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U.S. Department of Homeland Security

MARINE SAFETY ALERT

Inspections & Compliance Directorate

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Safety Alert 18-25, CH1

SEA-DOO SWITCH CAPSIZING HAZARD

This update to Safety Alert 18-25 supplements the description of the capsizing hazard discovered in the Sea-Doo Switch line of vessels ("Sea-Doo Switch" or "Switch"). The original Safety Alert 18-25 described the initial recall of the Switch by the manufacturer, Bombardier Recreational Products (BRP). That recall involved installation of a gasket between the motor hull and forward bow deflector to stop the ingress of water. However, those efforts were insufficient to mitigate the safety risk posed by the design of the Sea-Doo Switch.

Hazard: Due to its design, the Switch reacts sharply to operator input when "bow-down" (trim by bow), especially at slow speeds. Operating the Switch at 6-8 mph with too much weight forward (towards the bow)—or uneven weight on the first two rows of deck tiles—can cause nosediving, bow submergence, and ultimately capsizing.

If the bow begins to submerge, the operator must immediately release the throttle and redistribute weight evenly across the vessel from bow to stern to correct the trim of the Switch.



Image of a capsized Sea-Doo Switch

WARNING: If the operator accelerates or increases the throttle while the Switch is nosediving, the Switch may capsize, which can result in serious injury or death.

Safety Recall Update:

This update has been initiated to install BRP's Intelligent Balance Assist (iBA) system, which helps operators prevent bow-down operation of their watercraft. When iBA detects specific conditions, such as certain speeds, throttle inputs, and negative trim caused by excessive weight forward, it temporarily lowers the throttle to reduce the risk of capsizing. This reduction signals to operators that rebalancing passengers or cargo may be necessary. Current Switch owners should have received communication from BRP regarding this new feature and installation details. BRP will perform this installation at no charge to the owner (parts & labor). BRP has also provided information about capsizing risks, including recommended actions if the bow of a front-loaded Switch becomes submerged. If an owner has not received any communications from BRP about this update, or has any questions, they should visit the company's website

at <https://www.brp.com> or call BRP at 1-888-272-9222. The recall can also be found on the U.S. Coast Guard Office of Auxiliary and Boating Safety's (CG-BSX) website at: <https://uscgboating.org/content/recalls.php>.

The Coast Guard **strongly recommends** that Sea-Doo Switch owners ensure that installation of BRP's iBA is completed before operating their vessels. Furthermore, owners, operators, and passengers should be aware of the capsizing potential and follow BRP's latest guidance, which can be found at: <http://sea-doo.com/switch-capsizing-risk-information>. While iBA is designed to aid the operator by interrupting the chain of events shown to lead to a capsizing risk by limiting throttle input temporarily under certain conditions, it does not eliminate the responsibility of a Master to continuously monitor vessel response and distribute loads appropriately.

Please report any occurrences of capsizings or other identified safety hazards to CG-BSX by submitting a Consumer Safety Defect Report at <https://uscgboating.org/php-contact-form/consumer-safety-defect-report.php> or via email at RBSCCompliance@uscg.mil.

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