Connection offline

Field campaign

Topic	Rear Lid Latch Stud Inspection | Continental GT | 26MY (SC26/22)
Market area	Australia E04 Bentley rest Asia and Australia (6E04),Germany E02 Bentley rest Europe (6E02),Japan E03 Bentley Japan (6E03),United Arab Emirates E06 Bentley Middle East and Africa (6E06),United Kingdom E01 Bentley UK (6E01),United States E05 Bentley USA and rest America (6E05)
Brand	Bentley
Transaction No.	2082734/3
Campaign number	EE02
Note	
Type	
US code	

Vehicle data

Continental GT

Sales types

Type	MY	Brand	Designation	Engine code	Gearbox code	Final drive code
Z23*	2026	E		*	*	*

Documents

Document name
master.xml
araldite-2022-1_eur_e.pdf
sc2622vinlistv2.pdf

Connection offline

EE02 Transaction No.: **2082734/3**

Rear Lid Latch Stud Inspection | Continental GT | 26MY (SC26/22)

Notes

Repair instructions

Technical background

On affected vehicles, the rear lid latch stud mounting area may exhibit movement or damage within the rear lid structure. To ensure the continued integrity and durability of the rear lid latch assembly, an inspection of the latch stud mounting area must be carried out.

Remedy

The instructions within the 'Work' section **must** be conducted to completion.

Inspect both rear lid latch mounting studs using the procedure contained within this campaign.

Based on inspection results, complete one of the following actions:

Condition A – Pointed-End Stud (Correct Specification)

Both rear lid latch studs are identified as the approved pointed-end design, and no signs of damage or movement are evident.

Repair Action: No further inspection or repair is required. Reassemble the vehicle to specification

Condition B – Shim Flush / No Structural Damage

Inspection shim sits flush with the mounting surface, and no structural damage is evident.

Repair Action: Install the inspection shim.

Condition C – Shim Not Flush / No Structural Damage

Inspection shim does not sit flush. Stud remains structurally secure with no pull-through is evident and no structural damage is present.

Repair Action: Carry out resin filler repair.

Condition D – Structural Damage Present

Any of the following conditions:

- Stud detached.
- Stud partially pulled through reinforcement plate.
- Significant reinforcement plate cracking.
- Structural damage to rear lid substrate.
- Stud movement associated with material failure.

Repair Action: Raise a Full Technical query and await further guidance.

Customer notification

Customers do not need to be informed directly of this campaign.

Ensure all affected vehicles are repaired during Pre-Delivery Inspection (PDI).

Warranty accounting instructions

Claim Type: 790 or 710

Service Number: EE02

Damage Code: 00 66

Criteria ID: 01

Labour

Rear Lid Trim - Remove and Install

Labour Operation Code: 70 87 19 00

Time: 40 TU

Rear Luggage Compartment Trim – To remove and Install

Labour Operation Code: 70 06 19 04

Time: 10 TU

Central Locking Motor (V53) – Remove and Install

Labour Operation Code: 55 41 19 50

Time: 10 TU

End Stud – Inspection (Condition A)

Labour Operation Code: 55 41 01 95 *(Live on 10.09.2026, use 55 41 01 99 prior to this date)*

Time: 10 TU

Inspection Shim – To Install (Condition B)

Labour Operation Code: 55 41 41 96 *(Live on 10.09.2026, use 55 41 41 99 prior to this date)*

Time: 20 TU

Resin Filler Repair (Condition C)

Labour Operation Code: 55 41 41 97 *(Live on 10.09.2026, use 55 41 41 99 prior to this date)*

Time: 40 TU

Reinforcement Bracket Repair (Condition D – DISS Approval Required)

Labour Operation Code: 55 41 41 98 (*(Live on 10.09.2026, use 55 41 41 99 prior to this date)*

Time: 60 TU

Adhesive Cure Time: Not Claimable

Genuine parts

Part Description	Part Number	Qty
Inspection Shims	3SD898327 (Auto Issued)	2 / As required
Loctite 454 Adhesive	N/A (Local Supply)	As Required
Araldite 2022-1 Adhesive	Araldite 2022-1 (Local Supply)	As Required
Hexagon collar nut (Boot lid latch locking nut)	N 106 092 01 (Auto Issued)	2
Reinforcement Bracket	3SD898341 (Auto Issued)	1 / As required

Parts supply

As per the *'Genuine Parts'* section.

Parts despatch control

As per the *'Genuine Parts'* section.

Repair instructions

Notes

Technical background

On affected vehicles, the rear lid latch stud mounting area may exhibit movement or damage within the rear lid structure. To ensure the continued integrity and durability of the rear lid latch assembly, an inspection of the latch stud mounting area must be carried out.

Check

If the vehicle is not already listed as repaired in the 'Repair history' section of ElsaPro, check the 'Identification' section of this document. In the event that the campaign has not been applied, please carry out the required work in accordance with these instructions.

Genuine parts

Part Description	Part Number	Qty
Inspection Shims	3SD898327 (Auto Issued)	2 / As required
Loctite 454 Adhesive	N/A (Local Supply)	As Required
Araldite 2022-1 Adhesive	Araldite 2022-1 (Local Supply)	As Required
Hexagon collar nut (Boot lid latch locking nut)	N 106 092 01 (Auto Issued)	2
Reinforcement Bracket	3SD898341 (Auto Issued)	1 / As required

Work

CAUTION

Wear suitable eye protection and gloves when carrying out this repair. Do not damage wiring harnesses, locking components or the rear lid outer panel while removing studs or adhesive material.

NOTICE

Boot lid removal is not required when carrying out this procedure. Any photographs showing the boot lid removed are provided for reference and component identification purposes only.

Preparation

1. Open the boot lid and switch off the ignition.

2. Remove the boot lid trim panel and the boot floor trim panel

ElsaPro → Rep. Gr. 70

NOTICE

Always apply protective covers around the boot aperture to avoid damaging the body.

Visual Inspection of stud

Inspect both rear lid latch studs and determine the stud condition by visual inspection

OK– Pointed End Stud (Condition A)

Figure 1. *OK Stud Condition (Pointed End Stud)*

NOTICE

If stud condition is OK, no further repair is required. Photograph the stud condition and upload the photograph to a non-technical DISS query. Reinstall all removed trim in accordance with ElsaPro. Apply the completion marks (See Identification section) and submit a Warranty claim via SAGA for a total of 60 Time units referencing condition A.

NOTICE

The original boot lid latch retaining nuts MUST be replaced. Tighten both new retaining nuts to 21 Nm.

Not OK – Flat End Stud

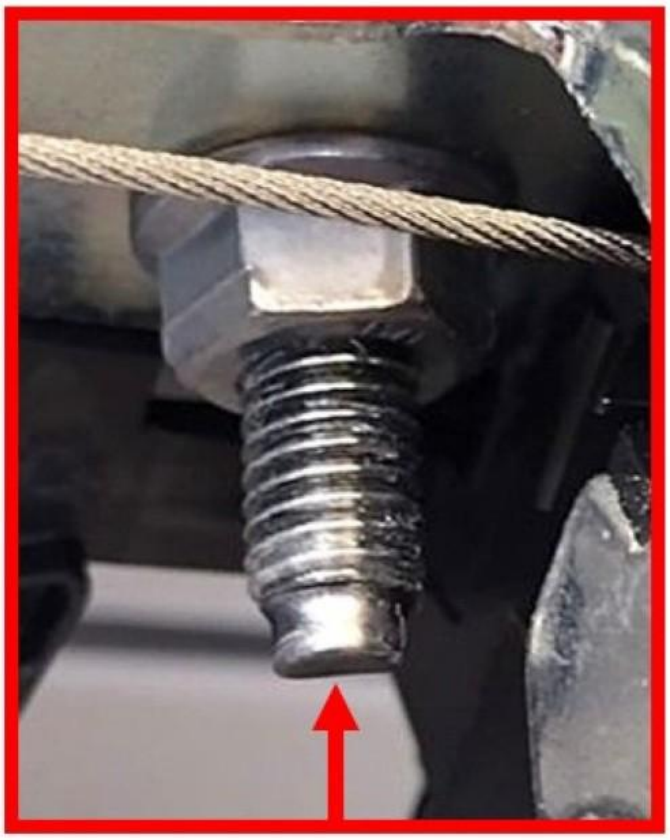


Figure 2. *Not OK (Flat End Stud)*

NOTICE

If one or both studs are identified as the flat end design as shown in figure 2, proceed to the onward instructions

3. Remove the Rear lid central locking motor (V53) to expose the latch stud mounting area.

ElsaPro → Rep. Gr. 55

4. Inspect both latch studs and the surrounding reinforcement structure for any evidence of stud pull-through, detachment, cracking, movement, angle deviation, excess adhesive, or damage to the rear lid substrate.

Figure 3

5. If the stud remains structurally secure with no evidence of significant pull-through or structural damage Proceed to Section **Inspection Shim Assessment**

Minor hairline cracks in the reinforcement plate -1- as shown in figure 4 are acceptable provided the stud remains correctly retained within the rear lid structure -2-.

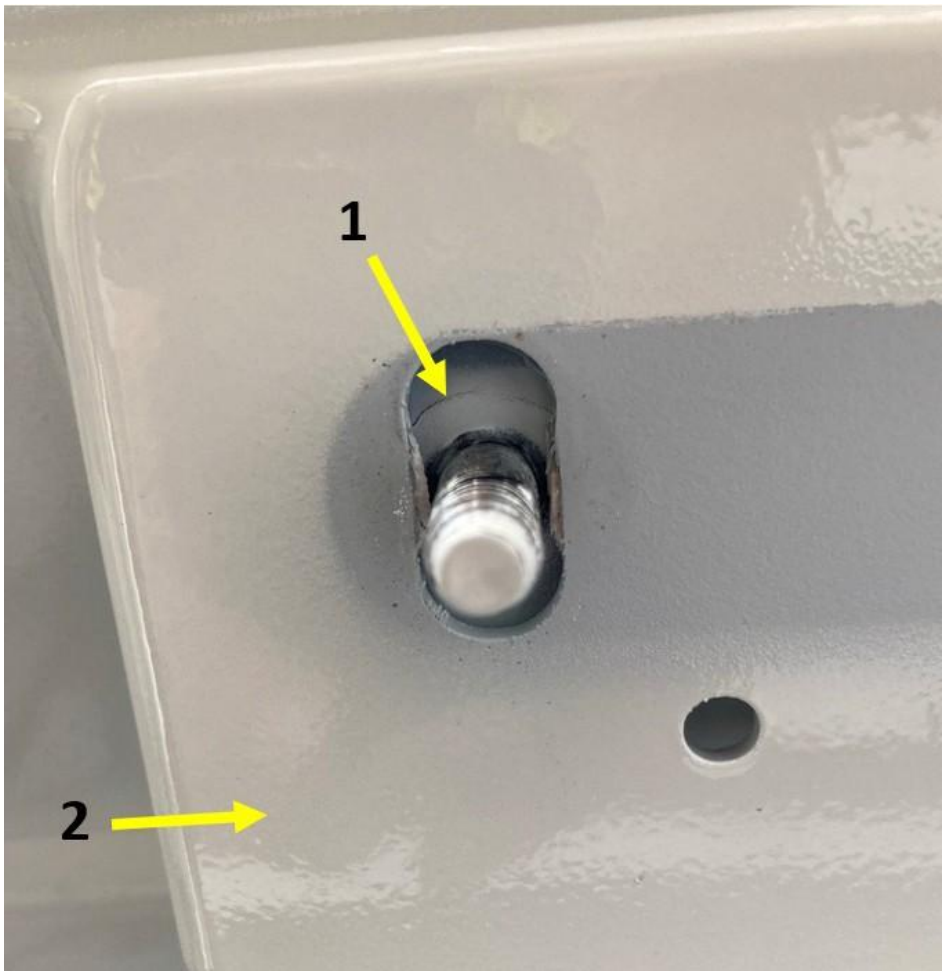


Figure 4

6. If the stud has pulled through the mounting structure -3- become detached or caused significant damage to the reinforcement plate or surrounding rear lid substrate as shown in figure 5, this condition is not suitable for a containment shim or resin filler repair.

NOTICE

Raise a full Technical DISS query with supporting photographic evidence and await further guidance before proceeding with any further work.

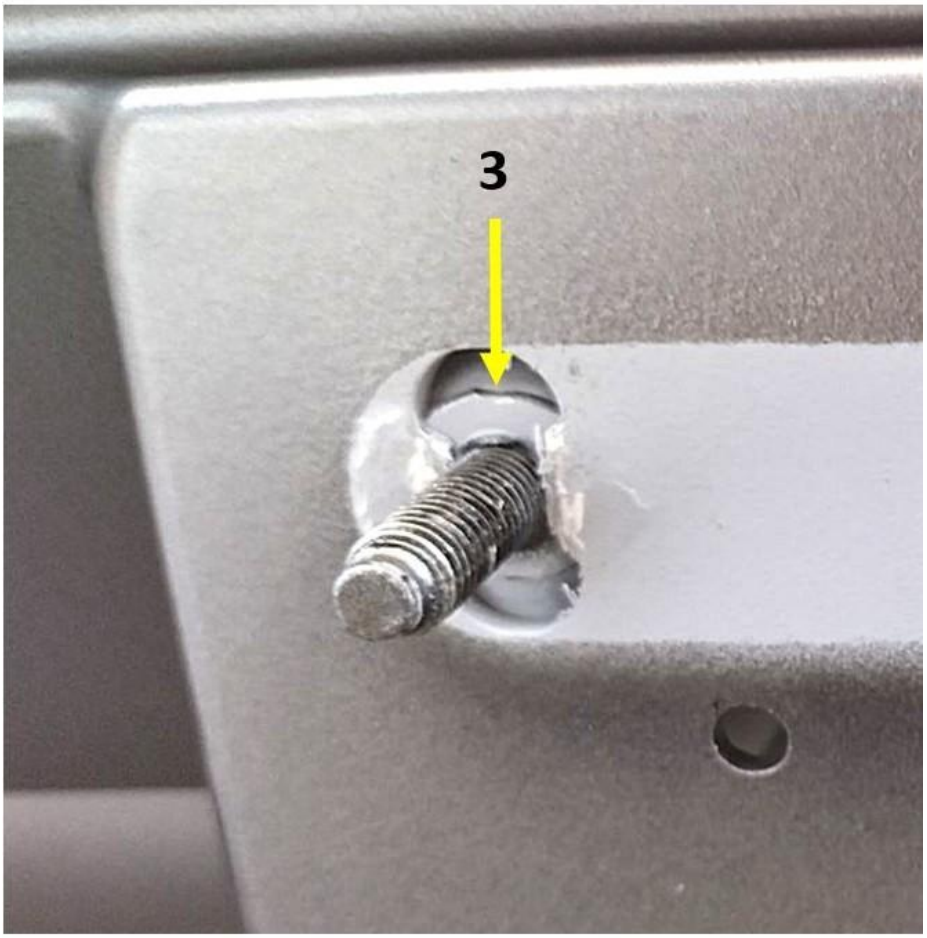


Figure 5

Do not apply resin filler or install a containment shim where significant structural damage is present as shown in figure 5.

Inspection Shim Assessment

Use the approved inspection shim: 3SD898327

Figure 6

Position the shim into the recess surrounding the stud.

Check whether the shim sits flush against the mounting surface as shown in Figure 7 and verify the shim does not rock or lift.

Shim Flush (Condition B)

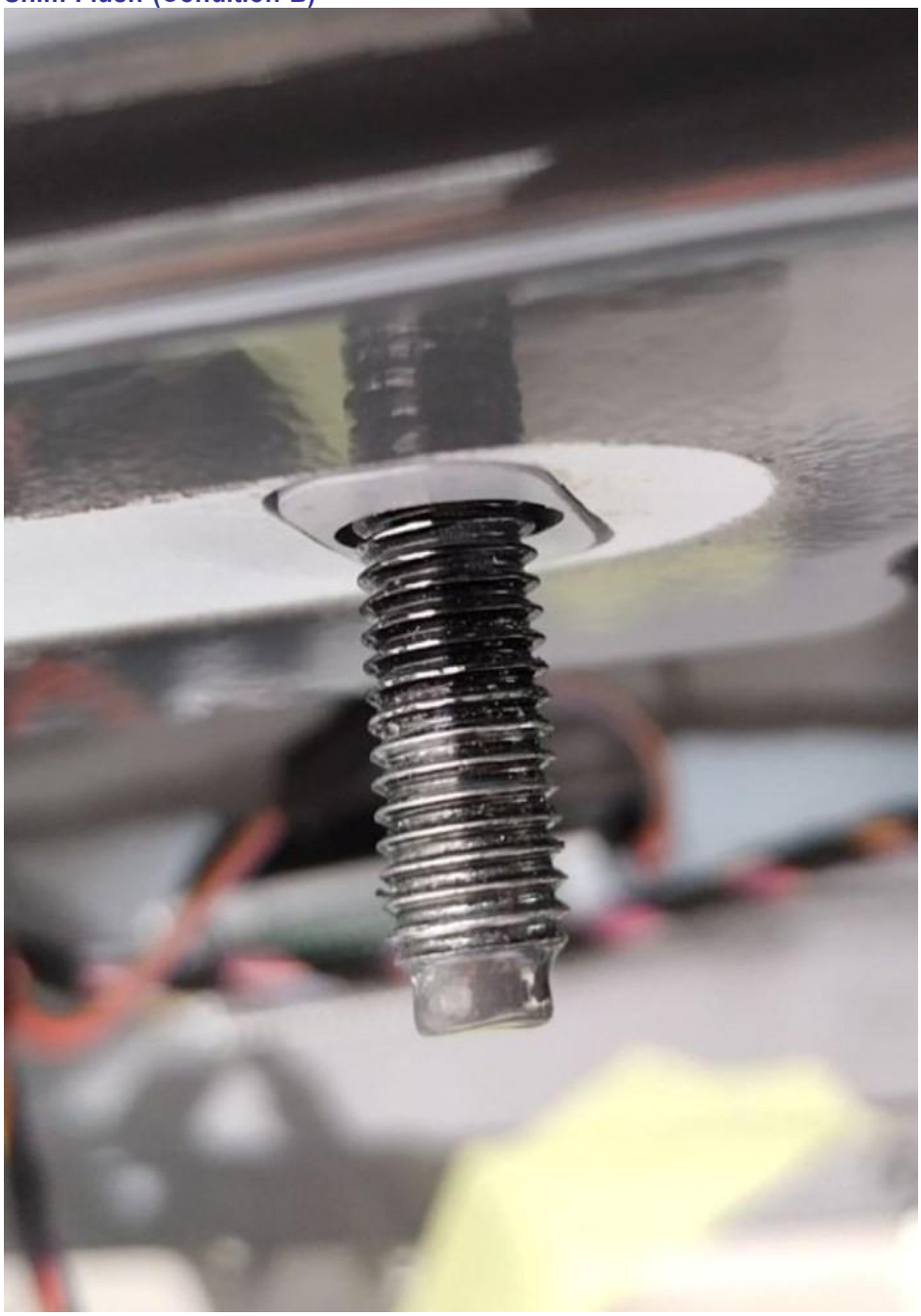


Figure 7

If the Shim sits flat and no structural damage is present. Remove the inspection shim.

Apply **Loctite 454 adhesive** (source locally) to the mating face of the inspection shim.

Install the inspection shim into position around the stud as shown in figure 7.

Ensure the shim is fully seated and flush with the surrounding mounting surface.

Remove any excess adhesive and allow the adhesive to cure in accordance with the adhesive manufacturer's instructions.

NOTICE

Photograph the stud condition and upload the photograph to a non-technical DISS query. Reinstall rear lid central locking motor (V53) and all removed trim in accordance with ElsaPro. Apply the completion marks (See Identification section) and submit a Warranty claim via SAGA for a total of 90 Time units referencing

condition B.

NOTICE

The original boot lid latch retaining nuts must NOT be reused. Tighten both retaining nuts to 21 Nm.

Shim Not Flush (Condition C)

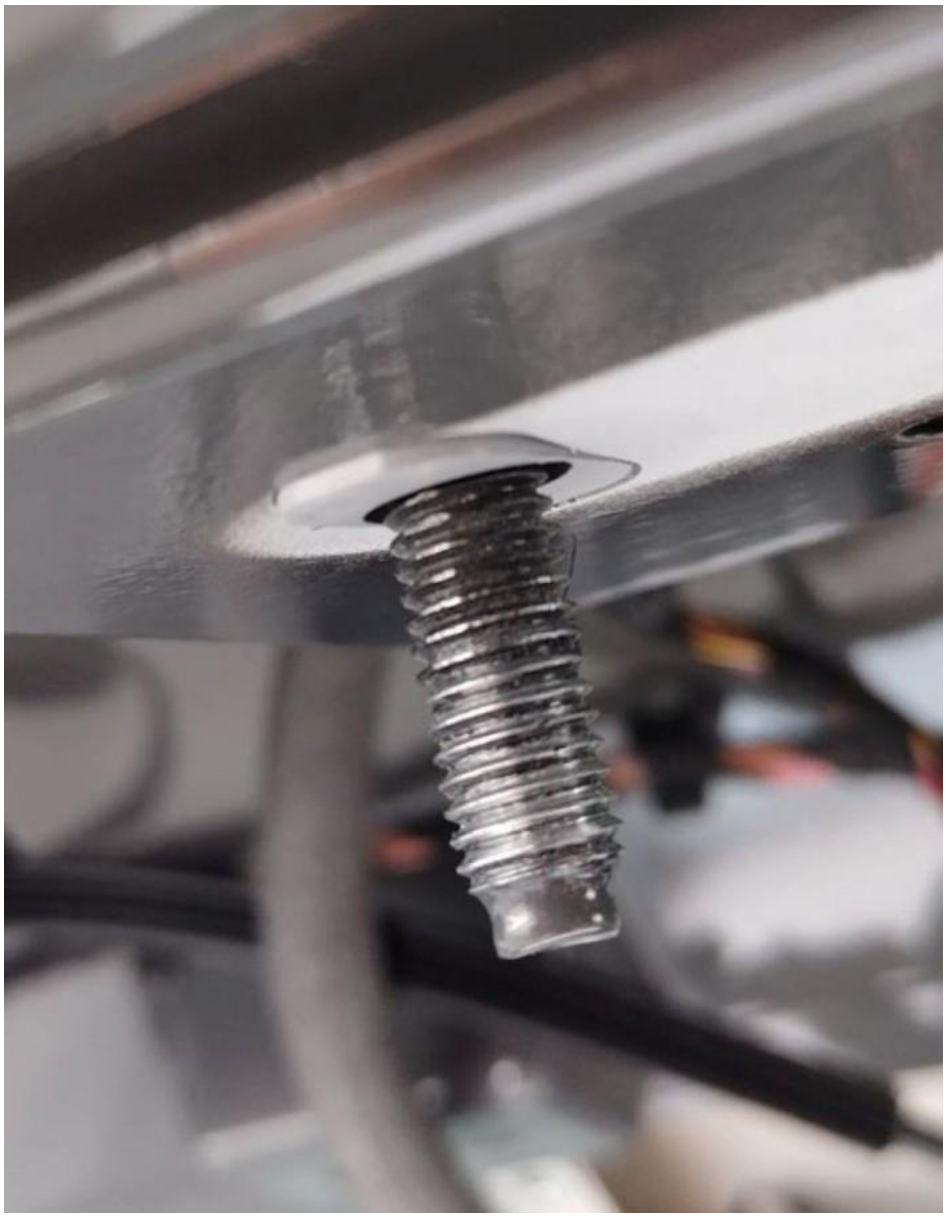


Figure 8

If the shim rocks or does not sit flush Carry out a structural assessment of reinforcement plate and studs.

- If no structural damage is present, as shown in Figure 4, proceed to Section: **Condition C - Resin Filler Repair.**
- If structural damage is identified, as shown in Figure 5, the vehicle should be classified as Condition D. Submit a comprehensive Technical DISS query and attach clear photographic evidence of the affected area. For rework instructions and further actions, await guidance from Product Support via DISS. **Refer to Condition D - Reinforcement Bracket Repair.**

Condition C - Resin Filler Repair (Non-Structural Damage)

This repair is only permitted when the stud remains securely attached. No pull-through is evident and no structural damage is present. The reinforcement plate must remain intact, and the inspection shim does not sit flush.

NOTICE

Do not carry out a resin filler repair if the stud has pulled through the structure, detached from the rear lid or where structural damage is present. Proceed to the reinforcement bracket repair.

1. Clean the repair area.

2. Lightly abrade the exposed aluminium reinforcement plate to promote adhesion.

3. Remove all dust and debris using clean compressed air.

4. Protect the stud threads using masking tape positioned level with the surface.

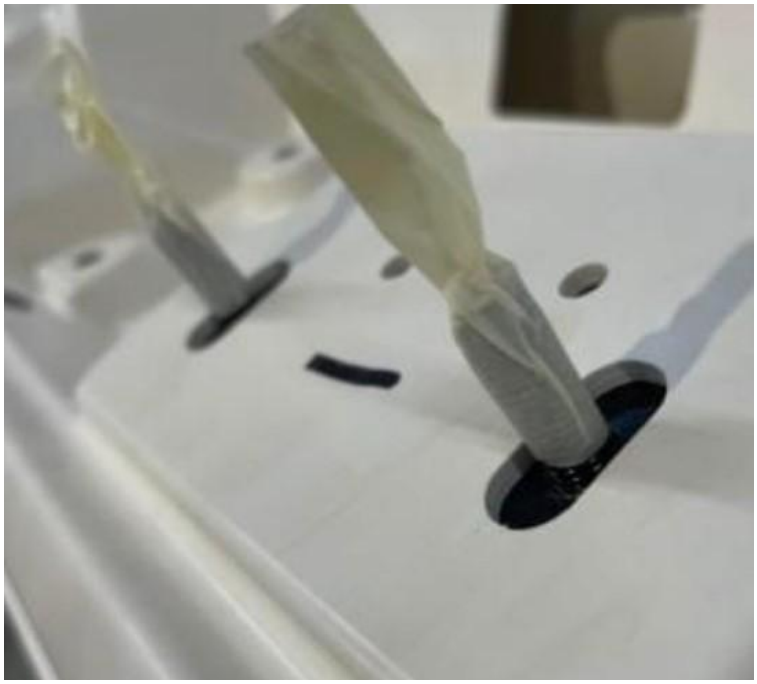


Figure 9

5. Apply approved resin filler into the slot and surrounding recess until all voids are filled.

IMPORTANT: Before commencing this repair, refer to the attached Araldite 2022-1 adhesive Technical Data Sheet and ensure all adhesive application and curing instructions specified by the manufacturer are followed.

Figure 10

6. Using a clean spatula, level the filler flush with the surrounding surface.

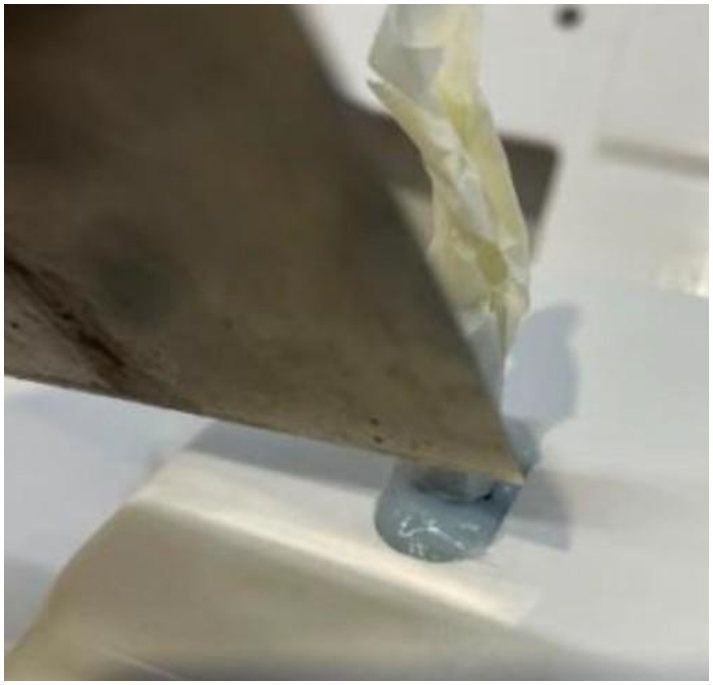


Figure 11

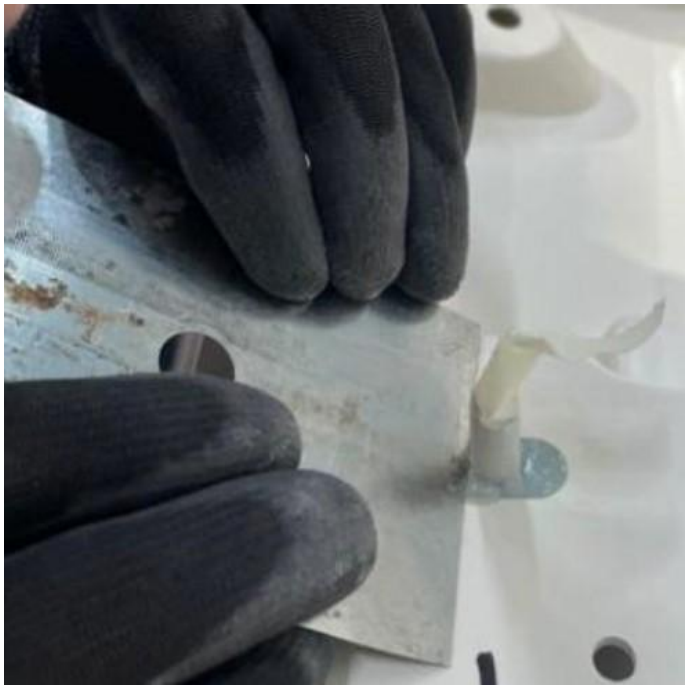


Figure 12

Wipe the spatula clean immediately after use, before the glue hardens, to keep it ready for the next use.

7. Allow the filler adhesive to cure in accordance with the adhesive manufacturer's specified curing time.

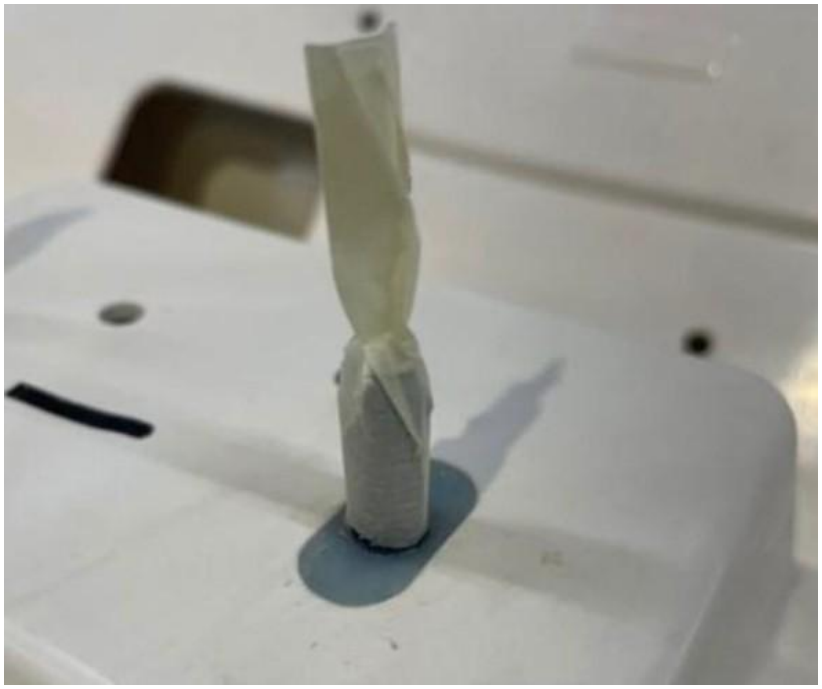


Figure 13

8. Clean the surface and remove any excess adhesive using acetone or, where necessary, 180–220 grit sandpaper, then remove the masking tape from the threads.

Figure 14

NOTICE

Photograph the stud condition and upload the photograph to a non-technical DISS query. Reinstall rear lid central locking motor (V53) and all removed trim in accordance with ElsaPro. Apply the completion marks (See Identification section) and submit a Warranty claim via SAGA for a total of 130 Time units referencing condition C.

NOTICE

The original boot lid latch retaining nuts must NOT be reused. Tighten both retaining nuts to 21 Nm.

Condition D - Reinforcement Bracket Repair (Structural Damage)

NOTICE

If the vehicle is identified as Condition D (Reinforcement Bracket Repair), a full Technical DISS query must be raised and supported with clear photographic evidence of the affected area. No repair or rework activities should be undertaken until further guidance has been provided by Product Support via DISS. Ensure all relevant diagnostic information and findings are included within the query to support the investigation.

Identification

Once the applicable action has been conducted, the operative must submit a warranty claim as this will show the service campaign action as complete within Elsa Pro “Repair history”.

To confirm Service Campaign completion, apply a yellow paint identification mark to the boot lid latch end as shown in figure 15 below.

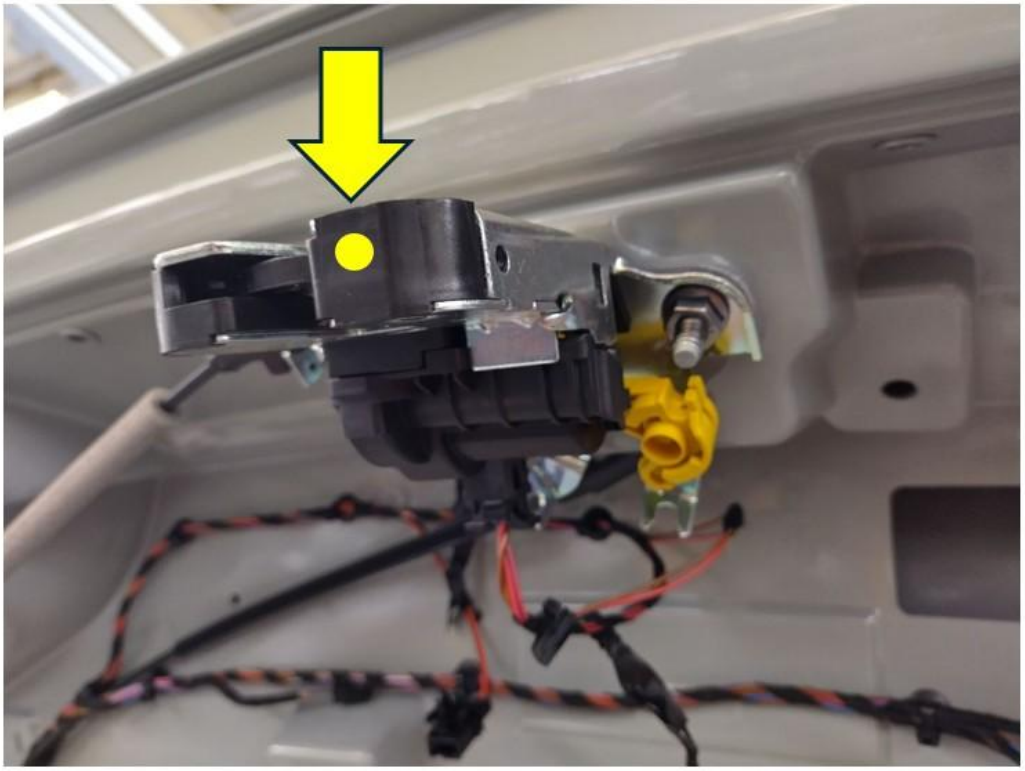


Figure 15

Repair instructions Notes

HUNTSMAN

Enriching lives through innovation

Advanced Materials

Araldite® 2022-1

Structural Adhesives

TECHNICAL DATASHEET

Araldite® 2022-1
Two component toughened methacrylate adhesive system

Key properties

- **Excellent ratio working time / cure time**
- **Toughened**
- **Multi-purpose**
- **Tolerant to "less than ideal" pretreatment**
- **Gap filling to 4mm**

Description

Araldite® 2022-1 is a two component, room temperature curing, methacrylate adhesive for fast assembly operations on a wide range of substrates including those which can be "difficult to bond".

Product data

Properties	2022-1 A	2022-1 B	Mixed adhesive
Colour (visual)	Off white	Yellow / greenish	Pale yellow
Specific gravity	1.02	0.96	ca. 1
*Viscosity at 25°C (A191) (Pa.s)**	*15 - 50*	*10 - 50*	thixotropic
Pot Life (100 gr at 25°C)	-	-	ca. 10 minutes
*Time to peak exotherm (20gr) (A159)**	-	-	*15 – 30 minutes*

** Specified data are on a regular basis analyzed. Data which is described in this document as 'typical' is not analyzed on a regular basis and is given for information purposes only. Data values are not guaranteed or warranted unless if specifically mentioned.*

Processing

Pretreatment

The strength and durability of a bonded joint are dependent on proper pretreatment of the surfaces to be bonded, however the methacrylate adhesives can be used effectively with little surface preparation. Ideally joint surfaces should be cleaned with a good degreasing agent such as acetone, iso-propanol (for plastics) or other proprietary degreasing agents in order to remove all traces of oil, grease and dirt. Low grade alcohol, gasoline (petrol) or paint thinners should never be used. The strongest and most durable joints are obtained by either mechanically abrading or chemically etching ("pickling") the degreased surfaces.

Mix ratio	Parts by weight	Parts by volume
2022-1 A	100	100
2022-1 B	100	100

The system is available in cartridges incorporating mixers and can be applied as ready to use adhesive with the aid of the tool recommended by Huntsman Advanced Materials.

Application of adhesive

The resin/hardener mix may be applied manually or robotically to the pretreated and dry joint surfaces. Huntsman's technical support group can assist the user in the selection of an suitable application method as well as suggest a variety of reputable companies that manufacture and service adhesive dispensing equipments.
A layer of adhesive 0.25 to 0.5 mm thick will normally impart the greatest lap shear strength to the joint. For some metals like mild steel or stainless steel, a higher joint thickness may be necessary to reach satisfactory results. Huntsman stresses that proper adhesive joint design is also critical for a durable bond. The joint components should be assembled and secured in a fixed position as soon as the adhesive has been applied.
For more detailed explanations regarding surface preparation and pretreatment, adhesive joint design, and the dual cartridge dispensing system, visit www.araldite adhesives.com.

Equipment maintenance

All tools should be cleaned with hot water and soap before adhesives residues have had time to cure. The removal of cured residues is a difficult and time-consuming operation.
If solvents such as acetone are used for cleaning, operatives should take the appropriate precautions and, in addition, avoid skin and eye contact.

Typical times to minimum shear strength

Temperature	°C	10	15	23	40
Cure time to reach	hours	-	-	-	-
LSS > 1MPa	minutes	30	17	12	6
Cure time to reach	hours	-	-	-	-
LSS > 10MPa	Minutes	40	25	17	10

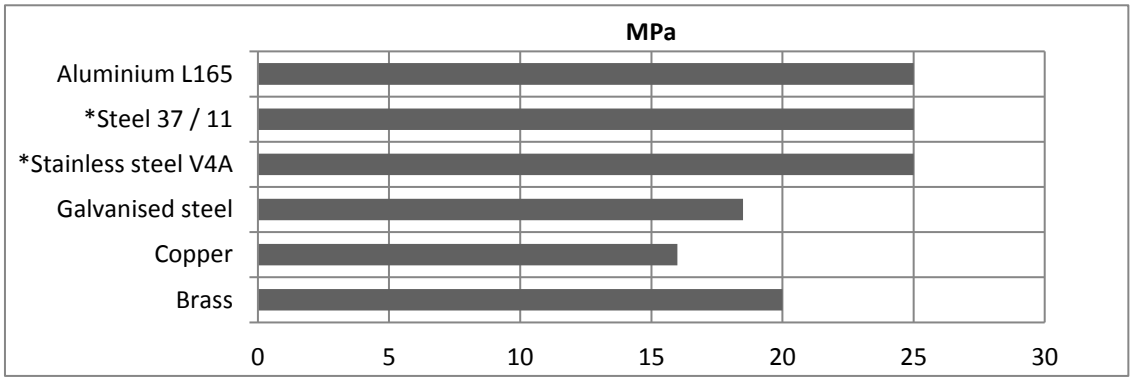
LSS = Lap shear strength.

Typical cured properties

Unless otherwise stated, the figures given below were all determined by testing standard specimens made by lap-jointing 114 x 25 x 1.6 mm strips of aluminum alloy. The joint area was 12.5 x 25 mm in each case.
The figures were determined with typical production batches using standard testing methods. They are provided solely as technical information and do not constitute a product specification.

Average lap shear strengths of typical metal-to-metal joints (ISO 4587) (typical average values)

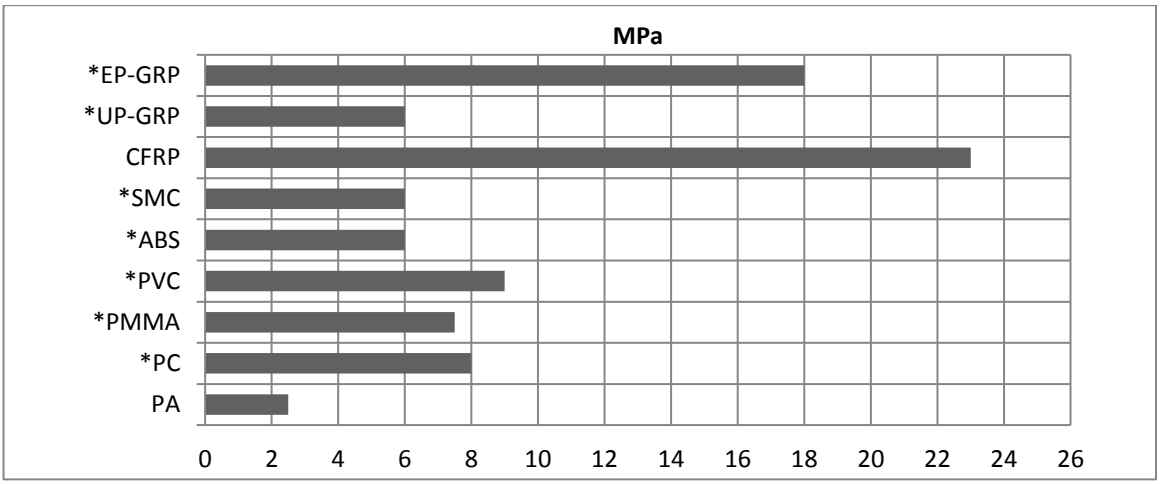
Cured for 16 hours at 40°C and tested at 23°C, pretreatment – sandblasting and degreasing



*Steel 37 / 11 and Stainless steel V4A: tested with adhesive joint thickness of 0.25 mm, the performance may be lower for thinner adhesive joints.

Average lap shear strengths of typical plastic-to-plastic joints (ISO 4587) (typical average values)

Cured for 16 hours at 40ºC and tested at 23°C. Pretreatment - Lightly abrade and isopropanol degrease.



*: EP-GRP / UP-GRP / SMC / ABS / PVC / PMMA / PC: substrate failure observed

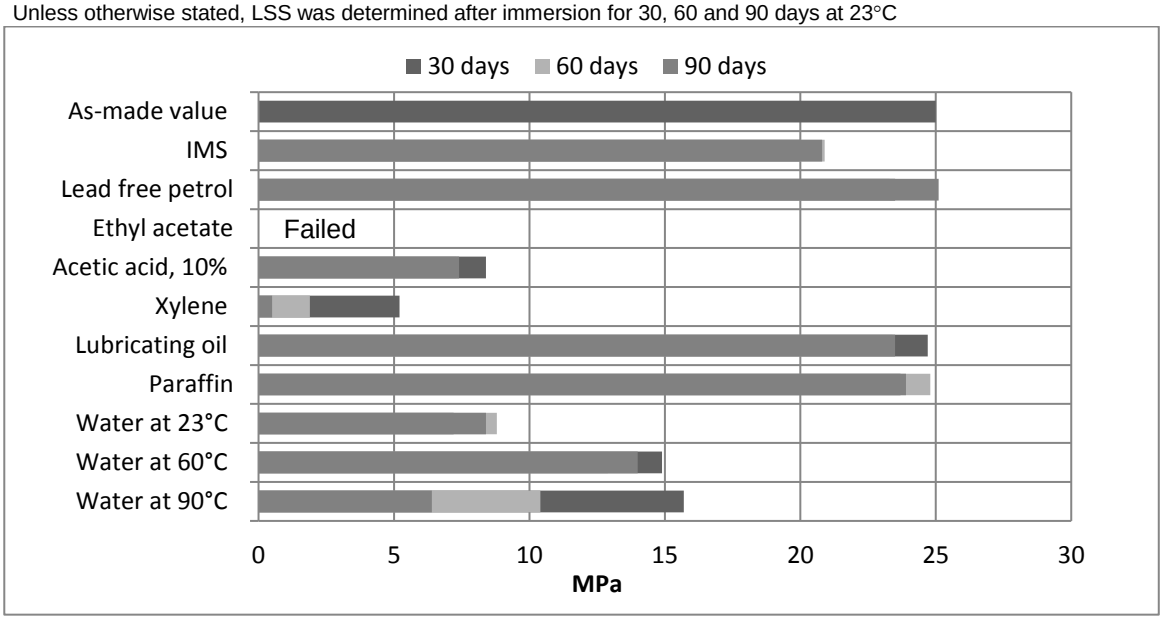
Tensile Properties (ISO 527) (typical average values) cure 16 hours at 40°C tested at 23ºC

Tensile Strength	45 MPa
Tensile Modulus	1700MPa
Elongation at break:	>5 %

Lap shear strength versus immersion in various media (ISO 4587) (typical average values)

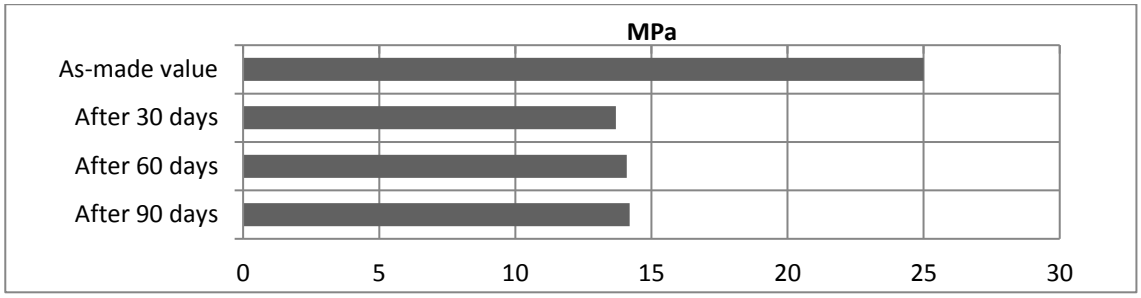
On aluminium, cured for 16 hours at 40°C and tested at 23°C. Pretreatment - Sandblasting and degreasing.

Unless otherwise stated, LSS was determined after immersion for 30, 60 and 90 days at 23°C



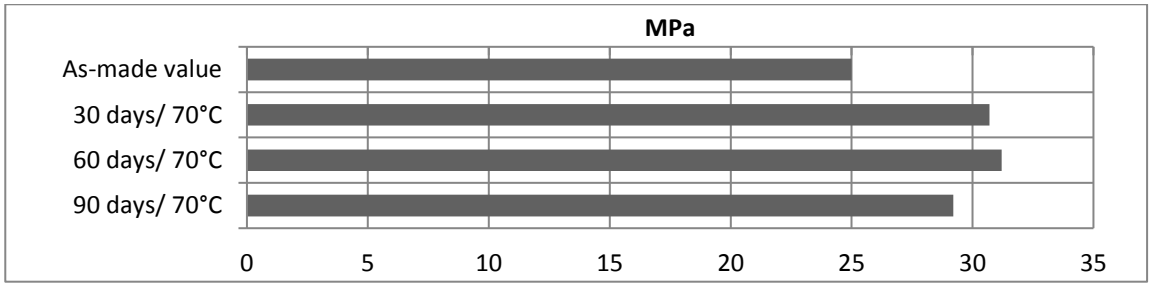
Lap shear strength versus tropical weathering (ISO 4587) (typical average values)

(40°C/ 92% RH), on aluminium, cured 16 hours at 40°C and tested at 23°C. Pretreatment - Sandblasting and degreasing



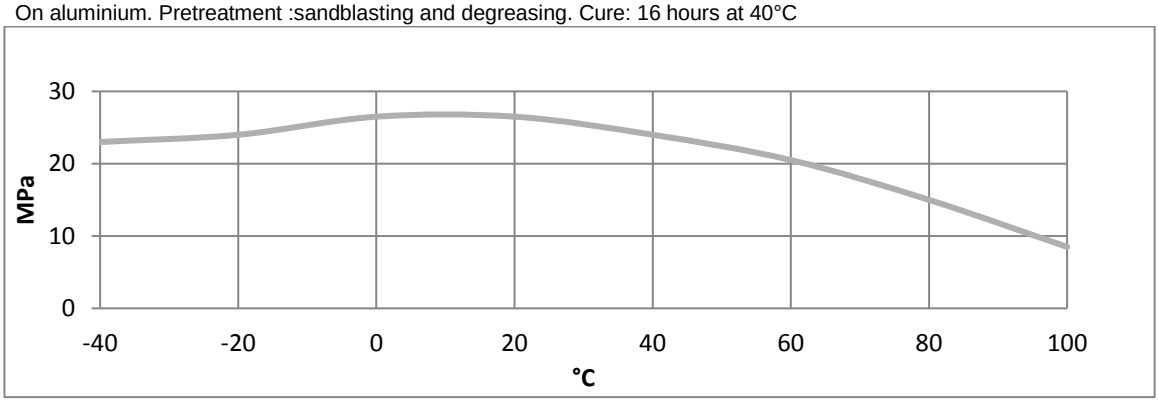
Lap shear strength versus heat ageing (ISO 4587) (typical average values)

On aluminium, cure: 16 hours at 40°C and tested at 23°C. Pretreatment - Sandblasting and degreasing



Lap shear strength versus temperature (ISO 4587) (typical average values)

On aluminium. Pretreatment :sandblasting and degreasing. Cure: 16 hours at 40°C



Lap shear strength versus Thermal cycling (ISO 4587) (typical average values)

On aluminium. Pretreatment: sandblasting and degreasing. Cure: 16 hours 40°C

100 cycles of 6 hours duration from -30°C to 70°C:	27 MPa
(2h -30°C / 1 h up to 70°C / 2h 70°C / 1h down to -30°C)	

Storage

Araldite® 2022-1 may be stored during 24 months at 2 – 8°C provided the components are stored in the original sealed containers. The expiry date is indicated on the packaging.
The product may be placed at room temperature before use, the total time at room temperature should not exceed 9 months. Long term exposure above 25°C will reduce the shelf life of the product.

Handling precautions

Caution

Our products are generally quite harmless to handle provided that certain precautions normally taken when handling chemicals are observed. The uncured materials must not, for instance, be allowed to come into contact with foodstuffs or food utensils, and measures should be taken to prevent the uncured materials from coming in contact with the skin, since people with particularly sensitive skin may be affected. The wearing of impervious rubber or plastic gloves will normally be necessary; likewise the use of eye protection. The skin should be thoroughly cleansed at the end of each working period by washing with soap and warm water. The use of solvents is to be avoided. Disposable paper - not cloth towels - should be used to dry the skin. Adequate ventilation of the working area is recommended. These precautions are described in greater detail in the Material Safety Data sheets for the individual products and should be referred to for fuller information.

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www.aralditeadhesives.com

SCBCD13S5TC031013
SCBCM13S7TC031014
SCBCM13S4TC031018
SCBCP2ZG8TC031023
SCBCN13S9TC031027
SCBCP2ZG7TC031028
SCBCP2ZG9TC031029
SCBCM13S5TC031030
SCBCP2ZG2TC031034
SCBCM13S4TC031035
SCBCN13SXTC031036
SCBCP2ZG3TC031043
SCBCM13S7TC031045
SCBCP2ZG9TC031046
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SCBCN13S6TC031051
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SCBCM13S5TC031058
SCBCP2ZG7TC031062
SCBCP2ZG2TC031065
SCBCM13S4TC031066
SCBCM13S8TC031068
SCBCC13S6TC031069
SCBCM13S3TC031074
SCBCP2ZG0TC031078
SCBCM13S6TC031084
SCBCP2ZG3TC031088
SCBCP2ZG7TC031093
SCBCM13S9TC031094
SCBCM13S2TC031096
SCBCM13S2TC031101
SCBCM13S5TC031108
SCBCN13S0TC031109
SCBCM13S5TC031111
SCBCM13S7TC031112
SCBCP2ZG8TC031118
SCBCM13S8TC031121
SCBCN13S5TC031123
SCBCP2ZG2TC031132
SCBCP2ZG3TC031141
SCBCN13S4TC031145
SCBCN13S6TC031146
SCBCM13S8TC031152
SCBCP2ZG3TC031155
SCBCP2ZG0TC031159
SCBCP2ZG9TC031161
SCBCM13S4TC031164
SCBCM13S8TC031166
SCBCR2ZG4TC031174
SCBCM13S0TC031176
SCBCP2ZG4TC031178
SCBCP2ZGXTC031184
SCBCM13S5TC031187
SCBCN13S2TC031189
SCBCP2ZG9TC031192
SCBCN13S6TC031194
SCBCP2ZG6TC031196
SCBCP2ZG1TC031204
SCBCN13S7TC031205
SCBCP2ZG7TC031210
SCBCP2ZG0TC031212
SCBCM13SXTC031217
SCBCM13S1TC031221
SCBCM13S3TC031236
SCBCM13S5TC031240
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SCBCP2ZG6TC031246
SCBCP2ZG4TC031259
SCBCM13S2TC031261
SCBCP2ZG8TC031264
SCBCM13S0TC031274
SCBCN13S8TC031276
SCBCM13SXTC031282
SCBCP2ZG6TC031294
SCBCN13S4TC031307
SCBCN13S8TC031312
SCBCM13SXTC031315
SCBCN13SXTC031327
SCBCP2ZGXTC031329
SCBCP2ZG0TC031419