

Technical product information

| | |
|------------------------|--|
| Topic | Various and/or numerous Transmission control module DTC's logged - V8 Kovomo engine |
| 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),Korea, (South) E08 Bentley South Korea (6E08),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. | 2061288/5 |
| Level | EH |
| Status | Released for publishing |
| Release date | 07-Nov-2022 |

New customer code

| Object of complaint | Complaint type | Position |
|--|---|----------|
| vehicle service -> vehicle diagnosis -> guided fault finding | control units, services -> with event log entry | |
| electrical power, electric system, data transfer -> data bus systems | component / consumables | |
| power transmission -> power distribution, power flow -> power flow | functionality -> without function / defect | |
| electrical power, electric system, data transfer -> power supply | functionality | |

Vehicle data

New Continental GT/GTC - New Flying Spur - V8 Kovomo

Sales types

| Type | MY | Brand | Designation | Engine code | Gearbox code | Final drive code |
|--------|------|-------|-------------|-------------|--------------|------------------|
| 3S32CB | 2020 | E | | * | * | * |
| 3S32CB | 2021 | E | | * | * | * |
| 3S32CB | 2022 | E | | * | * | * |
| 3S32CB | 2023 | E | | * | * | * |
| 3S34CB | 2023 | E | | * | * | * |
| 3S42CB | 2020 | E | | * | * | * |
| 3S42CB | 2021 | E | | * | * | * |
| 3S42CB | 2022 | E | | * | * | * |
| 3S42CB | 2023 | E | | * | * | * |
| 3S44CB | 2023 | E | | * | * | * |
| ZG22CB | 2020 | E | | * | * | * |
| ZG22CB | 2021 | E | | * | * | * |
| ZG22CB | 2022 | E | | * | * | * |
| ZG22CB | 2023 | E | | * | * | * |
| ZG24CB | 2023 | E | | * | * | * |

Documents

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

Customer statement / workshop findings

Customer statement

Drive system fault active on DIP (Figure 1)



Figure 1

Workshop findings

Various and/or numerous Transmission control module DTC's logged

Technical background

Loose pins within the transmission link harness to the Mechatronic unit for dual clutch gearbox -J743- connections can lead to various and/or numerous Transmission control module DTC's being logged

Carry out the checks within the Measure section of this TPI noting the following:

- The steps within the Measure section are applicable to vehicles specified with or without the Otto Particulate Filter (OPF) also referred to as the Gasoline Particulate Filter (GPF) *NOTE: OPF/GPF fitment is Region specific*

Should any issues be evident and the vehicle is specified with (OPF/GPF) The operative should check to confirm if EB89 (SC21/08 is required) and conduct if applicable

In the event that EB89 (SC21/08) is not required and the symptoms described within this TPI are evident the onward instructions should be followed

Production change

Measure

Ensure the ignition is switched off for the duration of this procedure

1) Remove the left hand front wheel arch liner - Refer to Repair manual Rep.Gr 66

- Referring to Figure 2 - Disconnect the three connectors shown

Extreme care **MUST** be taken when conducting pin/terminal grab checks and resistance checks as damage can easily be caused to the pins/terminals

2) Once disconnected carry out pin/terminal grab checks on all three male and female connections

NOTE: All resistance values shown within this TPI are approximate, tolerances may vary depending on the quality/type and age of the multi-meter and or leads used

- In the event the main vehicle harness pins are not to specification the applicable pins should be replaced
- Should any issues be found with the transmission link harness and/or pins – the harness should be replaced
- **IMPORTANT NOTE:** In the event the pins are to specification or the applicable repairs have been done (for example - Harness replacement or pin replacement) - Reconnect all three connectors (Figure 2) and proceed to Step 3

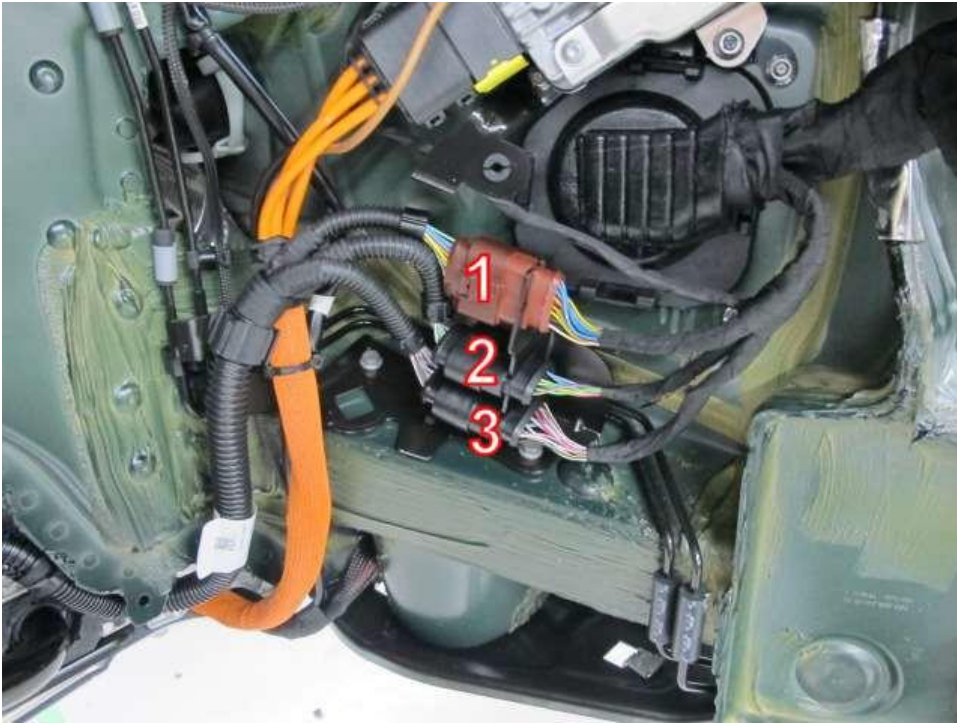


Figure 2

NOTE: Referring to Figure 3 - The resistance value for checks on PIN's 29 to 16 (Transmission fluid temperature sensor) will vary depending on the actual transmission fluid temperature

3) Gain access and disconnect the transmission control module plug T58g - Refer to Repair manual Rep.Gr 37

4) Conduct the resistance checks as per Figure

3 Connector T58

| PIN | Specification (Ohms) |
|------------|-----------------------------|
| 6 to 22 | 5.1 |
| 6 to 23 | 5.3 |
| 3 to 10 | 5.2 |
| 3 to 12 | 5.3 |
| 4 to 9 | 5.3 |
| 4 to 24 | 5.3 |
| 4 to 11 | 5.3 |
| 4 to 26 | 10.9 |
| 4 to 13 | 11 |
| 4 to 27 | 11 |
| 1 to 25 | 5.3 |
| 29 to 16 | 1800 |

Figure 3

Warranty accounting instructions

Warranty type: 910 or 110

Service ID number: 97 97

Damage type: 0040

Labour

Time to conduct wiring checks

Labour operation code: 38850125

Time: 60 Time units

Time to replace link harness

Labour operation code: 38855555

Time 20 Time units

Parts information

| Part number | Description | Quantity |
|-------------|--------------------------------|----------|
| 971 971 771 | Link harness | 1 |
| 3SA 971771 | Link harness (OPF/GPF version) | 1 |