

Technical product information

Topic	8 speed transmission - front differential noise
Market area	Worldwide Bentley (1WBE)
Brand	Bentley
Transaction No.	2032542/1
Level	EH
Status	Approval
Release date	

New customer code

Object of complaint	Complaint type	Position
Drivetrain -> Operation, shift and power flow control	Noise, vibration	

New workshop code

Object of complaint	Complaint type	Position
Drivetrain -> Transfer case, differential, torque split -> Bevel pinion shaft bearing	component / consumables -> loose	front
Drivetrain -> Transfer case, differential, torque split -> Bevel pinion shaft bearing	component / consumables -> cracked/broken	front
Drivetrain -> Transfer case, differential, torque split -> Bevel pinion shaft bearing	component / consumables -> damaged	front
Drivetrain -> Transfer case, differential, torque split -> Bevel pinion shaft bearing	Noise, vibration -> sing	front

Vehicle data

Continental V8T and New GT Speed

Sales types

Type	MY	Brand	Designation	Engine code	Gearbox code	Final drive code
39314B	2013	E		*	*	*
3932*	2012	E		*	*	*

Technical product information

Type	MY	Brand	Designation	Engine code	Gearbox code	Final drive code
3932*	2013	E		*	*	*
3942*	2012	E		*	*	*
3942*	2013	E		*	*	*

Chassis numbers

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

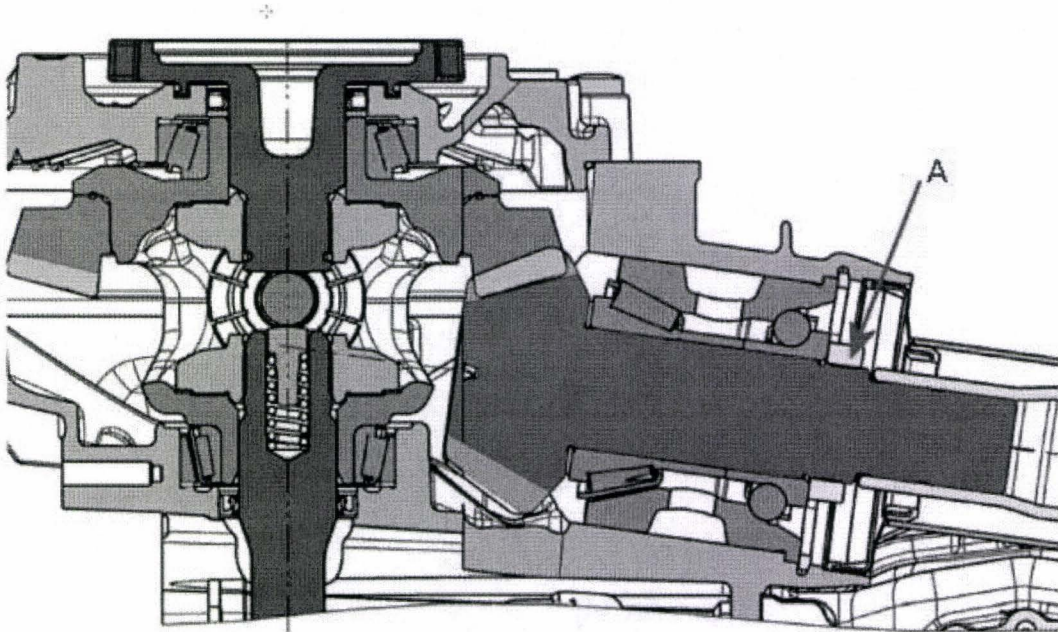
Documents

Document name
master.xml

Customer statement / workshop findings

Noise from Transmission/Gearbox/Differential or Axle when 'coasting'/ lifting off the accelerator,

Technical background



A small number of 8 speed transmissions have developed a front differential noise in service. Subsequent investigations of these replaced units identified a reduction in the torque of the nut (A) retaining the front differential bevel gear bearing. Front differentials where the clamping load on this bearing has relaxed will become noisy and have a greatly reduced service life

Production change

The surface finish and method of locking the bevel gear bearing retaining nut has been changed

Measure

As the front axle final drive unit is not serviceable and is integral with the main transmission assembly a qualified complaint of this nature can only be rectified by fitting a new transmission assembly.

Warranty accounting instructions

Contact your TSC before replacing the transmission for this concern

In each instance the DISS BAID entry will be required to support your warranty claim