

Technical product information

| | |
|------------------------|---|
| Topic | Bentayga and New Flying Spur Hybrid– DTC P103A00 evident – Engine Oil Fuel Portion Too High |
| Market area | Russische Föderation (5RU),Australia E04 Bentley rest Asia and Australia (6E04),China 796 VW Import Comp. Ltd (Vico), Beijing (6796),Germany E02 Bentley rest Europe (6E02),Japan E03 Bentley Japan (6E03),United Kingdom E01 Bentley UK (6E01),United States E05 Bentley USA and rest America (6E05) |
| Brand | Bentley |
| Transaction No. | 2062365/2 |
| Level | EH |
| Status | Approval |
| Release date | |

Event memory entries

| Diagnostic address | Event memory entry | Fault type | Fault status |
|---------------------------|---|------------|--------------|
| 0001 - Engine electronics | P103A00: Engine oil Fuel portion too high | | static |
| 0001 - Engine electronics | P103A00: Engine oil Fuel portion too high | | Intermittent |

New customer code

| Object of complaint | Complaint type | Position |
|--|-------------------------------------|----------|
| engine -> lubrication system -> engine oil | component / consumables -> too much | |

Vehicle data

Bentayga and New Flying Spur Hybrid

Sales types

| Type | MY | Brand | Designation | Engine code | Gearbox code | Final drive code |
|--------|------|-------|-------------|-------------|--------------|------------------|
| 4V14F9 | 2019 | E | | * | * | * |
| 4V14F9 | 2020 | E | | * | * | * |
| 4V14F9 | 2021 | E | | * | * | * |
| 4V14F9 | 2022 | E | | * | * | * |
| 4V14F9 | 2023 | E | | * | * | * |
| ZG23GB | 2022 | E | | * | * | * |
| ZG23GB | 2023 | E | | * | * | * |

Documents

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

Customer statement / workshop findings

Customer statement

- Warning message within the DIP
- The message asks the customer to 'warm up engine' accompanied by a yellow warning (Figure 1) No other symptoms are experienced.



Figure 1

Workshop findings

- DTC P103A00 evident - Engine Oil Fuel Portion Too High (Figure 2)



Figure 2

- Smell of fuel in the engine oil

Technical background

The warning is caused by the level of unburnt fuel in the engine oil. This value is calculated by the Engine Control Module (ECM) and is based on the driver usage pattern

The more cold starts the Internal Combustion Engine (ICE) is exposed to the higher the chance of fuel making its way into the engine oil via the cylinders

When the fuel calculation reaches the pre-programmed amount this then causes the DTC to be triggered

Production change

Not applicable

Measure

Using ODIS – Navigate and read the following values:

- IDE10063 – Engine oil current value *NOTE: Must be 100% or less other wise the DTC cannot be deleted*
- IDE04820 - Total mass of gasoline and alcohol in the oil (Level of fuel within the engine oil - Calculated by the ECM) *NOTE: If the value is larger than > 250 grams, the error cannot be deleted.*

1) The operative should navigate to and read the following IDE values using ODIS

- A screen shot showing all requested IDE values should be added to a new or existing DISS query to enable any future diagnosis concerns

Required IDE values

| | |
|---|----------|
| Engine_oil_level_history_9 | IDE10072 |
| Engine oil temperature | IDE00196 |
| Engine_oil_level_actual_value | IDE10063 |
| Fuel_mass_flow_degassing_from_engine_oil | IDE09529 |
| Engine_oil_level_history_1 | IDE10064 |
| Oil_level_measurement_minimum_value_percent | IDE11268 |
| Engine_oil_level_history_3 | IDE10066 |
| Oil_level_measurement_refill_quantity | IDE12748 |
| Fuel_mass_in_engine_oil | IDE09531 |
| Engine_oil_level_test_procedure_1_qualification | IDE11302 |
| Engine_oil_level_test_procedure_2 | IDE10581 |
| Engine_oil_level_history_8 | IDE10071 |
| Oil_level_measurement_compensated_minimum_value | IDE14153 |
| Engine_oil_level_test_procedure_1 | IDE10580 |
| Oil_level_and_oil_temperature_sensor_sump_temperature | IDE06570 |
| Engine oil level | IDE00151 |
| Engine_oil_level_test_procedure_3_qualification | IDE11303 |
| Engine_oil_level_volume_factor | IDE10732 |
| Number_Of_Engine_Start_Manuell | IDE02756 |
| Engine_oil_level_history_6 | IDE10069 |
| Fuel_percentage_by_vaporisation_from_engine_oil | IDE04820 |
| Number_Of_Engine_Start_Automatic | IDE02757 |
| Engine_oil_level_history_5 | IDE10068 |
| Engine_oil_level_test_procedure_3 | IDE10582 |
| Oil_level_measurement_compensated_maximum_value | IDE14152 |
| Engine_oil_level_history_4 | IDE10067 |
| Oil_level_measurement_maximum_value_percent | IDE11267 |
| Engine_oil_level_history_7 | IDE10070 |
| Engine_oil_level_history_2 | IDE10065 |

2) Referring to the Rep.Gr 17- Check the engine oil level *NOTE: Ensure the method within Rep.Gr 17 is followed*

- **IMPORTANT:** In the event the engine oil level is deemed as excessively high, the oil level should be reduced/corrected - Refer to Rep.Gr 17 - Drain the required amount of engine oil to adjust the oil level to specification

IMPORTANT: Always ensure a new drain plug is fitted

3) Drive the vehicle in SPORT mode for 30 KM (Observing all local speed limits) with enthusiastic driving to reduce the fuel MWB value (IDE04820) to less than 50 grams

In the event the MWB value (IDE04820) cannot be reduced lower than 50 grams, please raise a DISS query and await further instruction prior to conducting any further work

- In the event the MWB value (IDE04820) has been successfully reduced (Lower than 50 grams) Erase the applicable DTC's

4) Referring to Rep.Gr 17- Check the engine oil level is correct post road test to confirm any evaporated fuel has not reduced the oil level

Warranty accounting

instructions Time to check engine

oil level Warrantytype 110 or910

Damage service number 17 01

Damage code 00 34

Labour

Labouroperationcode 17010101

Time 20TU's

GFF/Guided Functions

Labour

Labouroperationcode 01500000

Time As per ODISlog must not exceed 30 TU's

Road test

Labouroperationcode 01210000

Time 50TU's

Parts information

Refer to the ETKA parts catalogue