



By appointment
to HM The Queen
motor car manufacturers
Bentley Motors Limited
Crewe Cheshire



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BENTLEY

Press Information

A CHASSIS FOR ON-ROAD AND OFF-ROAD PERFORMANCE

- The Bentayga features an all-new suspension system designed to provide the dynamic on-road performance for which Bentley is synonymous together with impressive off-road capability.
- The set-up of the chassis (ride height, damping, roll control and electronic stability and traction controls, together with the settings for the engine and drivetrain) is commanded centrally through one rotary control – the Bentley Drive Dynamics Mode. This includes four on-road driving modes:
 - Sport - for maximum body control
 - Comfort - for optimised comfort and refinement
 - Bentley - a careful blend of Sport and Comfort settings as recommended by our chassis engineers
 - Custom - which allows the driver to pick and choose individual settings for various systems
- When the Bentayga is specified with the Off-Road Specification, the number of driving modes is extended to eight with the addition of Responsive Off-Road Settings. The four on-road modes are joined by four additional off-road modes, for the greatest range of vehicle modes available on any SUV:
 - Snow & Grass - optimised for slippery surfaces
 - Dirt & Gravel - for use on loose surfaces
 - Mud & Trail - for steep gradients and obstacles
 - Sand Dunes - for surf driving in deep sand
- When an off-road mode is selected, the Driver Information Panel displays a suite of vehicle information, including ride height, drive mode, longitudinal and transverse inclination, individual wheel suspension travel, steering angle, altitude and compass bearing.
- The computer-controlled air suspension system includes four pre-set ride heights, which are automatically selected depending on the drive mode. The ride height is also adjusted depending on the speed of the car. The standard vehicle ride height can be raised in two steps to increase ground clearance while off-road, and can also be lowered to “Access Level” to allow easy entrance and exit from the vehicle. A switch in the boot also allows lowering of the car to ease the loading of cargo.
- The Bentayga introduces Bentley Dynamic Ride – making it the world’s first SUV that uses an electric active roll control technology with an unrivalled 48V system:

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- Inherent with larger vehicles with a higher centre of gravity, this system instantly counteracts the lateral rolling forces when cornering and ensures maximum tyre contact to deliver class leading cabin stability, ride comfort and exceptional handling.
- Conventional anti-roll bars compromise between body control and ride comfort, but an active system allows the Bentayga to be both dynamically capable and exceptionally comfortable.
- A dedicated control computer detects wheel inputs and instantaneously adjusts the position of electric rotary actuators built into the front and rear anti-roll bars, meaning minimal body roll under hard cornering but maximum wheel articulation during single-wheel inputs (e.g. potholes) or while off-roading.
- Steering feel and response, chassis response, handling balance, axle articulation and overall grip are all improved.
- The pioneering use of a 48V system means silent, instantaneous response – and sufficient power on hand to deal with all road surfaces.
- Electric Power-Assisted Steering (EPAS) is also featured on the Bentayga. The new system improves feedback to the driver, while providing isolation from steering kick-back both on and off-road. EPAS also allows the use of a variable rack ratio, permitting light and fast steering while manoeuvring at low speeds, as well as a more subdued response for excellent stability at high speeds.
- The main suspension includes a maximum of 225 mm of travel, allowing the Bentayga to climb over significant obstacles. Ground clearance in the highest setting is 245 mm. Maximum wading depth is 500 mm.
- Underside protection is robust and extensive. A composite reinforced front undersheet with a metal engine sump guard protects the engine bay, while abrasion-resistant guards protect the flanks of the underbody. At the rear, the fuel tank is protected by a pair of composite-reinforced shields.

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