

Field campaign

Topic	Convertible roof system - oversize rivet hole (SC12/13)
Market area	Worldwide Bentley (1WBE)
Brand	Bentley
Transaction No.	2031420/1
Campaign number	E773
Note	
Type	Workshop Campaign
US code	

Vehicle data

13MY New Continental GTC

Sales types

Type	MY	Brand	Designation	Engine code	Gearbox code	Final drive code
39411*	2013	E		*	*	*
39423*	2013	E		*	*	*

Chassis numbers

Manufacturer	Filler	Type	Filler	MY	Factory	From	To	Prod from	Prod to
SCB	***	**	*	D	C				

Documents

Document name
master.xml
master.doc

Notes

Technical background

A counter bore operation on the left hand twin bow may have been performed incorrectly resulting in an oversize rivet hole and no counter bore. The counter bore is required to enable the rivet to expand and lock into the casting. This rivet hole requires inspection and if found to be oversize the attached rectification measure performed

Remedy

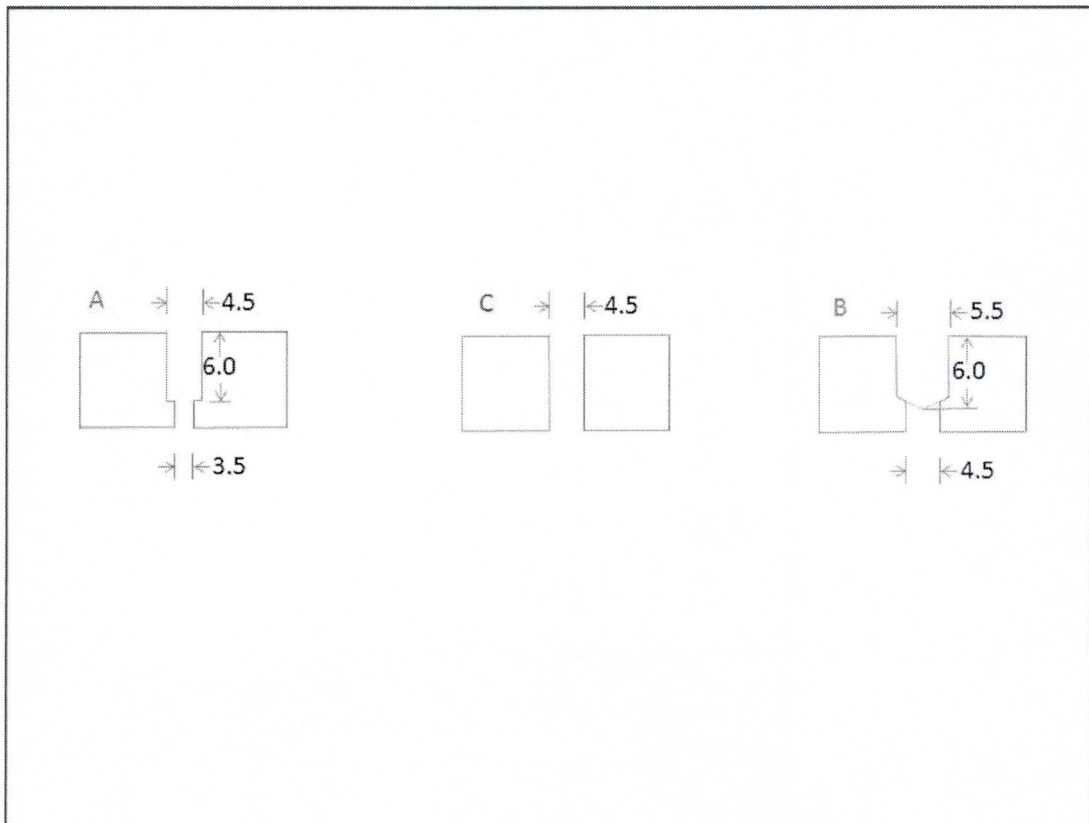


Figure 2

If the rivet hole is found to be standard dimensions (diagram A) then fit a replacement standard rivet. On vehicles where the rivet hole is found to be oversize, that is the counter bore dimension has been drilled all the way through leaving no counter bore (diagram C), then a new larger counter bore has to be drilled, 5.5mm, to produce diagram B and the larger rivet used.

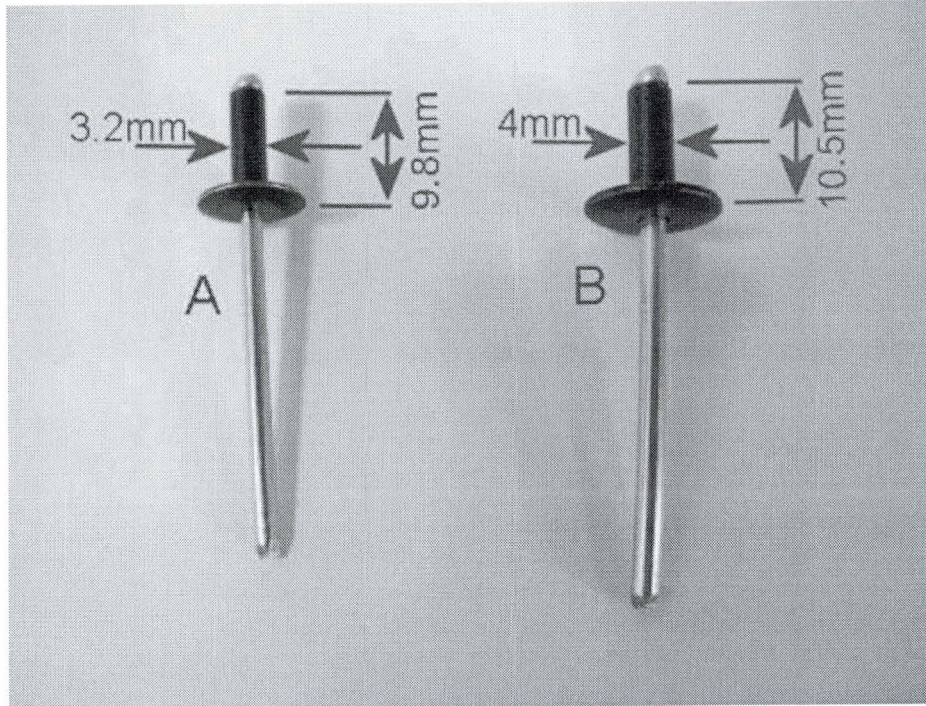


Figure 1

Both these rivets are contained in hood kit 3W7898025

Parts supply

The required replacement parts should be ordered from Bentley Motors Limited Crewe or through your regional Bentley parts distribution centre

Parts despatch control

Repair instructions

Technical background

A counter bore operation on the left hand twin bow may have been performed incorrectly resulting in an oversize rivet hole and no counter bore. The counter bore is required to enable the rivet to expand and lock into the casting. This rivet hole requires inspection and if found to be oversize the attached rectification measure performed

Check

If the vehicle is not already listed as repaired in the "Repair history" (in Elsa pro), check for the campaign identification mark, white spot adjacent to rivet (see Figure 9), should neither be evident carry out the required work in accordance with these instructions

Genuine parts

The standard rivet for use where the hole dimensions is found to be correct is 3.2mm x 9.8mm (black) part A

The larger rivet used if the hole is found to be oversize and after the rectification measure has been performed is 4.0mm x 10.5mm (black) part B

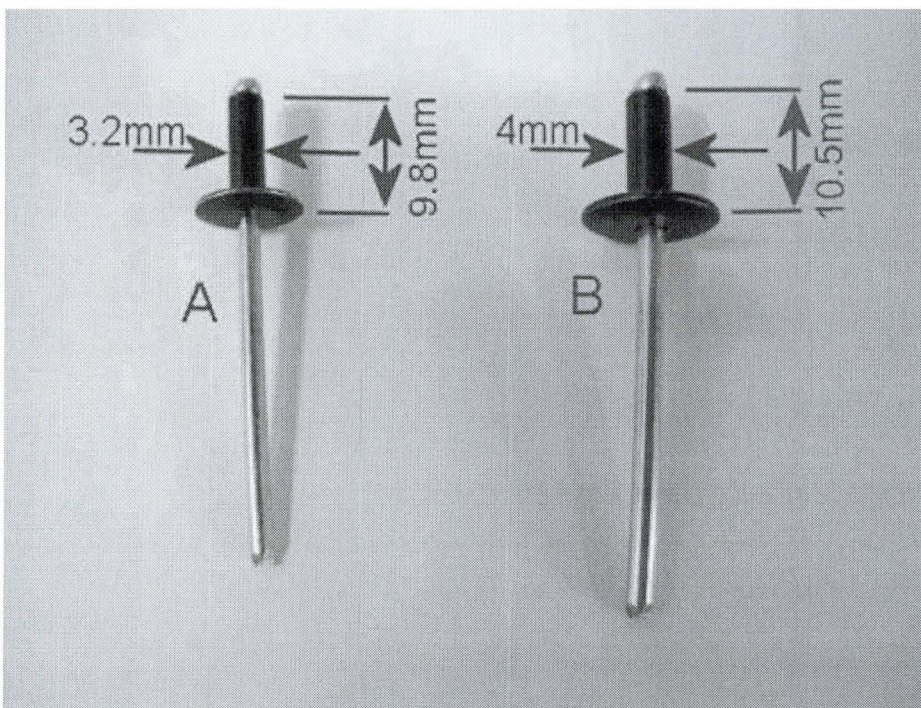


Figure 1

Both these rivets are contained in hood kit 3W7898025

Work



Warning: There is no anti-trap feature fitted to the linkage flaps, front header panel, tension bow or tonneau cover. Ensure all persons are clear of the mechanism, and there are no obstructions in the vicinity during the operation of the roof.



Caution: To avoid a clash of panels it is important that the luggage compartment and tonneau cover assembly are not opened at the same time. One of these must be fully closed at all times



Note: To carry out the following procedures, the power operated roof assembly will have to be positioned partially open in a transient state. With the ignition on any transient roof position will only be maintained for 10 minutes after which a warning will sound prior to the roof assembly gradually folding down as the hydraulic pressure decays. Therefore to enable the following operations to be carried out the roof has to be secured using 2 ratchet straps linked together (part number T10038) (see inset Figure 3)



Caution: Whenever air tools are employed or compressed air is used to remove debris it is imperative that the air is clean and dry and does not contain any lubricants. The exhaust from an air tool supplied with lubricated air is likely to stain the hood

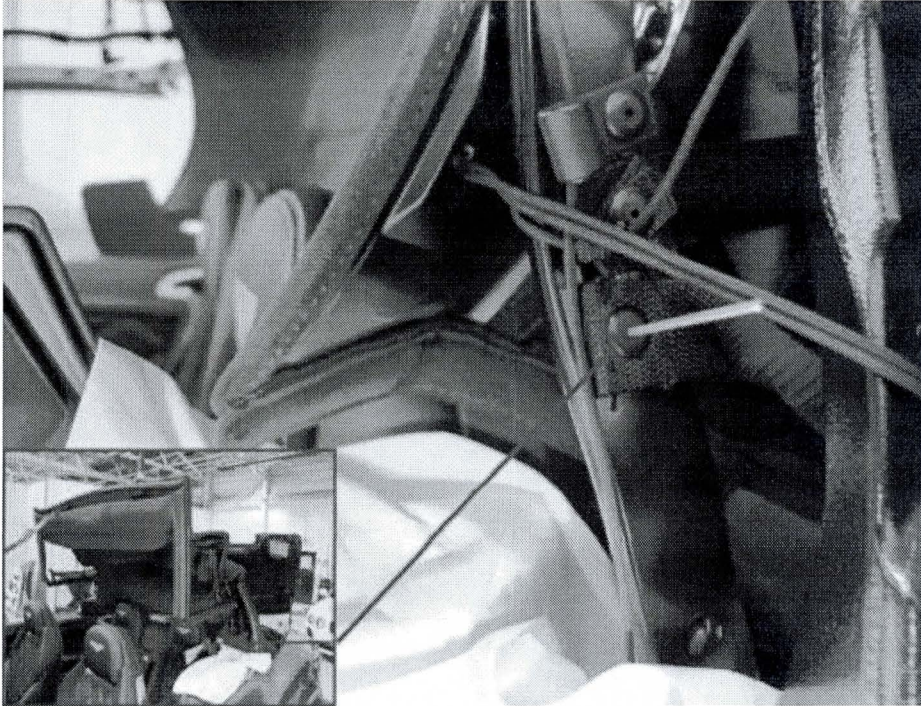


Figure 3

Note: Only check and if necessary repair the rivet on the left hand twin bow as shown in figure 3.
There are no known issues with the similar rivet on the right hand twin bow

1. With the ignition on, use the power operated roof open and close buttons to position the roof partially open. It is recommended that the roof position is maintained primarily with the ignition still on, and secured using a pair of tensioning straps (T10038) linked together.
2. **Note:** The vehicle must be adequately protected from the swarf that will be produced during the following operation. When removing rivets a 6mm drill is best suited to remove the rivet head before extracting the centre of the rivet with a 3mm parallel drift. **Eye protection must be worn**

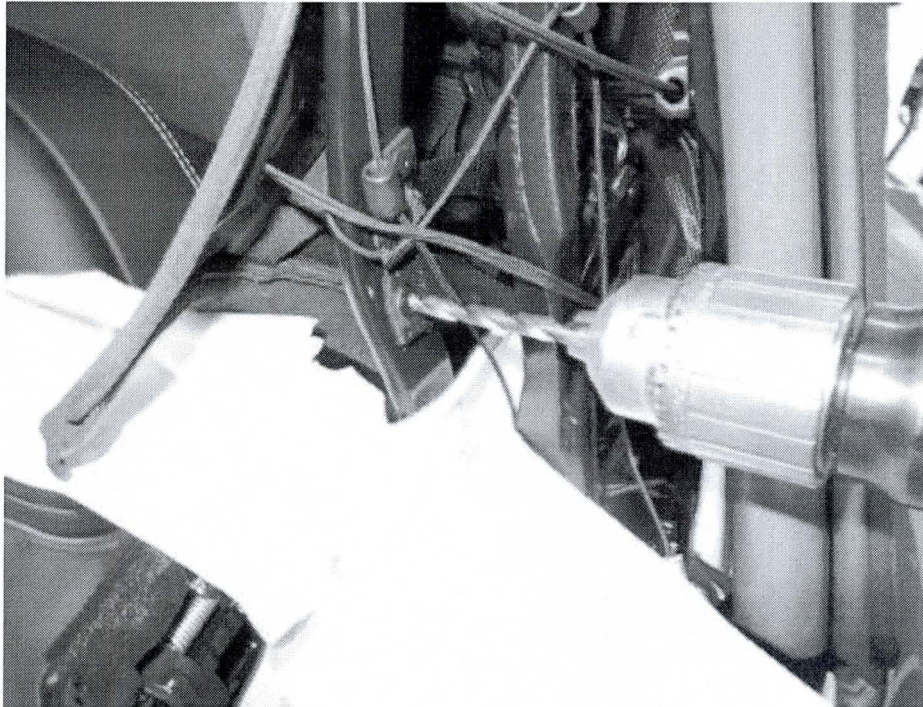
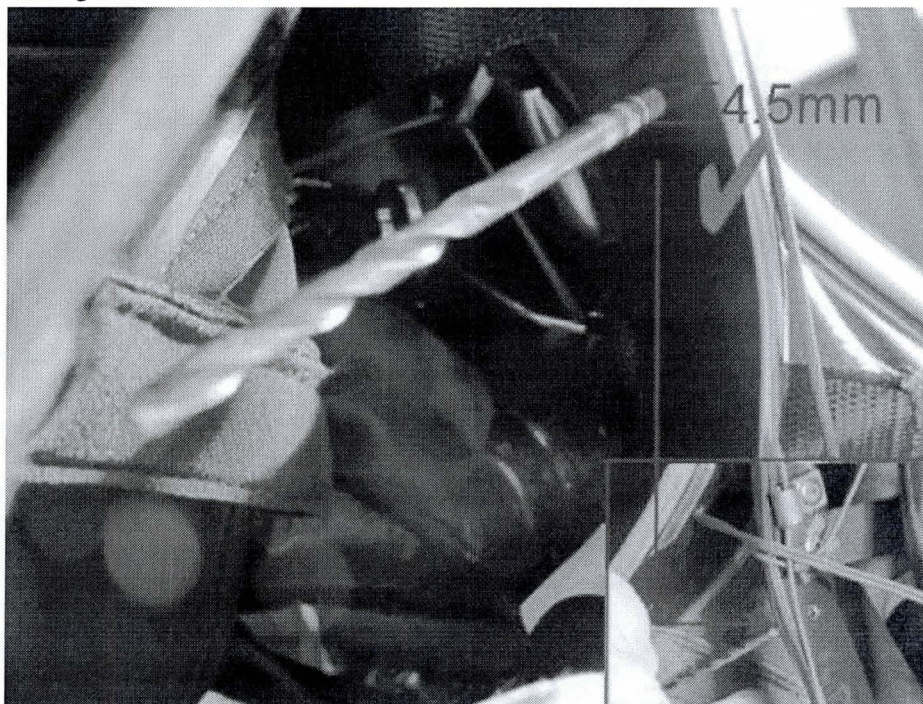


Figure 4

3. Referencing figure 3, identify the lower rivet on the left hand twin bow. With the roof positioned as shown in figure 3. Drill out the rivet (see Figure 4), **ensure no trim or cords are in contact with the rotating surfaces of the drill.**



Rectification measure

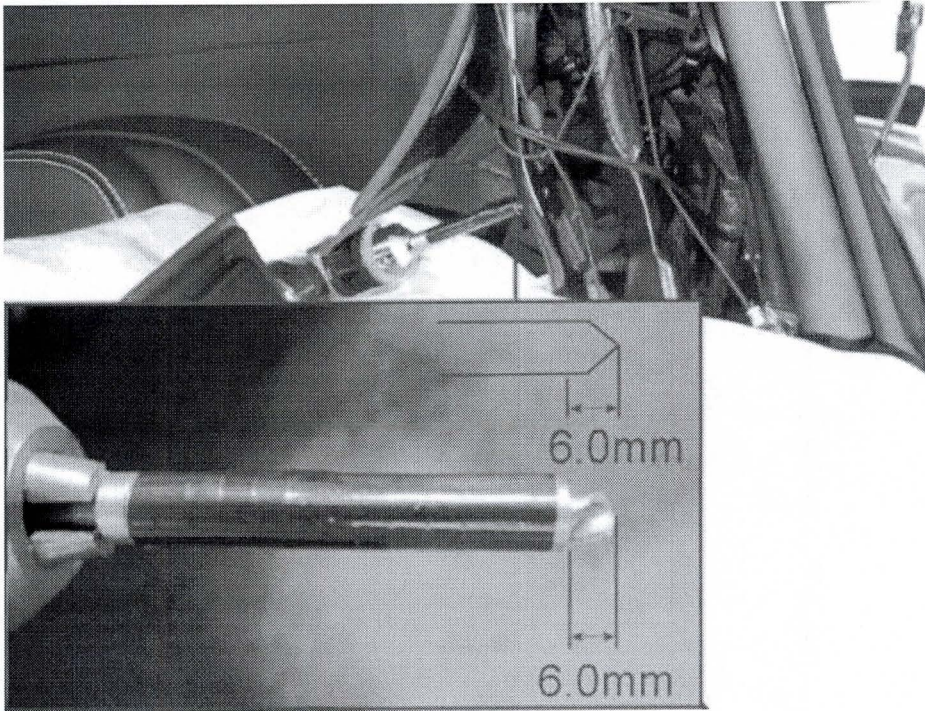


Figure 7

1. A hole 5.5mm in diameter and 6mm in depth has to be drilled from the rear face of the bow to produce figure 2B. Using a method of ensuring a depth of 6mm is not exceeded, measured from the drill tip, produce the 5.5mm counter bore from the rear of the bow (see Figure 7)
2. Apply a coat of black paint to the hole, both for cosmetic and oxidation suppression purposes

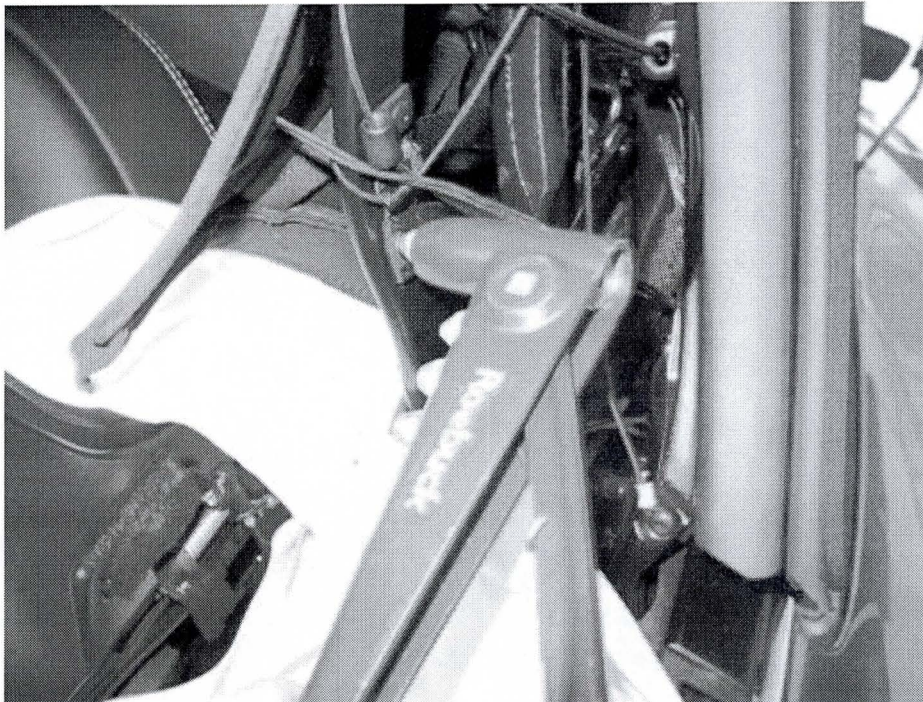


Figure 8

3. Re attach the strap with a new oversize rivet (part 'B' figure 1) (see Figure 8)

Identification

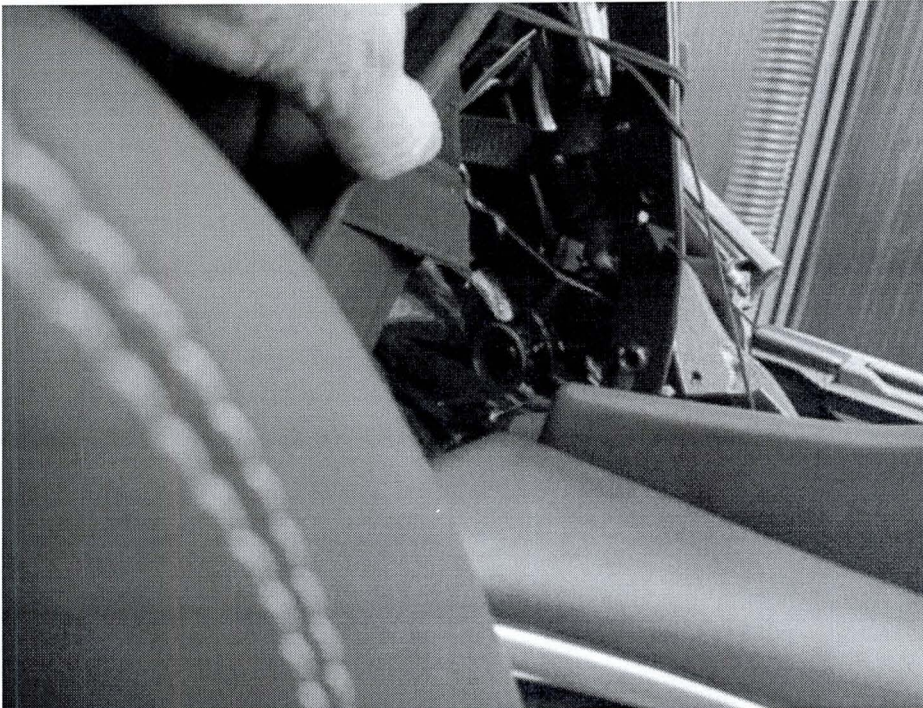


Figure 9

On completion apply a campaign completion mark to the rear of the bow adjacent to the replaced rivet. If the part used is the standard rivet (A) then apply a green completion mark.

If the rectification measure had to be performed and therefore the larger rivet (B) was used then apply a white completion mark (see Figure 9)