



Technical product information

Topic	Front seat belt webbing stitch cover scuffs seat cushion valance
Market area	Worldwide Bentley (1WBE)
Brand	Bentley
Transaction No.	2036819/1
Level	EH
Status	Approval
Release date	

New customer code

Object of complaint	Complaint type	Position
Body fixtures and fittings -> Seats, benchseat, armrests, 1st row -> Seat cushion, 1st row	component / consumables -> damaged	left
Body fixtures and fittings -> Seats, benchseat, armrests, 1st row -> Seat cushion, 1st row	component / consumables -> damaged	right

New workshop code

Object of complaint	Complaint type	Position
Body fixtures and fittings -> Seats, benchseat, armrests, 1st row -> Seat cushion, 1st row	component / consumables -> damaged	left
Body fixtures and fittings -> Seats, benchseat, armrests, 1st row -> Seat cushion, 1st row	component / consumables -> damaged	right

Vehicle data

New Continental GT Convertible

Sales types

Type	MY	Brand	Designation	Engine code	Gearbox code	Final drive code
394*	2012	E		*	*	*
394*	2013	E		*	*	*
394*	2014	E		*	*	*
394*	2015	E		*	*	*
394*	2016	E		*	*	*

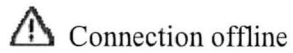
Chassis numbers

Manufacturer	Filler	Type	Filler	MY	Factory	From	To	Prod from	Prod to
SCB	***	**	*	*	*	074021	999999		

Documents

Document name

master.xml
master.doc



Technical product information

Transaction No.: 2036819/1

Front seat belt webbing stitch cover scuffs seat cushion valance

Customer statement / workshop findings

Seat cushion / valance leather damaged

Technical background

The seat belt webbing incorporates a plastic cover isolating the stitching at the anchor loop. This plastic cover is etched with legislative data relevant to the restraint system, the border surrounding the etched data can contain plastic burrs forming an abrasive surface. Certain seat positions bring the abrasive surface on the plastic cover into contact with the seat valance and cause the leather trim on the valance to be scuffed (see Figure 1, 1a, 1b and 1c)

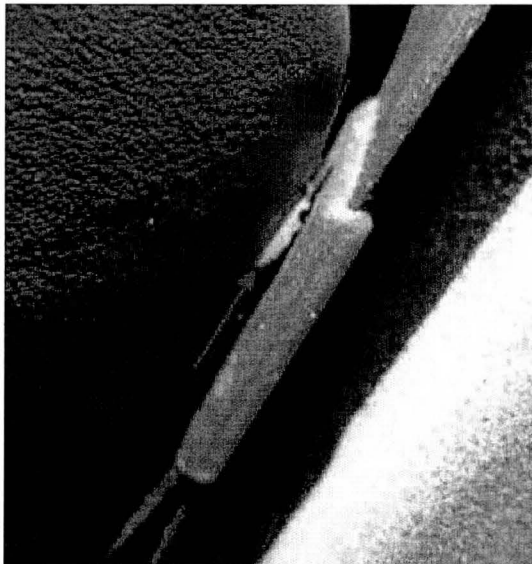


Figure 1

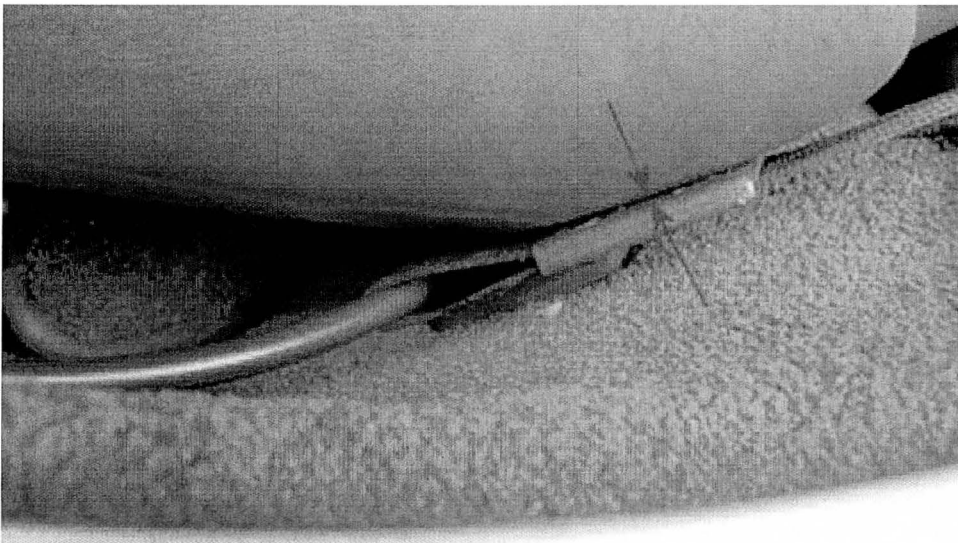


Figure 1a

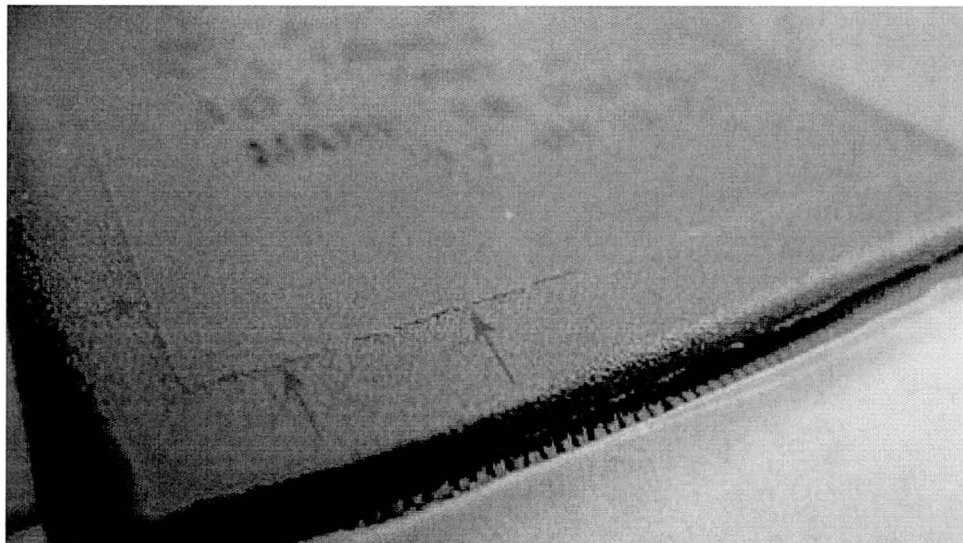


Figure1b

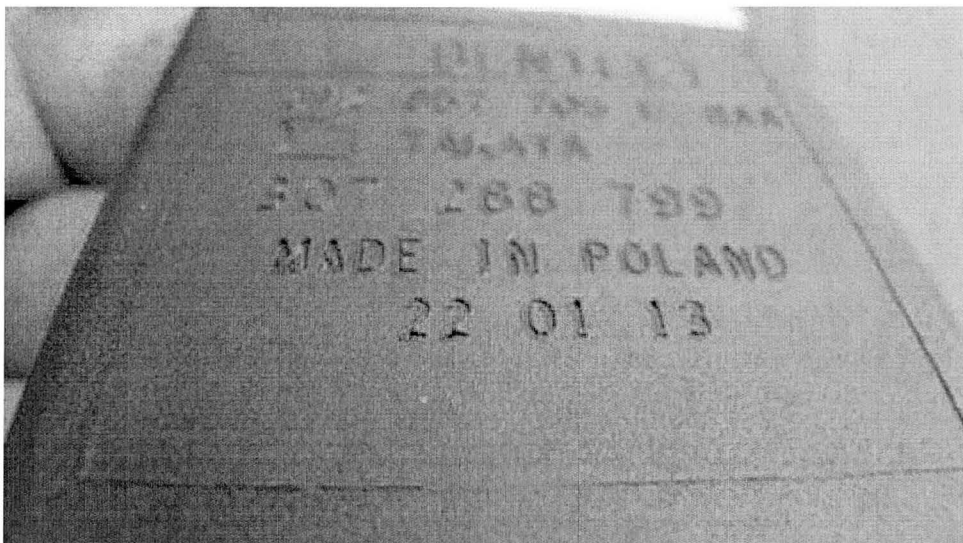


Figure 1c

Production change

Future design under review

Measure

If a qualified customer complaint referencing seat valance trim damage is found to be in the vicinity of the seat belt anchor loop then once the seat valance has been repaired or re trimmed carry out the following procedure to remove the burrs from the plastic sleeve thus avoiding further occurrences



Figure 2

1. Identify which side of the plastic sleeve is facing and therefore in contact with the trimmed surface of the seat valance (see Figure 2). This is the surface that has to be worked in this TPI
2. Slide the plastic sleeve up the belt to give working access

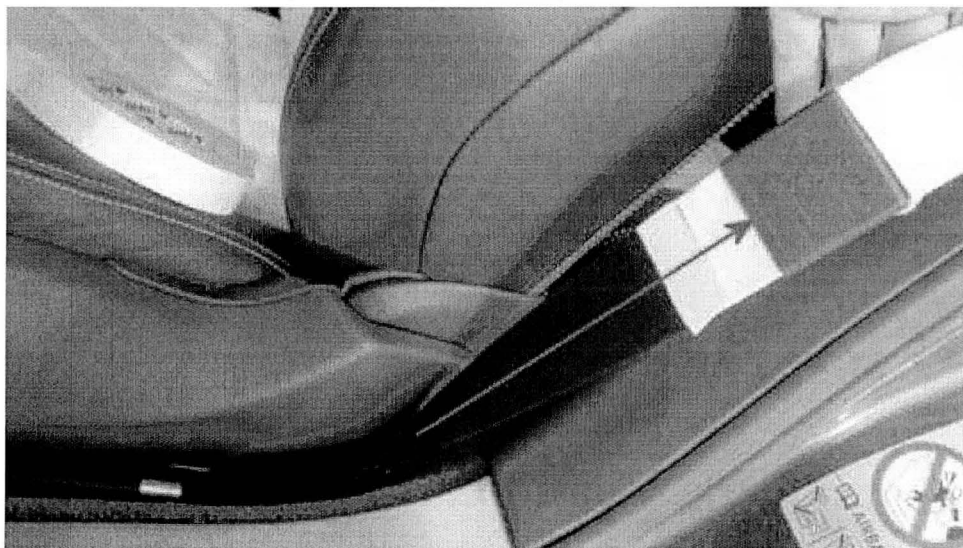


Figure 3

3. Protect the seat belt webbing with masking tape

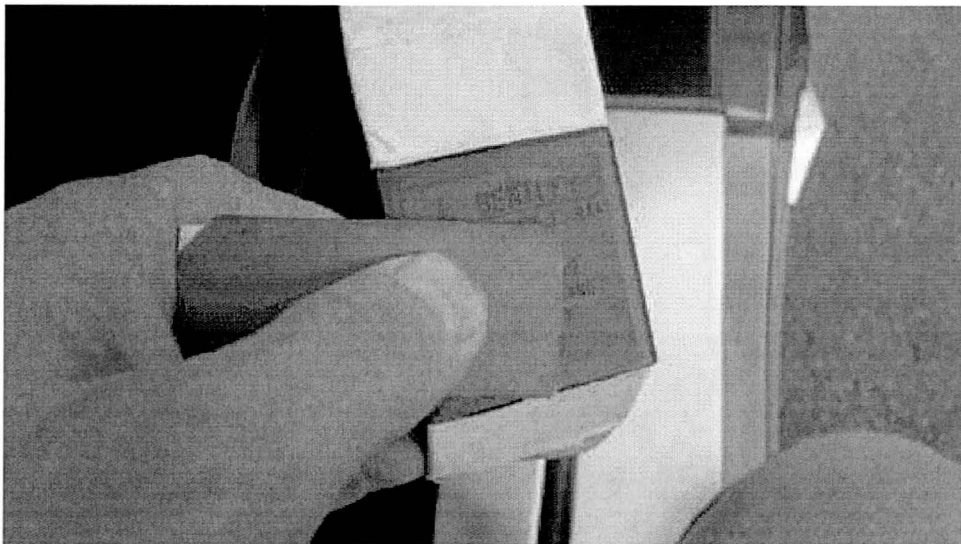


Figure 4

Note: The data etched on the plastic sleeve must still be legible after the following process

4. Using dry abrasive paper, 800 grit, abrade the surface of the plastic sleeve. The specific aim is to remove the burr (Figure 1b) that is present on the lip of the raised border that surrounds the data etched within. The data etched within the boarder will also require lightly abrading to remove any burrs. (see Figure 4)

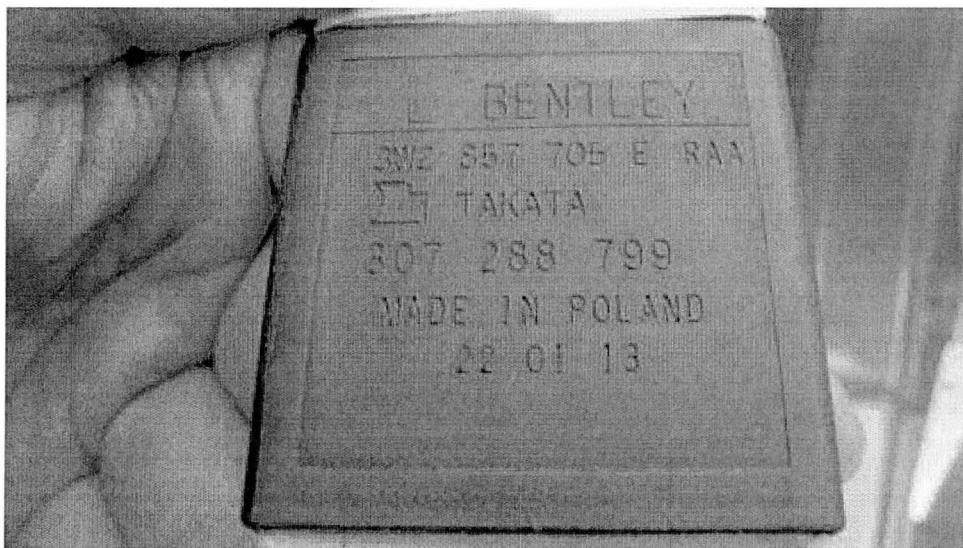


Figure 5

5. On completion the surface of the sleeve adjacent to the seat valance trimmed surface should be as figure 5

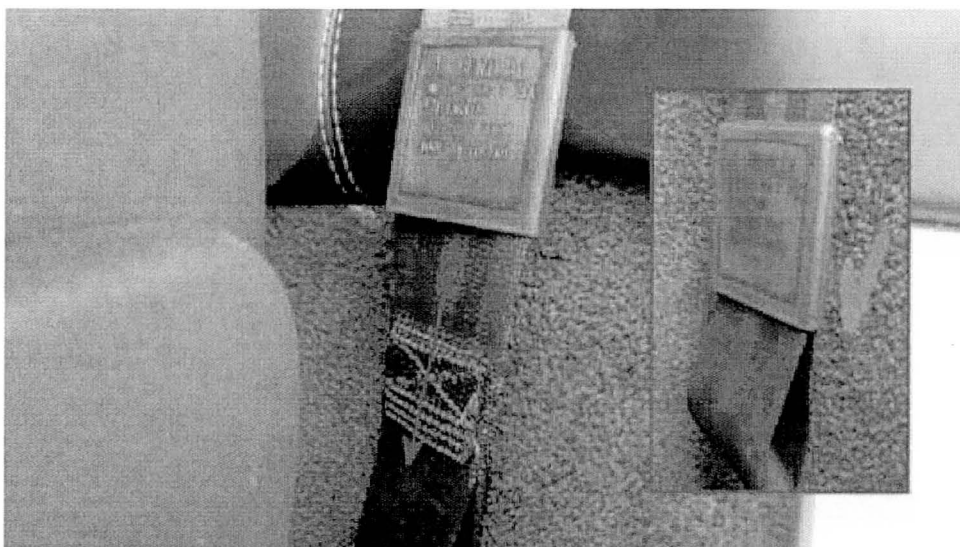


Figure 6

6. Once the burrs have been removed remove the masking tape clean off any dust produced during the process and slide the plastic sleeve back into its correct position over the seat belt webbing stitching (see Figure 6)

Warranty accounting instructions

Warranty type	110
Labour Operation Code	69 13 50 99
Damage Service Number	69 13
Damage Code	01 00
Damage Location	001
Time	30 TU for both sides