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By Recall Management Division at 9:45 am, Oct 17, 2013



BENTLEY

September 30 2013

Ms. Nancy Lummen Lewis
Acting Associate Administrator for Enforcement
National Highway Traffic Safety Administration
Attention: Recall Management Division (NVS-215)
1200 New Jersey Avenue, S.E.
Washington, DC 20590

Subject: Notification of Voluntary Recall
2007 – 2011 MY Bentley Continental GT / GTC / Flying Spur
Rear carbon ceramic brakes – replacement of screws

Dear Ms. Lewis:

This information is submitted in accordance with the requirements of Part 573 of Title 49 of the Code of Federal Regulations (49 CFR 573 (2013)).

573.6 (c) (1) **Manufacturer's Name**
Bentley Motors Limited

Importer
Bentley Motors, Inc.

573.6 (c) (2) **Identification of Vehicles**

Make : Bentley

Line : Continental GT / GTC / Flying Spur

Model Year : 2007 - 2011

Month/Year
of Manufacture : July 2006 – June 2010

VIN Numbers
of Affected Vehicles: beginning – SCBCR73W17C040501
ending – SCBCU7ZA0BC066977

Other Identification: None

573.6 (c) (3) **Number of Vehicles Potentially Containing the Defect**
469 vehicles are potentially affected by this defect in the United States.

573.6 (c) (4) **Percentage of Vehicles Actually Containing the Defect**
Bentley is unable to estimate the percentage of vehicles in the United States that are potentially subject to this defect.

573.6 (c) (5) **Description of Defect**

On the rear axle of vehicles fitted with carbon ceramic brakes (CSiC), the stainless steel screws fixing the rotor to the metal bell may fail due to stress corrosion cracking if the vehicle has been used in extreme salt environments.

The customer will experience a noise when a screw fails and the brake continues to be 100% effective. However, if the affected disc was to lose 8 of the 10 screws there would be a loss of braking at that rear wheel. This may lead to a small increase in stopping distance and could lead to a crash.

Bentley Motors Ltd is not aware of any vehicle losing greater than 3 screws worldwide. There have been no screw failures reported in the United States and this action is being undertaken as a precaution. There are no reports worldwide of accidents or injuries resulting from this condition.

573.6 (c) (6) **Basis for Determination**

May 2011 – Bentley received a report of a car with cracked screws on a rear CSiC brake disc

June 2011 – The cause was identified as stress corrosion cracking. No explanation could be found for why this had occurred on this vehicle

December 2011 – 3 further incidents of screw failure from Europe and the Middle East were reported to Bentley. Bentley started analysis of the failures

April 2012 – Analysis confirmed the cause as stress corrosion cracking. Tests were initiated to replicate the failure mode and evaluate the possible consequences

June 2012 – Replication trials showed that extremely high level of chlorides are required, combined with high levels of stress in the joint to cause the failure

August 2012 - Brake dynamotor testing was completed to confirm the possible consequences on brake performance. The results showed that failure of one or two screws would not lead to a loss of braking effectiveness

November 2012 – Bentley Product Safety committee requested vehicle level testing to confirm the brake dynamotor test results and evaluate the consequence of additional loss of screws

March 2013 - Vehicle level testing demonstrated loss of braking effectiveness only after the loss of 8 screws. The vehicle continued to stop within the legally required stopping distance and there was no loss of vehicle stability

May 2013 – Issue reviewed with the Product Safety Committee. No field failures of more than 3 screws. Decision made to continue to monitor the field because the issue would be detected during routine maintenance

August 2013 - Additional field reports received from Middle East and Europe

September 25, 2013 – Issue returned to the Bentley Product Safety Committee for review. Although, still no more than 3 failed screws on a rear brake disc reported,

the decision was made to launch a voluntary recall to ensure that older vehicles no longer in the Bentley dealer network are not at risk of an undetected screw failure.

573.6 (c) (7) **Noncompliance Test Result**
Not applicable

573.6 (c) (8) **Proposed Remedial Program**
The original screws will be replaced with screws manufactured from a material not susceptible to stress corrosion cracking. Bentley will notify all owners of affected vehicles and will instruct them to arrange for an appointment with an authorized Bentley dealer. Dealers will replace the screws on affected vehicles free of charge.

Dealers: On the week commencing October 21st

Owners: On the week commencing October 21st

573.6 (c) (9) **Submission of Communications**
A representative copy of all bulletins and other communications sent to dealers and owners will be submitted within five (5) days of dealer/owner notification.

573.6 (c) (10) **Proposed Owner Letter**
A draft owner's letter will be submitted to the agency for review and approval.

573.6 (c) (11) **Manufacturer's Recall Code**
Bentley Motors has assigned the code RE13/14 to this recall.

Sincerely,



Stephen Worrall
Head of Aftersales