

Technical product information

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|------------------------|--|
| Topic | New Continental GT 48V anti-roll bar cable routing |
| Market area | Bentley: worldwide (2WBE) |
| Brand | Bentley |
| Transaction No. | 2051712/6 |
| Level | EH |
| Status | Approval |
| Release date | |

New customer code

| Object of complaint | Complaint type | Position |
|--|--------------------------------------|----------|
| running gear -> running gear, springs, shock absorbers -> stabiliser bar | visual appeal / surface -> corrosion | |

Vehicle data

New Continental GT

Sales types

| Type | MY | Brand | Designation | Engine code | Gearbox code | Final drive code |
|------|------|-------|-------------|-------------|--------------|------------------|
| 3S3* | 2018 | E | | * | * | * |
| 3S3* | 2019 | E | | * | * | * |
| 3S3* | 2020 | E | | * | * | * |
| 3S3* | 2021 | E | | * | * | * |
| 3S3* | 2022 | E | | * | * | * |

Documents

| Document name |
|----------------------------|
| master.xml |

Customer statement / workshop findings

The 48 volt electrical supply cable looks as if it is trapped between the cross brace and transmission heat shield but is the correct condition.

Technical background

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Production change

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Measure

The 48 volt supply cable (1) to the anti-roll bar may appear to be trapped between the front subframe and the engine undersheet (arrows). See Figure 1.

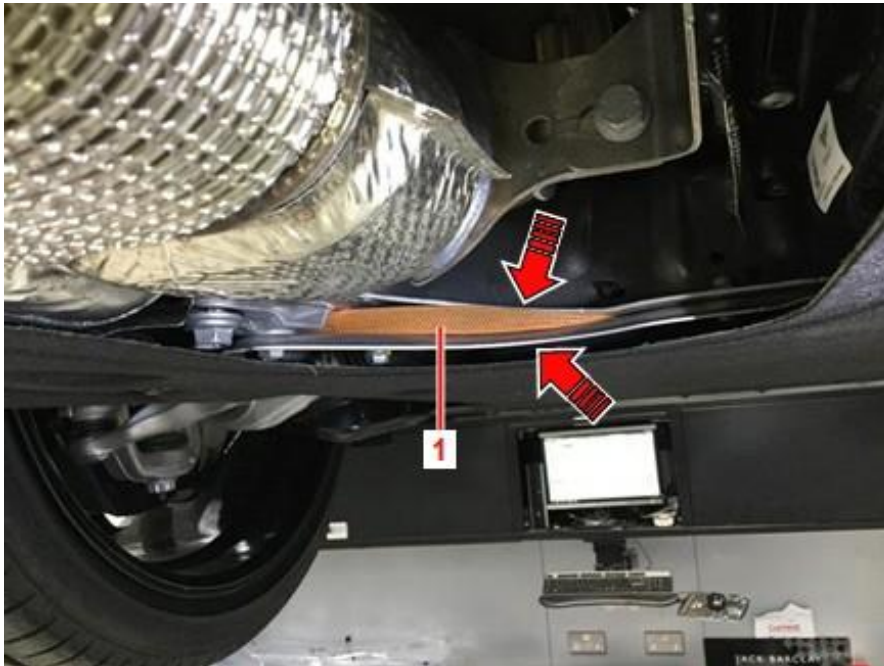


Figure 1

This would be visible on the LH underside of the vehicle and is the normal condition for this routing of cable.

Do NOT raise a DISS technical query for this concern.