if not avoided, could result in serious injury or death.

 **CAUTION** Indicates a hazard situation which, if not avoided, could result in minor or moderate injury.

**NOTICE** Indicates an instruction which, if not followed, could severely damage trailer components or other property.

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# ***SAFETY INFORMATION***

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# SPECIAL SAFETY MESSAGES

## Important Warnings

**SEVERE INJURY OR DEATH** can result if you do not follow these instructions:

Before taking the first trip with the trailer coupled to a BRP roadster, it is recommended performing exercises as indicated in the *VEHICLE'S OPERATOR'S GUIDE* to become familiar with different handling characteristics. If you are planning to use this BRP roadster trailer with any other vehicle, make at least one short trial run. This will help you learn about the new behavior of your vehicle.

When riding, pay particular attention to the following:

- Do not use the cruise control.
- Use a longer following distance from the vehicle in front of you.
- When towing a trailer, more time and distance is needed when passing or stopping.
- Reduce your speed and slow down more than usual before turning and avoid sharp turns.
- When cornering, achieve the turn on a larger radius. It takes more space to turn with a trailer.
- Always move slowly when backing up. Ask someone to guide you when possible. Practice in an open area at the first opportunity.
- Be prepared for sudden changes in air pressure or wind buffering when trucks pass from either direction. Slow down and keep a firm grip on handlebar. Do not apply brakes to correct trailer swaying. Continued pulling of the trailer provides a stabilizing force to correct swaying.
- When going downhill, reduce speed and shift into lower gears before starting down.

Loss of control of the trailer or trailer/roadster combination can result in death or serious injury. The most common causes of loss of control of the trailer are:

- Driving too fast for the conditions.
- Overloading the trailer or loading the trailer incorrectly.
- Trailer improperly coupled to the hitch.
- Inadequate towing hitch.
- Not maintaining proper tire pressure.
- Not keeping wheel lug nuts tight.

Always perform the pre-ride inspection for safe riding.

Maintain your trailer as per the maintenance schedule.

## Important Information

### **WARNING**

All safety rules should be followed as per *VEHICLE OPERATOR'S GUIDE*, the specific instructions included in this guide should also be observed when using this trailer with a Can-Am™ Roadster.

### Trailer

This BRP Roadster trailer RT-622 has been specially designed to be used with your Roadster Spyder™ in conjunction with the BRP Spyder hitch.

### Hitch

Use only the hitch and the lights control module sold by BRP or an approved equivalent. The BRP hitch is specially designed to fit properly on the swing arm of Spyder Roadster.

**NOTICE** The use of a non-recommended light control module may lead to vehicle electrical system failure.



The BRP hitch has an integrated damper to protect the vehicle's swing arm and the trailer.

### WARNING

The use of hitch with an insufficient load rating can result in a loss of control and hitch breakdown.

**NOTICE** The use of a non-approved hitch may lead to rear swing arm failure.

Be sure the hitch ball size matches the coupler size.

Inspect the hitch for wear, corrosion and cracks before coupling. Replace the required components if any of the above conditions are observed.

### WARNING

Do not tow whenever a component is defective.

**NOTICE** The coupling socket should not be allowed to rest on the ground where dirt and sand can enter the socket. This will lead to excessive wear or cause the locking mechanism to jam.

Ensure hitch is tight before coupling the trailer to the vehicle.

### WARNING

An improperly coupled trailer can result in serious injury or death. Never move the trailer with the tow vehicle until pre-ride inspection is completed.

## Tow Vehicle

Even if this trailer is designed to be used with a Roadster Spyder, some models cannot tow a trailer. Each Spyder is equipped with the vehicle stability system (VSS), it is important

to ensure the trailer and the roadster remain stable during normal operation and it does not interfere with the VSS.

### WARNING

Using this trailer with a non-recommended vehicle may lead to a loss of control.

## *Spyder RT SE5 Model*

If this trailer is towed by a Spyder RT SE5 model, it is required to set the multifunction gauge in "trailer mode". Selecting the "trailer mode" allows the vehicle uses a different engine RPM threshold to downshift earlier than without towing a trailer. This will also adapt the upshift operation.

**NOTICE** If the multifunction gauge is not set to the trailer mode when towing a trailer, engine components might be damaged.

## Accessories and Modifications

We recommend genuine BRP products for replacement parts and accessories. They've been especially designed for your trailer and manufactured to meet BRP's demanding standards.

Do not make unauthorized modifications, or use accessories that are not approved by BRP. Since these changes have not been tested by BRP, they may increase the risk of accidents or injuries, and they can make the trailer illegal for use.

# LOCATION OF THE SAFETY LABELS

The following labels are on your trailer. If missing or damaged, they can be replaced free of charge. See an authorized Can-Am Roadster dealer.

Please read the following labels carefully before using your trailer.

**NOTE:** The illustration of the trailer indicates the approximate locations of the various labels. A dotted line indicates that the label is not on the outer surface, and that the covers must be opened to see the label.

## ⚠ WARNING

Serious injury or death can result if this trailer is towed before familiarizing yourself with the manufacturer's operation instructions listed below. Do not exceed the tow vehicle's "tow rating" or exceed the GVWR or GCWR.

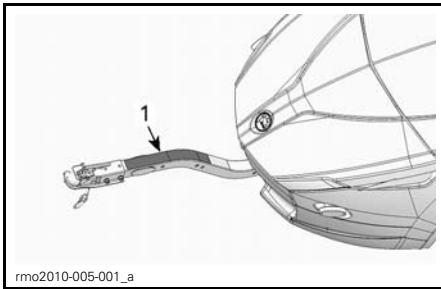
Before towing this trailer check that:

- Coupler hitch and trailer ball are the same size, Coupler is latched.
- Safety chains or cables are crisscrossed under tongue and attached to towing vehicle.
- All trailer lighting is working correctly, Load is secured to trailer (front and rear).
- Tongue jack (if trailer is equipped) is retracted.
- Wheel lug nuts are properly tightened, Tires are inflated to the recommended pressure.
- Load is within trailer capacity and distributed properly to maintain proper tongue weight.

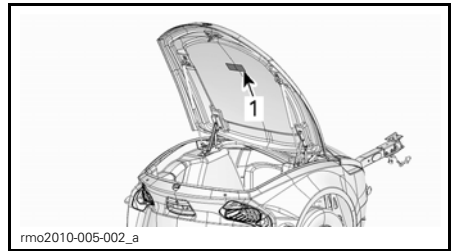
Read user's guide before using this trailer. You are required to comply with local and state requirements regarding brakes, licensing and any additional equipment that may be necessary. Contact your state motor vehicle department for more information.

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### WARNING LABEL



1. Warning label location



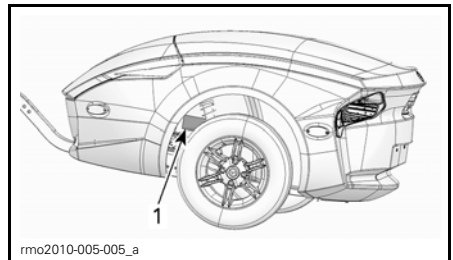
### INSIDE REAR COVER

1. Tire pressure and trailer load location

TIRE AND LOADING INFORMATION RENSEIGNEMENT SUR LES PNEUS ET LE CHARGEMENT			
THE WEIGHT OF CARGO SHOULD NOT EXCEED 68 KG / 150 LBS. LE POIDS DU CHARGEMENT NE DOIT JAMAIS DÉPASSER 68 KG / 150 LB			
TIRE PNEU	SIZE DIMENSIONS	COLD TIRE PRESSURE, PRESSIONS DES PNEUS À FROID	SEE USER'S GUIDE FOR ADDITIONAL INFORMATION
LEFT GAUCHE	4.80 X 12	241 KPA (35 PSI)	VOIR LE GUIDE DE L'UTILISATEUR POUR PLUS DE RENSEIGNEMENTS
RIGHT DROIT	4.80 X 12	241 KPA (35 PSI)	

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### TIRE PRESSURE AND TRAILER LOAD



### INSIDE LH REAR WHEEL HOUSING

1. Tire pressure and trailer load location

# PRE-RIDE INSPECTION

## **WARNING**

Perform a pre-ride inspection before each use to detect potential problems during operation. The pre-ride inspection can help you monitor wear and deterioration before they become a problem. Correct any problems that you discover to reduce the risk of a breakdown or crash. See an authorized Can-Am roadster dealer as necessary.

OPERATION	✓
Check if coupler and hitch ball are the same size.	
Check all fasteners and connections.	
Check tires condition and if they are properly inflated.	
Check tightness of wheel lug nuts.	
Check if load is properly distributed.	
Check if load is within maximum load carrying capacity.	
Check if cargo is properly secured to make sure load will not shift during towing.	
Check if coupler is latched.	
Check if safety chains are crisscrossed under tongue and attached to hitch.	
Check that all lights are in proper working order and they work with related components.	
Clean all reflectors.	
Make sure front and rear covers are properly latched.	
When using with a Spyder RT SE5 model, make sure the multifunction gauge is set to trailer mode.	

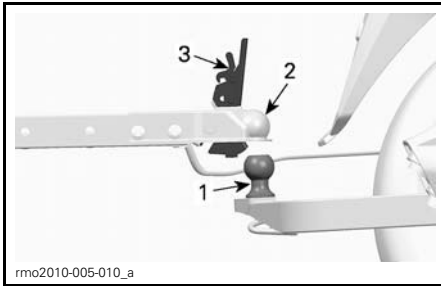
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# ***OPERATING INSTRUCTIONS***

# ATTACHING YOUR TRAILER

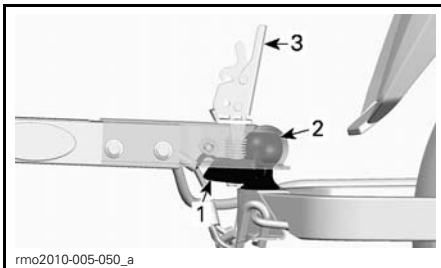
## Coupling Trailer to Hitch

1. Make sure hitch ball and coupler are the same size (the factory coupler accepts a 1-7/8 in hitch ball).
2. Back the tow vehicle as close as possible to the trailer. This is easier and safer than pulling the trailer to the vehicle.
3. Be sure the coupler-locking mechanism is released.
4. Raise the front end of the trailer. Position the coupler directly over the hitch ball and lower until it is all the way down.



1. Hitch ball
2. Coupler
3. Coupler-locking mechanism in unlocked position

5. Check under the coupling to be certain that the ball clamp is below the ball and not resting on top of the ball.

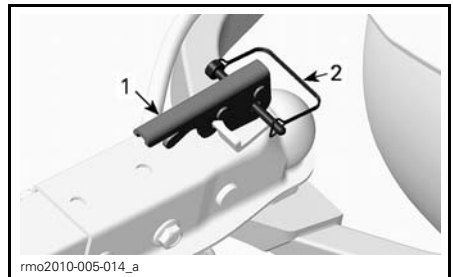


1. Ball clamp
2. Hitch ball in coupler
3. Coupler-locking mechanism in unlocked position

6. Lock the coupler to the hitch ball. Be sure the coupler is in the locked position and the locking pin is placed through the coupler-locking mechanism. Try to lift up the trailer tongue. If it comes loose from the ball, unlock and start procedure again.

## **⚠ WARNING**

If the coupler cannot be secured to hitch ball, do not tow the trailer. Refer to an authorized Can-Am roadster dealer to have the trailer inspected.



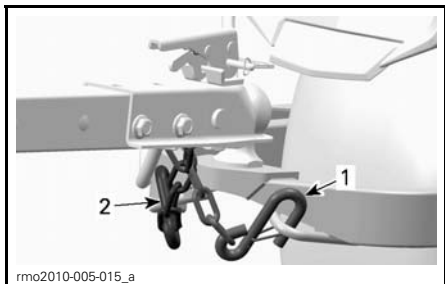
1. Coupler-locking mechanism in locked position
2. Locking pin

**NOTE:** At this point the tow vehicle and the trailer should be level.

## Securing Trailer to Hitch

1. Attach safety chains to hitch. Attach the left chain to the bracket on the right side of hitch and the right chain to the left bracket.

**NOTE:** Chains should be crossed underneath the coupler with just enough slack to permit tight turns. Ensure chains will not drag on the ground.



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1. Left safety chain attaches on right side of hitch
2. Right safety chain attaches on left side of hitch

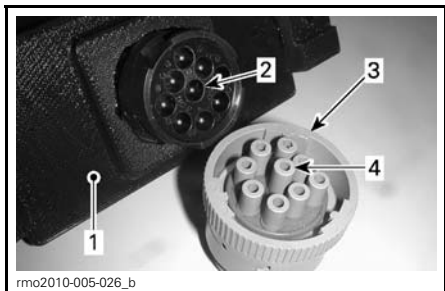
## Connecting Trailer Lights

**NOTICE** To avoid damaging wiring harness, ensure the harness does not pass between chains.

1. Remove the protective cap from the vehicle trailer adapter.

**NOTE:** The vehicle trailer adapter is located on the left side of vehicle, under the rear side storage compartment.

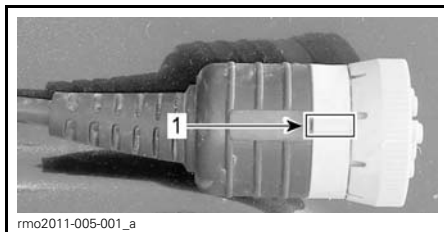
2. Align the central pin of the trailer connector with the central hole of the vehicle trailer adapter.



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1. Vehicle trailer adapter
2. Central hole
3. Trailer connector
4. Central pin

3. Place the trailer connector indexing mark toward vehicle.



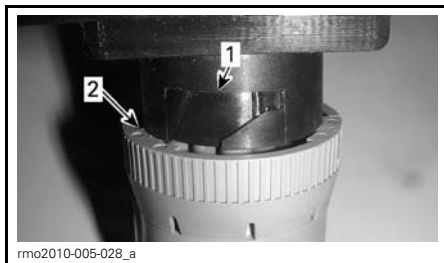
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### TRAILER CONNECTOR

1. Indexing mark

**NOTE:** Connector will drive slightly in the adapter.

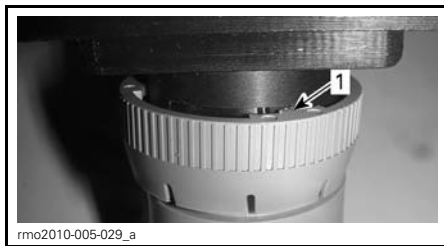
4. If necessary, turn the locking ring of trailer connector to align its locking tabs with adapter notches and allow connector to be fully inserted in the adapter.



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1. Adapter notch
2. Locking ring tab

5. Turn the locking ring clockwise to lock the trailer connector to the vehicle adapter.



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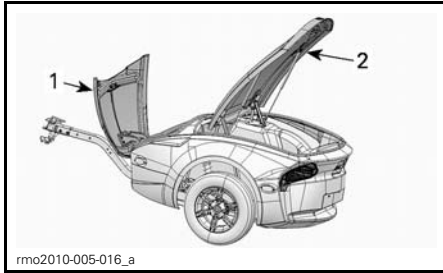
1. Locking ring in lock position

# LOADING YOUR TRAILER

## Opening and Closing the Covers

### Opening Covers

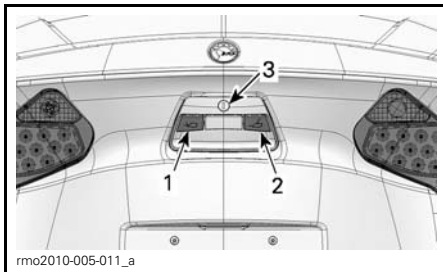
The trailer is equipped with two covers to facilitate the loading or the unloading of the cargo. The rear cover stays open with the help of 2 cover struts.



1. Front cover
2. Rear cover

The front and the rear covers can be opened separately by pulling one of the opening latches located on the back of trailer.

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



1. Front cover opening latch
2. Rear cover opening latch
3. Optional key barrel

### Emergency Front Cover Strip

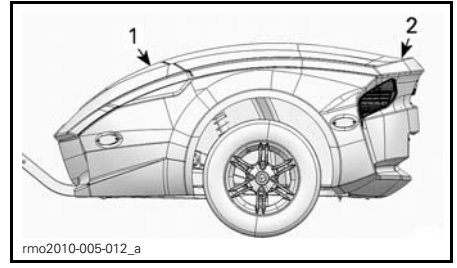
In case of a person shut oneself in the trailer, an emergency strip has been installed to open the front cover from the inside.

This strip is located inside the trailer, on the front cover latch mechanism.

To open the front cover from inside, just pull on the strip to open it.

### Closing Covers

Simply close the cover and press gently near the locking pin to lock it.



1. Press here to lock the front cover
2. Press here to lock the rear cover

## Maximum Load

### **⚠ WARNING**

Exceeding the maximum towed weight can seriously affect handling or cause damage to the vehicle and trailer. Always respect the maximum load allowed. Failure to follow the recommendations could affect the vehicle handling and lead to loss of control.

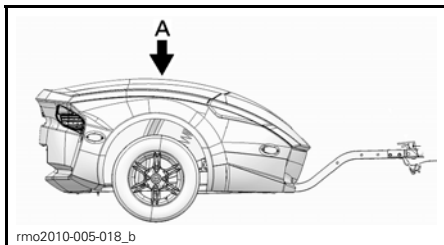
The quantity of cargo inside the trailer compartment may vary according to the object weight. The maximum cargo weight allow for this trailer is 68 kg (150 lb).

### **⚠ WARNING**

Even if the trailer capacity is 622 L (165 U.S. gal.), never use this capacity as a guide to determine if the trailer is enough or not enough load. Always use cargo weight.

<b>MAXIMUM CARGO WEIGHT</b>	68 kg (150 lb)
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A. 68 kg (150 lb)

**NOTICE** Exceeding the maximum towed weight can damage vehicle or trailer.

## Load Distribution

### ⚠ WARNING

The vehicle handling, stability, acceleration and braking distance are affected when towing a trailer. Correct loading and weight distribution are important. Never overload, tow or carry cargo improperly. Failure to follow the recommendations could affect the vehicle handling and lead to loss of control.

Since the road can be bumpy, place the cargo so that it does not shift while the trailer is being towed. Always secure cargo as low as possible in the trailer.

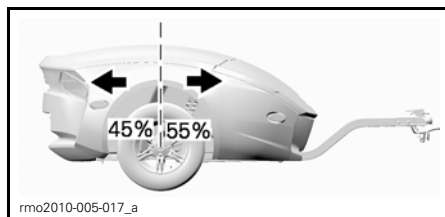
### ⚠ WARNING

Shifting cargo can result in loss of control.

Improper weight distribution in trailer can cause a trailer swaying (sway from side to side).

Load distribution has a direct effect on tongue weight and handling. More weight at the tongue reduces steering control. Less weight at the tongue can render the trailer unstable and make it sway.

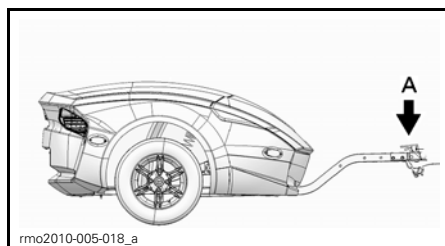
The most effective way to guard against swaying is proper distribution of the cargo. Position 55% of cargo weight forward of trailer axle and 45% to rear of the trailer axle.



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For partial load, place cargo at front. If the maximum tongue weight is reached, distribute remaining cargo toward rear.

<b>MAXIMUM TONGUE WEIGHT</b>	18 kg (40 lb)
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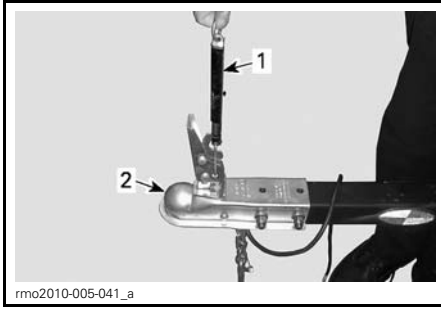


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A. 18 kg (40 lb)

## Tongue Weight

A spring weighting scale can be used to measure the weight at the tongue when it is not latched to the hitch.



1. Spring weighting sale
2. Coupler

If necessary, redistribute the weight in the trailer to meet the maximum allowable tongue weight.

## Inappropriate Cargo

### **⚠ WARNING**

Never carry passengers in the back of any trailer. Passengers in the trailer risk injury due to shifting cargo, asphyxiation and lack of collision protection.

**NOTICE** Avoid transporting heavy parts with sharp edges that could damage the trailer.

Do not transport flammable, explosive, poisonous or other dangerous materials in the trailer. An empty or partially full container is just as dangerous as a full one. Flammables may explode or ignite because of vehicle movement, road vibrations or cargo shifting.

Never load cargo on the outside of the trailer. These items may be ejected and cause a roadway hazard.

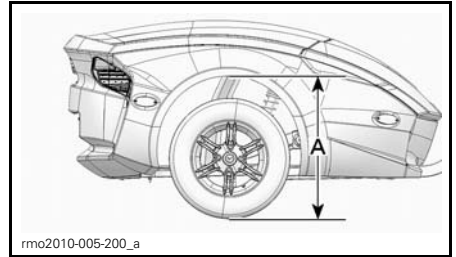
Do not load with cargo that prevents closure of the trailer covers.

## Adjusting the Suspension

### Unloaded Trailer Spring Preload

1. Lift the rear of the trailer until shock absorbers are fully extended. Make sure both wheels stay on ground.

2. While shock absorbers are extended, measure the height between the fender edge and the ground.



A. Suspension height

3. Lower trailer and using the same measurement points, measure the height again.

The difference between both measures should be approximately 25 mm to 32 mm (1 in to 1.25 in). Increase or decrease spring preload to be within this recommended range. See *SPRING PRELOAD ADJUSTMENT*.

### Loaded Trailer Spring Preload

Before beginning, adjust the unloaded trailer spring preload. See procedure above.

1. While the trailer is empty, measure the height between the fender edge and the ground.
2. Load the trailer. Make sure to respect the maximum load allowed for the trailer, the tongue weight and the load distribution.
3. Using the same measurement points, measure the height again.

The difference between both measures should be approximately 19 mm to 25 mm (.75 in to 1 in). Increase or decrease spring preload to be within this recommended range. See *SPRING PRELOAD ADJUSTMENT*.

### Spring Preload Adjustment

**NOTE:** This procedure should be performed with an unloaded trailer.

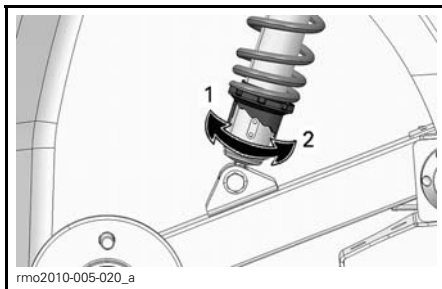
The suspension can be adjusted for a softer or stiffer ride.

To adjust spring preload do the following:

1. Remove a wheel.
  - 1.1 Loosen wheel lug nuts.
  - 1.2 Install a jack under trailer frame.

**NOTICE** Make sure to place the jack under frame and not under trailer shell. Severe damages will occur if the trailer is raised by its shell.

- 1.3 Remove the four wheel lug nuts.
- 1.4 Remove the wheel.
2. Using the vehicle suspension adjustment tool, turn cam appropriately to increase or decrease spring preload.



1. To increase preload
2. To decrease preload

## **⚠ WARNING**

The left and right shock adjustment must always be set to the same position. Uneven adjustment can result in loss of control and can lead to an accident.

3. Reinstall wheel and tighten lug nuts to  $105 \text{ N}\cdot\text{m} \pm 15 \text{ N}\cdot\text{m}$  ( $77 \text{ lbf}\cdot\text{ft} \pm 11 \text{ lbf}\cdot\text{ft}$ ) in a criss-cross sequence.

4. Repeat steps 1 to 3 on the other side of trailer.
5. Make at least one short trial run before taking a ride to confirm suspension calibration and to become familiar with different handling characteristics.

---

# ON THE ROAD

## Driving Tips

Crosswinds and air turbulence caused when crossing or being passed by can disrupt the steering and make the trailer sway. To minimize the effect, do not make quick steering or braking corrections. Reduce speed slowly and stay in your way.

If a wheel goes off the paved roadway, DO NOT steer sharply and DO NOT brake. Let off the gas handle and slow down below 40 km/h (25 MPH). Then steer gradually back onto the roadway. Proceed with caution entering traffic.

When possible, avoid swerving, twist and turns, sharp and abrupt turns as well as sudden braking. This could cause the trailer to jackknife. It is easier to unstabilize an empty trailer.

Try to anticipate the riding ahead to avoid having to backup with a trailer.

When accelerating, it is normal to shift at a higher RPM to avoid loading excessively the engine.

**NOTICE** Avoid spinning the rear wheel. Rocks or pebbles could be projected on the trailer and damage it.

## Riding Speed

With ideal road conditions, the maximum speed to safely towing this trailer should never exceed maximum speed road. Always respect speed limit all time.

### **WARNING**

Driving too fast for conditions can result in serious loss of control and cause injury or death. Decrease vehicle speed as road, weather or lighting conditions deteriorate.

## Problems on the Road

If a problem occurs, don't panic. One such problem may be a flat tire. A sudden bumping or "swaying" may occur.


DO NOT jam on the brakes, over accelerate to try "drive out of it" or suddenly turn. Stop slowly, in a straight line as possible. If conditions permit, coast to a very slow speed and try to avoid braking.

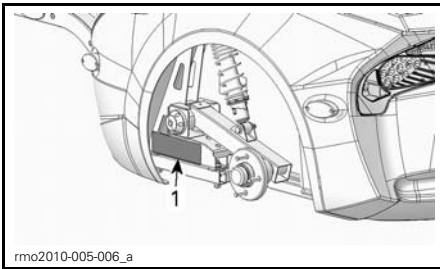
# ***TECHNICAL INFORMATION***

# TRAILER IDENTIFICATION

The trailer is identified by a serial number. It may sometimes become necessary to locate this number for warranty purposes or to trace the trailer in the event of theft.

The serial number is located on the frame and can be saw by the LH rear wheel housing.

MANUFACTURED BY/FABRIQUÉ PAR: BOMBARDIER RECREATIONAL PRODUCTS INC. / BOMBARDIER PRODUITS RÉCRÉATIFS INC. ASSEMBLED BY / ASSEMBLÉ PAR: CW MAYER INC.		DATE : MADE IN / FABRIQUÉ AU CANADA
	GVWR / PNBV : 182 KG (400 LB)      GAWR / PNBE : 182 KG (400 LB) TIRES / PNEUS : 4.80 X 12 LRB      RIMS / JANTES : 12 X 4 JA COLD TIRE INFLATE / PRESSION DE GONFLAGE À FROID : 241 KPA (35 PSI)	
	THIS VEHICLE CONFORMS TO ALL APPLICABLE U.S. FEDERAL MOTOR VEHICLE SAFETY STANDARDS (FMVSS) IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE. TYPE OF VEHICLE : TRA      TYPE DE VEHICULE : REM	
V.I.N. / N.I.V. :	MODÈLE: MODEL :	704902071



rmo2010-005-006\_a

**WHEEL REMOVED FOR CLARITY PURPOSE ONLY**

1. Trailer serial number

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## REPORTING SAFETY DEFECTS

Your safety is very important to BRP. If you have any concerns you should immediately contact BRP's customer service.

In the USA, if you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying BRP.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in any individual problems between you, your dealer or Bombardier Recreational Products Inc.

### **To contact NHTSA:**

**By phone:** Safety Hotline toll-free:  
1 888-327-4236 (TTY: 1 800-424-9153)

**By mail:** Administrator NHTSA  
400 7<sup>th</sup> Street SW  
Washington DC 20590

**By E-mail:** [www.safercar.gov](http://www.safercar.gov)

You can also obtain other information about motor vehicle safety from the website [www.safercar.gov](http://www.safercar.gov).

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# ***MAINTENANCE***

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# MAINTENANCE SCHEDULE

Maintenance is very important for keeping your trailer in safe operating condition. The maintenance schedule does not exempt the pre-ride inspection.

## **Every year:**

- Check coupler condition and tighten coupler fasteners.
- Check tires condition and wear.
- Inspect wheels for damages.
- Check wheel bearing seals.
- Check cover latches operation and lubricate cables if necessary.
- Check tightness of frame fasteners.

## **Every 12 000 km (7,500 mi):**

- Verify and grease wheel hub bearings.

# MAINTENANCE PROCEDURES

This section includes instructions for basic maintenance procedures. If you have the necessary mechanical skills and the required tools, you can perform these procedures. If not, see your authorized Can-Am Roadster dealer.

## WARNING

Torque wrench tightening specifications must be strictly adhered to.

Locking devices (e.g.: locking tabs, elastic stop nuts, cotter pins, etc.) must be replaced.

Hoses, cables or locking ties removed during a procedure must be reinstalled as per factory standards.

## Coupler

### Coupler Inspection

Check tightness of coupler bolts. If bolts are loose, check coupler and tongue for damages. Retighten bolts to  $48\text{N}\cdot\text{m} \pm 6\text{N}\cdot\text{m}$  ( $35\text{ lbf}\cdot\text{ft} \pm 4\text{ lbf}\cdot\text{ft}$ ).

Check locking mechanism operation. Lubricate and adjust as required.

## Tires

### Tire Pressure

Check tires pressure. Tire pressure must be checked while the tire is cold.

**NOTE:** Do not check the tire pressure immediately after towing the trailer. Allow at least three hours for a tire to cool, if the trailer has been towed for as much as 1.6 km (1 mi).

TIRE PRESSURE	
Cold tire	241 kPa (35 PSI)

## Tire Inspection

Replace the tire before towing the trailer if the tire tread has less than 1.6 mm (1/16 in) depth or if the built-in wear indicator bars are visible and flush with the remainder of the tire tread.

Inspect both sidewalls of each tire for any bubble, cut or bulge; and replace a damaged tire before towing the trailer.

## WARNING

A bubble, cut or bulge in the sidewall can result in a tire blowout and loss of control which can lead to serious injury or death.

## Wheels

### Wheel Inspection

Check wheel for cracks, bumps or other damages. Replace wheel as required.

## Wheel Bearings

### Wheel Bearing Inspection

Install a jack under trailer frame.

**NOTICE** Make sure to place the jack under frame and not under trailer shell. Severe damages will occur if the trailer is raised by its shell.

Push and pull the wheel from the upper edge to feel the play.

If any play is felt, replace wheel hub bearings. See *BEARING REPLACEMENT*.

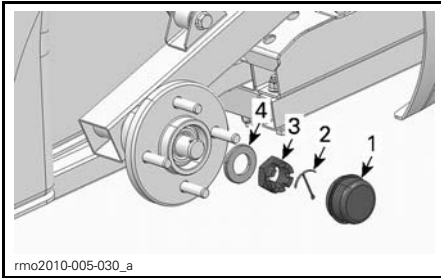
Check if the wheel turns freely. If wheel is hard to turn, lubricate or replace wheel bearings.

### Wheel Bearing Lubrication

1. Install a jack under trailer frame.

**NOTICE** Make sure to place the jack under frame and not under trailer shell. Severe damages will occur if the trailer is raised by its shell.

2. Remove the appropriate wheel.
3. Remove the protective cap.
4. Remove and discard the cotter pin.
5. Remove the wheel hub nut and its washer.



1. Protective cap
2. Cotter pin
3. Wheel hub nut
4. Washer

6. Clean the deteriorated grease from the bearings and the hub internal.
7. Check seal condition. Replace it if necessary.
8. Fill the bearings with hi-temp bearing grease NLGI-2 or an equivalent.

**NOTICE** Do not fill up more than 20% of the cave between the bearings.

9. Place hub on the spindle and secure it loosely using the hub nut and its washer.

10. Adjust the bearing gap.

10.1 Using a torque wrench, tighten hub nut to  $17 \text{ N}\cdot\text{m} \pm 2 \text{ N}\cdot\text{m}$  ( $150 \text{ lbf}\cdot\text{in} \pm 18 \text{ lbf}\cdot\text{in}$ ) to seat hub properly.

10.2 Loosen nut approximately 1/2 turn.

10.3 Finger tight the nut against the washer.

10.4 Further tighten nut until one of its grooves is aligned with a spindle holes.

10.5 Install a new cotter pin. Both ends of cotter pin must be folded.

11. Install wheel and tighten lug nuts to  $105 \text{ N}\cdot\text{m} \pm 15 \text{ N}\cdot\text{m}$  ( $77 \text{ lbf}\cdot\text{ft} \pm 11 \text{ lbf}\cdot\text{ft}$ ).

## Wheel Bearing Replacement

**NOTE:** The bearing are not available in spare parts. When bearings replacement is required, replace wheel hub.

1. Install a jack under trailer frame.

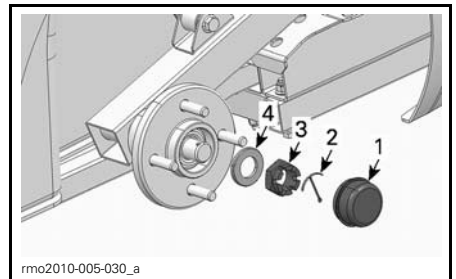
**NOTICE** Make sure to place the jack under frame and not under trailer shell. Severe damages will occur if the trailer is raised by its shell.

2. Remove the wheel.

3. Remove the protective cap.

4. Remove and discard the cotter pin.

5. Remove the wheel hub nut and its washer.



1. Protective cap
2. Cotter pin
3. Wheel hub nut
4. Washer

6. Remove the wheel hub from the spindle and discard it.

7. Fill the bearings with the hi-temp bearing grease NLGI-2 or an equivalent.

**NOTICE** Do not fill up more than 20% of the cave between the bearings.

8. Place hub on the spindle and secure it loosely using the hub nut and its washer.
9. Adjust the bearing gap.
  - 9.1 Using a torque wrench, tighten hub nut to  $17\text{ N}\cdot\text{m} \pm 2\text{ N}\cdot\text{m}$  ( $150\text{ lbf}\cdot\text{in} \pm 18\text{ lbf}\cdot\text{in}$ ) while turning the hub.
  - 9.2 Loosen nut approximately 1/2 turn.
  - 9.3 Using your fingers, lean the nut against the washer.
  - 9.4 Further tighten nut until one of its grooves is aligned with the wheel shaft hole.
  - 9.5 Install a new cotter pin. Both ends of cotter pin must be folded.

## Wheel Bearing Seal

### Wheel Bearing Seal Inspection

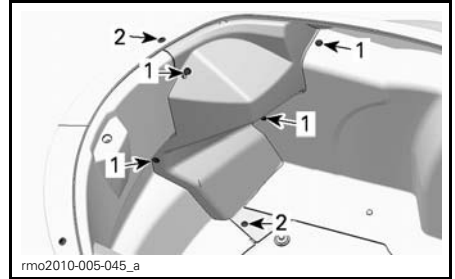
Check if the seal leaks excessively or is damaged. A slight film of grease around the seal is normal. Adding a lot of grease under normal operation, indicates a defective seal and they must be replaced.

## Inner Fascias

### LH Inner Fascia Removal

1. Open rear cover.
2. Remove plastic rivets and screws retaining the LH inner fascia.

**NOTE:** Lift the carpet to reach bottom screw.

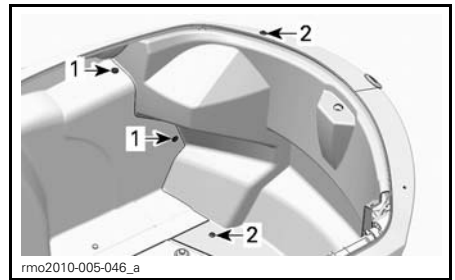


1. Plastic rivets
2. Retaining screws

3. Remove the LH fascia from trailer.

### RH Inner Fascia Removal

1. Remove the LH inner fascia. See *LH INNER FASCIA REMOVAL*.
2. Remove plastic rivets and screws retaining the RH inner fascia.



1. Plastic rivets
2. Retaining screws

3. Remove the RH fascia from trailer.

### LH and RH Inner Fascias Installation

The installation of the inner fascias is essentially the reverse of the removal procedure.

Finger tight all inner fascia screws.

## Lights

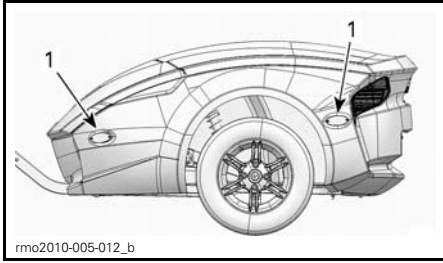
### Rear Light Module Replacement

The rear light modules are built with LEDs (light emitting diode) and this technology proved to be reliable. In the unlikely event they do not work,

the rear light module must be replaced completely. See an authorized Can-Am Roadster dealer.

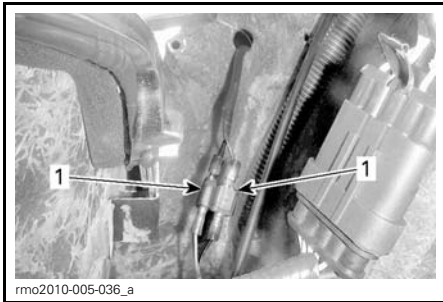
### Position Light Replacement

The position lights are built with LEDs. The complete light must be replaced. LEDs are not available separately.



1. Position lights (LH side view)

1. Remove inner fascias. Refer to *INNER FASCIA* in this section.
2. Remove bolts and nuts securing position light to trailer body.
3. Unplug both connectors.



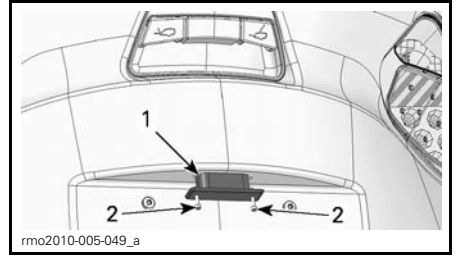
1. Position light connectors

4. Pull out the position light.
5. Insert wires of the new position light through the trailer body hole.
6. Connect the connectors (match color).
7. Secure the light on trailer body with previously removed bolts and nuts.
8. Tighten nuts to 5 N•m ± 0.5 N•m (44 lbf•in ± 4 lbf•in).

9. Reinstall inner fascias. Refer to *INNER FASCIA* in this section.

### License Plate Light Replacement

1. Remove the lens screws with a Phillips head screwdriver.



1. License plate light
2. License plate lens screws

2. Pull out the lens.
3. Remove the bulb by pulling it out.
4. Install the new bulb by pushing it in.
5. Reinstall the lens.

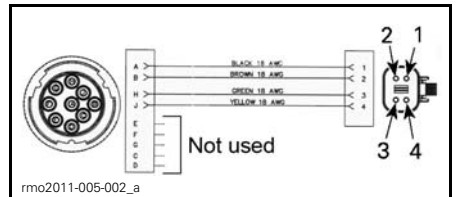
### Wiring Harness

#### Wiring Harness Inspection

Check trailer harness and connector for damages. Repair or replace as required.

#### Wiring and Connector Identification

When making wiring or connector repairs, follow the diagram below to identify the appropriate and necessary connections.



#### TRAILER CONNECTORS

1. Black
2. Brown
3. Green
4. Yellow

NOTE: Pin identifiers are located on the square connectors.

CONNECTOR		WIRE COLOR	FUNCTION
P1	P2		
A	1	BLACK	Ground
B	2	BROWN	Tail light
H	3	GREEN	RH brake/turn signal
J	4	YELLOW	LH brake/turn signal
C, D, E, F, G	Not used		

## Latches

### Latch Inspection

Check cover latches operation. If a latch is hard or do not return in place by itself, lubricate it.

### Latch Lubrication

Lubricate latch using XPS LUBE (P/N 293 600 016) or a similar product.

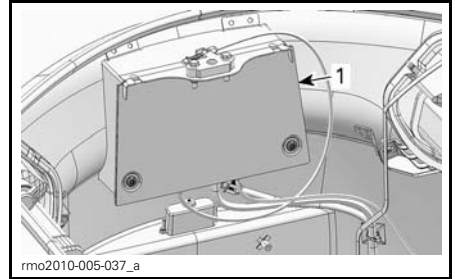
## Latch Cables

### Latch Cable Lubrication

Latch cables must be lubricated with a silicon lubricant such as the CABLE LUBRICANT (P/N 293 600 041) sold by BRP.

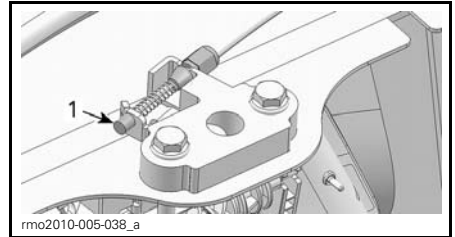
**NOTICE** Using another type of lubricant could cause the cable sticking or stiffness.

1. Remove inner fascias. Refer to *INNER FASCIAS* in this section.
2. Remove protective plate over rear lock.



1. Protective plate

3. Detach cable from the rear locking mechanism.



1. Rear latch cable

4. Install a CABLE LUBER (P/N 529 035 738) on the end of the cable.

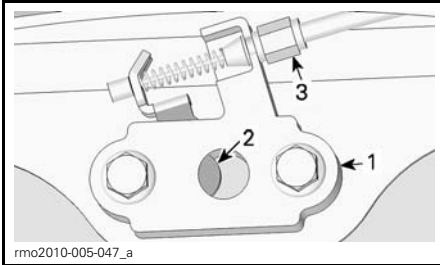


5. Insert the needle of spray can in the cable luber hole.

**NOTE:** Place a rag around the cable luber to prevent the lubricant splash.

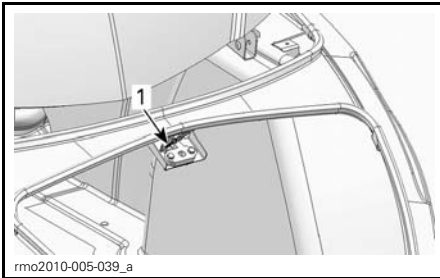
6. Put the lubricant until it passes through the cable.
7. Reinstall the cable.
  - 7.1 Ask someone to pull and hold the opening latch.
  - 7.2 Look if the lock, inside locking mechanism, still visible.

- 7.3 If the lock still visible, cable adjustment is required. Do not close cover until cable adjustment is done.



1. Locking mechanism
2. Lock
3. Cable adjuster

8. Detach latch cable from the front locking mechanism.

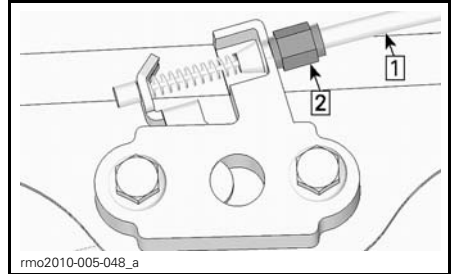


1. Front latch cable

9. Repeat steps 4 to 7.
10. Spray a little quantity of lubricant on the locking mechanism then install the protective plate.
11. Tighten protective plate screws to  $10\text{ N}\cdot\text{m} \pm 2\text{ N}\cdot\text{m}$  ( $89\text{ lbf}\cdot\text{in} \pm 18\text{ lbf}\cdot\text{in}$ ).

### Latch Cable Adjustment

Pull the cable and turn the adjuster until the inner lock is not visible in the mechanism opening.



- Step 1: Pull cable  
Step 2: Turn adjuster



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## STORAGE AND PRESEASON PREPARATION

If trailer will not be in use for several months, the following steps will help insure proper performance when removed from storage and extend trailer life.

- If possible, park trailer in a protected area, garage, carport, etc.
- Service or repack wheel bearings according to maintenance instructions.
- Raise trailer and place blocks under trailer frame to take most of the weight off trailer shocks and tires.
- Inflate tires to recommended pressure.
- Lubricate all moving parts.
- Tighten loose fasteners and connections.
- Touch up all scratches and spots of rust.
- Apply DIELECTRIC GREASE (P/N 293 550 004) in all electric connectors and bulb socket to prevent corrosion.

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# TRAILER CARE

## Trailer Cleaning

1. Rinse the trailer thoroughly with water to remove loose dirt.
2. Using a soft, clean cloth, wash the trailer with water mixed with a mild detergent, such as soap specially formulated for motorcycles or automobiles.

**NOTE:** Using warm water works well to remove bugs.

3. While washing the trailer, check for grease or oil. You can use XPS MULTI-PURPOSE CLEANER (P/N 219 701 709) or a mild automotive degreaser. Thoroughly follow the manufacturer's instructions.
4. Dry the trailer with a chamois or a soft towel.

## Trailer Waxing

Apply only nonabrasive wax safe for clear coat paints on glossy finishes.

# ***WARRANTY***

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# **BRP LIMITED WARRANTY - USA AND CANADA: 2011 RT-622™ TRAILER**

## **1. SCOPE OF THE LIMITED WARRANTY**

Bombardier Recreational Products Inc. ("BRP")™\* warrants its model-year 2011 RT-622 trailer ("Trailer") sold by authorized Spyder® Dealers (as defined below) in the fifty United States and in Canada from defects in material or workmanship for the period and under the conditions described below. This limited warranty will become null and void if the Trailer has been altered or modified in such a way so as to adversely affect its operation, performance or durability, or has been altered or modified to change its intended use.

All genuine Trailer parts and accessories installed on the Trailer by an authorized Spyder Dealer at the time of delivery of the Trailer will carry the same warranty as that of the Trailer.

## **2. LIMITATIONS OF LIABILITY**

THIS WARRANTY IS EXPRESSLY GIVEN AND ACCEPTED IN LIEU OF ANY AND ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING WITHOUT LIMITATION ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. TO THE EXTENT THAT THEY CANNOT BE DISCLAIMED, THE IMPLIED WARRANTIES ARE LIMITED IN DURATION TO THE LIFE OF THE EXPRESS WARRANTY. INCIDENTAL AND CONSEQUENTIAL DAMAGES ARE EXCLUDED FROM COVERAGE UNDER THIS WARRANTY. SOME STATES/PROVINCES DO NOT ALLOW FOR THE DISCLAIMERS, LIMITATIONS AND EXCLUSIONS IDENTIFIED ABOVE, AS A RESULT, THEY MAY NOT APPLY TO YOU. THIS WARRANTY GIVES YOU SPECIFIC RIGHTS, AND YOU MAY ALSO HAVE OTHER LEGAL RIGHTS WHICH MAY VARY FROM STATE TO STATE, OR PROVINCE TO PROVINCE.

Neither the distributor, any Spyder Dealer nor any other person has been authorized to make any affirmation, representation or warranty regarding the Trailer, other than those contained in this limited warranty, and if made, shall not be enforceable against BRP. BRP reserves the right to modify this warranty at any time, being understood that such modification will not alter the warranty conditions applicable to the Trailer and in effect when purchased.

## **3. EXCLUSIONS – ARE NOT WARRANTED**

The following are not warranted under any circumstances:

- Normal wear and tear.
- Routine maintenance items, tune ups, adjustments.
- Damages related to the appearance of the Trailer, including without limitation scratches, dents, fading, flaking, and peeling.
- Damage caused by failure to provide proper maintenance or storage, as described in the Operator's Guide.
- Damage resulting from removal of parts, improper repairs, improper service or improper maintenance, modifications, alterations that are outside of the original specifications of the Trailer, or damage resulting from repairs done by a person that is not an authorized servicing Spyder Dealer.
- Damage resulting from the installation of parts with specifications that differ from the original Trailer parts, such as, without limitation, different tires or wheels.

- Damage caused by abuse, abnormal use, neglect, or operation of the product in a manner inconsistent with the recommended operation described in the Operator’s Guide.
- Damage resulting from accident, road hazards, submersion, fire, theft, vandalism or any act of God.
- Damage resulting from corrosion from road salts, environmental influences or treatment contrary to the Operator’s Guide.
- Incidental or consequential damages, including without limitation towing, storage, telephone, rental, taxi, inconvenience, insurance coverage, loan payments, loss of time, loss of income.

#### **4. WARRANTY COVERAGE PERIOD**

This warranty will be in effect from the date of delivery to the first retail consumer or the date the Trailer is first put into use, whichever occurs first and for the following period:

1. TWENTY-FOUR (24) CONSECUTIVE MONTHS for private use owners.
2. TWELVE (12) CONSECUTIVE MONTHS for commercial use. A Trailer is used commercially when it is used in connection with any work or employment that generates income, during any part of the warranty period. A Trailer is also used commercially when, at any point during the warranty period, it is licensed for commercial use.

The repair or replacement of parts or the performance of service under this warranty does not extend the life of this warranty beyond its original expiration date.

#### **5. CONDITIONS TO HAVE WARRANTY COVERAGE**

This warranty coverage is available only if each of the following conditions has been fulfilled:

- The Trailer must be purchased as new and unused by its first owner from a Spyder dealer authorized to distribute Trailers in the country in which the sale occurred (“Spyder Dealer”).
- The BRP specified pre-delivery inspection process must be completed, documented and signed by the purchaser.
- The Trailer must have undergone proper warranty registration by an authorized Spyder Dealer.
- The Trailer must be purchased in the country in which the purchaser resides.
- Routine maintenance outlined in the Operator’s Guide must be timely performed in order to maintain warranty coverage. BRP reserves the right to make warranty coverage contingent upon proof of proper maintenance.

BRP will not honor this limited warranty to any private use owner or commercial use owner if one of the preceding conditions has not been met. Such limitations are necessary in order to allow BRP to preserve both the safety of its products, and also that of its consumers and the general public.

## **6. WHAT TO DO TO OBTAIN WARRANTY COVERAGE**

The customer must cease using the Trailer upon the appearance of an anomaly. The customer must notify a servicing Spyder Dealer within two (2) days of the appearance of a defect, and provide it with reasonable access to the product and reasonable opportunity to repair it. The customer must also present to the authorized Spyder Dealer proof of purchase of the product and must sign the repair/work order prior to starting the repair in order to validate the warranty repair. All parts replaced under this limited warranty become the property of BRP.

## **7. WHAT BRP WILL DO**

BRP's obligations under this warranty are limited to, at its sole discretion, repairing parts found defective under normal use, maintenance and service, or replacing such parts with new genuine Trailer parts without charge for parts and labor, at any authorized Spyder Dealer during the warranty coverage period under the conditions described herein. No claim of breach of warranty shall be the cause for cancellation or rescission of the sale of the Trailer to the owner.

In the event that service is required outside of the country of original sale, the owner will bear responsibility for any additional charges due to local practices and conditions, such as, but not limited to, freight, insurance, taxes, license fees, import duties, and any and all other financial charges, including those levied by governments, states, territories and their respective agencies.

BRP reserves the right to improve or modify products from time to time without assuming any obligation to modify any products previously manufactured.

## **8. TRANSFER**

If the ownership of a Trailer is transferred during the warranty coverage period, this warranty shall also be transferred and be valid for the remaining coverage period provided that BRP is notified of such transfer of ownership in the following way:

1. The former owner contacts BRP (at the phone number provided below) or an authorized Spyder Dealer and gives the coordinates of the new owner; or
2. BRP or an authorized Spyder Dealer receives a proof that the former owner agreed to the transfer of ownership, in addition to the coordinates of the new owner.

## **9. CONSUMER ASSISTANCE**

In the event of a controversy or a dispute in connection with this limited warranty, BRP suggests that you try to resolve the issue at the dealership level. We recommend discussing the issue with the authorized Spyder Dealer's service manager or owner.

If the issue has not yet been resolved, please submit your complaint in writing or call the appropriate number below:

### **IN CANADA:**

**BOMBARDIER RECREATIONAL  
PRODUCTS INC.**  
SPYDER ROADSTER  
CUSTOMER ASSISTANCE CENTER  
75 J.-A. BOMBARDIER STREET  
SHERBROOKE QC J1L 1W3  
Tel.: 819 566-3366

### **IN USA:**

**BRP US INC.**  
SPYDER ROADSTER  
CUSTOMER ASSISTANCE CENTER  
7575 BOMBARDIER COURT  
WAUSAU WI 54401  
Tel.: 715 848-4957

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# ***CUSTOMER INFORMATION***

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## **PRIVACY INFORMATION**

BRP wishes to inform you that your coordinates will be used for safety and warranty related purposes. Furthermore, BRP and its affiliates may use its customer list to distribute marketing and promotional information about BRP and related products.

To exercise your right to consult or correct your data, or to be removed from the addressee-list for direct marketing, please contact BRP.

**By E-mail:** [privacyofficer@brp.com](mailto:privacyofficer@brp.com)

**By mail:** BRP  
Senior Legal Counsel-Privacy Officer  
726 St-Joseph  
Valcourt QC  
Canada  
J0E 2L0

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## CHANGE OF ADDRESS/OWNERSHIP

If your address has changed or if you are the new owner of the boat, be sure to notify BRP by either:

- Mailing one of the following card below;
- **North America only:** calling at 715 848-4957 (USA) or 819 566-3366 (Canada);
- Contacting an authorized BRP distributor/dealer.

In case of change of ownership, please join a proof that the former owner agreed to the transfer.

Notifying BRP, even after the expiration of the limited warranty, is very important as it enables BRP to reach the boat owner if necessary, like when safety recalls are initiated. It is the owner's responsibility to notify BRP.

**STOLEN UNITS:** In the event that your boat is stolen, you should notify your area's distributor warranty department of such. We will ask you to provide your name, address, phone number, Hull Identification Number and date it was stolen.

### **In North America**

#### **BOMBARDIER RECREATIONAL PRODUCTS INC.**

Warranty Department  
75 J.-A. Bombardier Street  
Sherbrooke QC J1L 1W3  
Canada

### **Scandinavian Countries**

#### **BRP FINLAND OY**

Service Department  
Isoaavantie 7  
FIN-96320 Rovaniemi  
Tel.: + 358 16 3208 111

### **Other Areas in the World except Scandinavian Countries**

#### **BRP EUROPEAN DISTRIBUTION**

Warranty Department  
Chemin de Messidor 5-7  
1006 Lausanne  
Switzerland

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USER'S GUIDE, RT-622 TRAILER / ENGLISH  
GUIDE DE L'UTILISATEUR, REMORQUE RT-622 / ANGLAIS

FAIT AU / MADE IN CANADA

U/M:P.C.