Technical product information

Topic	New Continental GT and GTC - Window drop glass
Market area	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.	2070497/1
Level	EH
Status	Approval
Release date	

Event memory entries

Diagnostic address	Event memory entry	Fault type	Fault status
0052 - Passenger's door electronics	B148754: Window regulator motor no basic setting		Intermittent
00BB - Rear drivers side door electronics	B148754: Window regulator motor no basic setting		Intermittent
00BC - Rear passenger side door electronics	B148754: Window regulator motor no basic setting		Intermittent
0042 - Driver's door electronics	B148754: Window regulator motor no basic setting		Intermittent

New customer code

Object of complaint	Complaint type	Position
body fixtures and fittings -> window opening/closing, window heating -> window return at door-closing	functionality -> without function / defect	rear right
body fixtures and fittings -> window opening/closing, window heating -> window drop at door-opening	functionality -> defective function sequence	front left
body fixtures and fittings -> window opening/closing, window heating -> window drop at door-opening	functionality -> defective function sequence	rear left
body fixtures and fittings -> window opening/closing, window heating -> window drop at door-opening	functionality -> defective function sequence	front right
body fixtures and fittings -> window opening/closing, window heating -> window return at door-closing	functionality -> without function / defect	front left
body fixtures and fittings -> window opening/closing, window heating -> window return at door-closing	functionality -> without function / defect	rear left
body fixtures and fittings -> window opening/closing, window heating -> window return at door-closing	functionality -> without function / defect	front right
body fixtures and fittings -> window opening/closing, window heating -> window drop at door-opening	functionality -> defective function sequence	rear right

Vehicle data

New Continental GT and GTC

Sales types

Type	MY	Brand	Designation	Engine code	Gearbox code	Final drive code
3S3*	2018	E		*	*	*
3S3*	2019	E		*	*	*
3S3*	2020	E		*	*	*
3S3*	2021	E		*	*	*
3S3*	2022	E		*	*	*
3S3*	2023	E		*	*	*
3S4*	2019	E		*	*	*
3S4*	2020	E		*	*	*
3S4*	2021	E		*	*	*
3S4*	2022	E		*	*	*
3S4*	2023	E		*	*	*

Documents

Document name
master.xml
gtcglasssetsheetnew.pdf
gtglasssetsheetnew.pdf
retailerglassresetprocedureforgtgtcinctables.pdf

Customer statement / workshop findings

- Incorrect operation/function of the front and/or rear drop door glass
- Front and/or rear drop door glass fails to open/close or attempts to close and reopens once contact has been made between the glass and applicable seal
- DTC for window regulator motor no basic setting B148754 evident within any of the 4 window control modules (diagnostic address 42, 52, BB and BC) for loss of basic settings

Technical background

IMPORTANT NOTE: Aftermarket window tinting can affect the windows opening/closing to specification, in this scenario please advise the customer that the onward repair instructions may not repair the issue and therefore cannot be applied until the Aftermarket tinting has been removed

Production change

The Bentley continuous improvement policy has been implemented within the process within the manufacturing process, the required improvements have been utilised within this TPI

Measure

1) Referring to Rep.Gr 27 - Carry out a 12 Volt battery test "WARRANTY TEST" or "ORIG. VW-BATT. TEST"

NOTICE

VERY IMPORTANT: Save an image of the battery printout as this will be required to be attached to a new or existing DISS query, should any issues be evident with the 12 volt battery/system this should be rectified before proceeding any further

– In the event there was an issue with the 12 volt battery and the drop door glass issue is now resolved no further action is required

However

In the event the drop door issue is still evident after the confirming the 12 volt battery is serviceable the operative should conduct the onward instructions to completion

Before proceeding with the onward instructions the following window closing time results is required to be attached to a new or existing DISS query

VERY IMPORTANT: Do not proceed with the time measurement request instructions unless the battery is confirmed to be within specification (battery test) and the 12 volt battery is on charge (Rep.Gr 27)

Passenger side front and rear

Hint: The window closing time should be 4 seconds

- Measure the time (in seconds) it takes to close the front and rear windows from fully open to the fully closed position
- Record the time

Passenger side front = seconds

Passenger side rear = seconds

Comments

Driver side front and rear

Hint: The window closing time should be 4 seconds

- Measure the time (in seconds) it takes to close the front and rear windows from fully open to the fully closed position

Driver side front = seconds

Driver side rear = seconds

Comments

Section 1 - Door control module identification/update instructions

2) Check and if necessary update the door control modules

CAUTION

Should they NOT be at the latest levels as per the below reference tables please follow the onward software update instructions from step 3

Or

In the event the software levels are to specification no further action is required

D suffix control modules

Door control module	Part number	Software version	Target data container
0042 – Drivers door	4M1.959.953.D	0189	V03.935.344.TP
0052 – Passenger door	4M1.959.952.D	0189	V03.935.344.TQ
00BB – Rear driver's door	4M1.959.955.D	0189	V03.935.344.TR
00BC – Rear passenger door	4M1.959.955.D	0189	V03.935.344.TS

J suffix control modules

Door control module	Part number	Software version	Target data container
0042 – Drivers door	4M1.959.953.J	0430	V03.935.349.CM
0052 – Passenger door	4M1.959.952.J	0430	V03.935.349.CN
00BB – Rear driver's door	4M1.959.955.J	0430	V03.935.349.CP
00BC – Rear passenger door	4M1.959.955.J	0430	V03.935.349.CQ

Software update

- **The closed-circuit voltage of the vehicle must be at least 12.5 V during the update. Connect a suitable battery charger to the vehicle. For further information refer to the Repair manual**

- **During the update switch off all unnecessary consumers (ventilation, seat heater, interior illumination etc) ensure the main light switch is set to 'off' and leave the driver's door open**

- **Because of the highest transmission stability you MUST use the diagnosis interface VAS 6154 (WiFi diagnostic tool) ONLY in USB operation or the cable-connected VAS 5055 for the reprogramming (updating) of control units. If these units are not available, the diagnosis interface VAS 5054 (A) can also be used in USB mode**

- **Do Not under any circumstances use a Bluetooth connection to conduct the reprogramming (updating) of any control units**

3) Referring to Figure 1 - Within the Special functions tab - Select SVM - Code Input (Point A)

• Select Perform test (Point B)

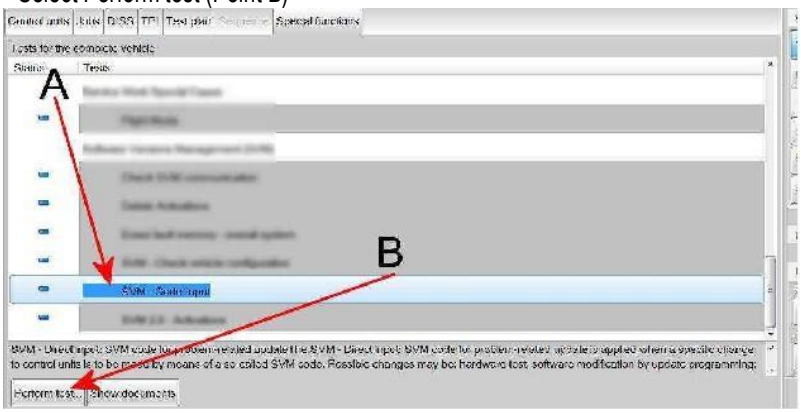


Figure 1

4) Referring to Figure 2 - Enter the SVM code 370FTM01

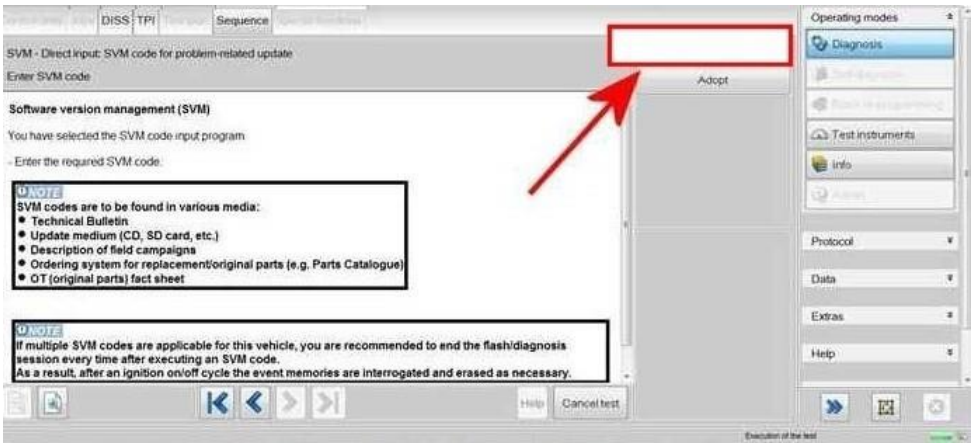


Figure 2

- When prompted enter your global user ID and password

- Follow all on screen prompts to continue through the procedure, the identification data will be transferred

5) The Required control units will be automatically updated one by one, starting with *0042 – Door electronics Drivers side*

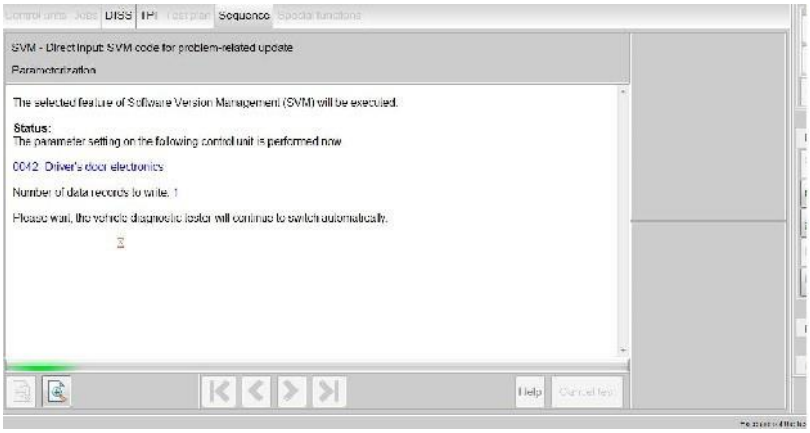


Figure 3

6) Once the update is complete the summary screen will be shown in Figure 4, this confirms completion of the required updates

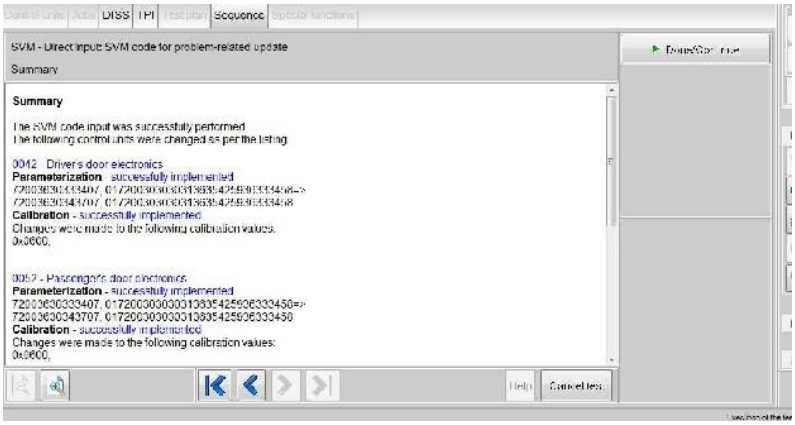


Figure 4

7) Recheck the Door control module versions against the reference table

Section 2 - Rectification/check instructions

8) Check for cleanliness and security of both earth points

- Earth point 736 RHR and Earth point 738 LHR
- Check for cleanliness and security of both earth points Figure 5 shows an example of a contaminated earth point (dirt/paint/debris)

Figure 5

- Remove any dirt/paint/debris from the earth points using suitable abrasives/wire brush ensuring no damage is caused to the earth stud threads as shown in Figure 6

Figure 6

- Secure the earth point fixings to (9Nm)

9) Conduct a thorough check of all Window/door seals for the following:

- Damage
- Splits
- Tears
- Misalignment
- Incorrectly fitted/located
- Drop glass seal deformation (see Figures 7 and 8 as examples)

Figure 7

Figure 8

NOTE: Any issues found with the window seals must be rectified before conducting the remaining steps

CAUTION

Step 10 MUST ONLY BE CONDUCTED IN THE EVENT THAT THE FOLLOWING DTC IS EVIDENT

B148729: Window regulator motor Range/Performance

10) In the event the afore mentioned DTC's are evident please conduct the wiring within step 10

- Source locally from your local VW or Audi retailer x2 000 979 225 E repair wires and x2 000 979 242 E
- Conduct a permanent overlay of the wiring between the rear door ECU's and motor connectors as follows

LEFT HAND SIDE

- Disconnect the original terminals from T6aq Pins 3 and 6 to T2jp Pins 1 and 2 respectively
- Once disconnected the terminals should be insulated with harness tape and suitably secured
- Referring to Figure 9 - Using 000 979 225 E repair wires and x2 000 979 fit the new wires into T6aq Pins 3 and 6 to T2jp Pins 1 and 2 respectively
- Ensure the newly fitted wires are suitably insulated and secured away from the harness as shown in Figure 9

Figure 9

RIGHT HAND SIDE

- Disconnect the original terminals from T6ar Pins 6 and 3 to T2js Pins 1 and 2 respectively
- Once disconnected the terminals should be insulated with harness tape and suitably secured
- Referring to Figure 10 - Using 000 979 225 E repair wires and x2 000 979 fit the new wires into T6ar Pins 6 and 3 to T2js Pins 1 and 2 respectively
- Ensure the newly fitted wires are suitably insulated and secured away from the harness as shown in Figure 10

Figure 10

11) VERY IMPORTANT: Referring to the attached PDF instruction the operative must conduct all steps to completion before continuing to step 12

NOTICE

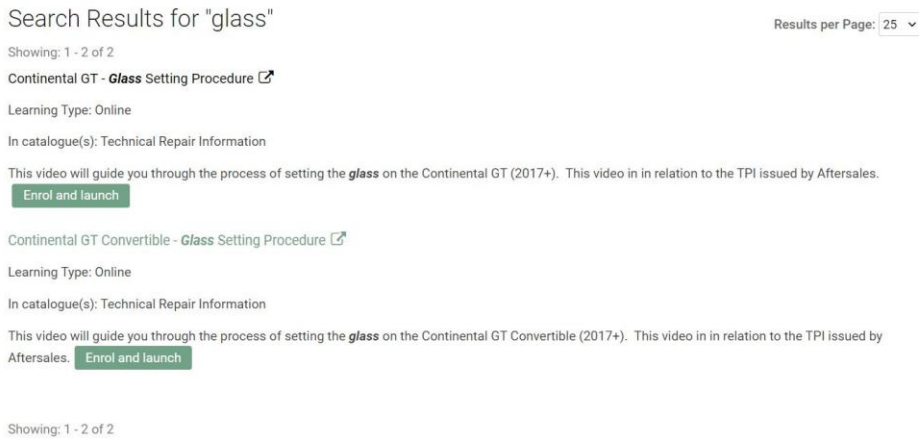
Please ensure all steps are followed within the attached glass check/measurement PDF documents, the operative should be aware there is (x1) document for New Continental GT and (x1) document for New Continental GTC please ensure the correct document is used depending on vehicle type

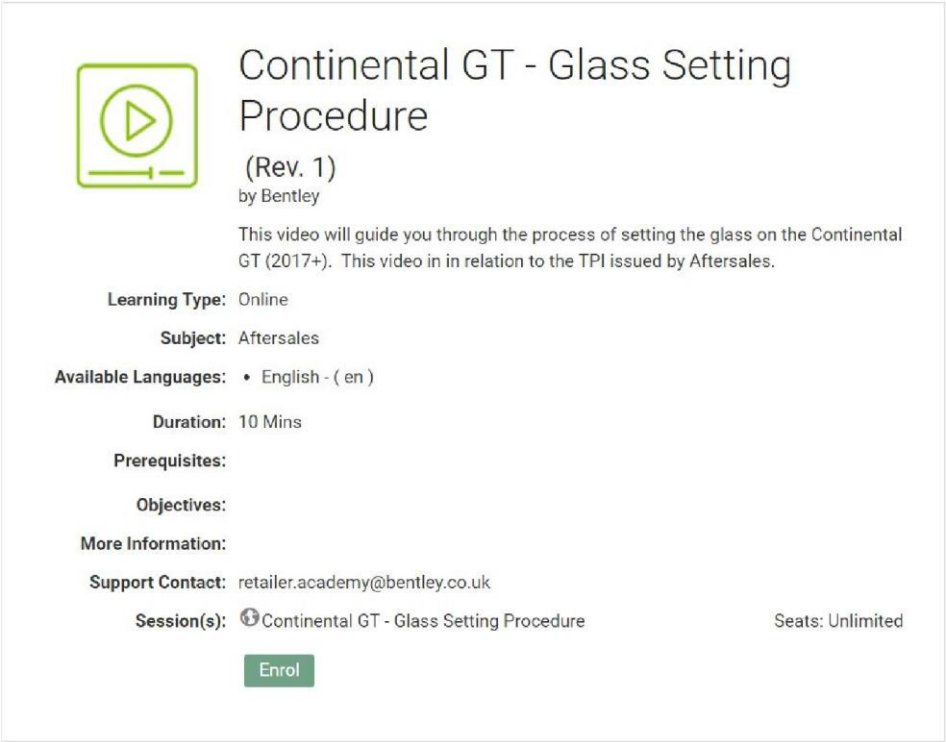
Ensure all required measurements are attached to a new or existing DISS query

NOTICE

If not already done so, review eAcademy videos on Glass Setting Procedures for GT/GTC before proceeding to ensure accurate and repeatable measurements are being made

- Log on to GRP: https://grp.volkswagenag.com/





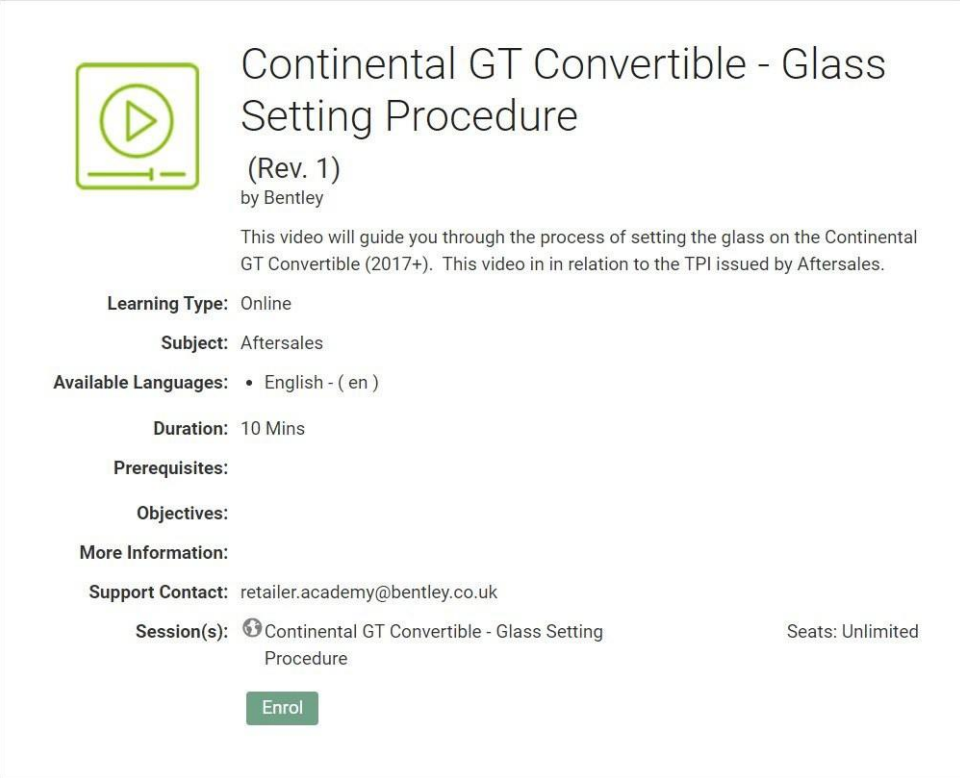


Figure 6

Hint: All of the afore steps must have been conducted before proceeding including the attached PDF instructions

CAUTION

12) VERY IMPORTANT - Referring to Rep.Gr 64 - Side glass - To initialise

– Using ODIS erase all applicable DTC's – Recheck to confirm that no DTC's are evident in particular DTC B148729 and DTC B148754

NOTICE

Tip: In the event that DTC B148754: Window regulator motor no basic setting: Battery checks, wiring checks the operative must check and confirm all previous steps have been conducted before proceeding

IMPORTANT: In the event the issue is now resolved, the operative should open a new DISS query or respond via the previously opened DISS query ensuring all previously requested information is attached including confirmation that the issue is resolved

Or

Should the issue still be evident the operative should open a new DISS query or respond on the previously opened DISS query ensuring the remaining issue is clearly included (Videos/photographs) and all of the above check have been performed and documented on the DISS query

Please note, Warranty claims will not be approved unless the required information within the Technical background section is provided

NOTE for Level 1 Product Support: Should all of the above steps be confirmed as satisfactory and the customer complaint is still present, please second level the DISS to the Electrical Senior Engineer

Warranty accounting instructions

Warranty type 110 or 910

Damage service number 64 38

Damage code 0012

Time to update door control modules

Labour

Labour operation code 01 51 00 00

Time As per ODIS log (Must not exceed 50 TU)

Time to conduct initial checks

Labour operation code 64 38 02 00

Time 30 TU

Time to conduct the wiring integrity checks including the checking of earth points 736 and 738

Labour operation code 97 09 01 00

Time Must not exceed 60 TU

Time to conduct the front glass set procedure

Labour operation code 64 40 15 00

Time 70 TU (per side)

Time to conduct the rear glass set procedure

Labour operation code 64 75 15 00

Time 130 TU (per side)

Time to repair (x2) cables when DTC is evident

Labour operation code 97 09 41 53

Time 40 TU's

Parts information

Reference ETKA where required

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Retailer glass reset procedure for GT/GTC

In instances of multiple window drop concerns it has been found that to achieve Glass set specifications some adjusters are being adjusted far out of specification.
In some cases since not all adjusters are visible, there is a possibility that the adjusters can be set to their maximum inboard/outboard and induce excess tension in the regulators and affect the angle the windows enter the seals.
There is free play built into the front and rear regulators, therefore as the windows are being held in place by the cant rail/convertible roof seals when closed, this may not be apparent when measuring as per ELSAPRO. However, these extreme adjustments can cause issues with how the windows enter the cant rail/convertible roof seals or how the front and rear glasses interlock with each other, in some cases this can cause the seals to pinch and cause an anti trap condition leading to window reversal.

The following procedure should be applied to reset the regulator adjusters to factory delivered specification and then fine tune any adjustments from there in line with ELSA specifications. To do this, the drop glass window should be removed first to prevent damage during adjuster resetting and access to all 8 adjusters is needed so front door and rear quarter panel trims will require removal.
If not already done so, review E-Academy videos on Glass Setting Procedures for GT/GTC before proceeding to ensure accurate and repeatable measurements are being made.

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- Front quarter glass adjuster reset

Front Quarter glass adjuster Item 1
Measurement between bottom of mounting washer and division bar frame, is 12.5mm.
To reset this adjuster without removing the quarter glass, loosen the lock nut, screw the adjuster all the way in clockwise until it bottoms out on the frame, then unscrew anti clockwise 4 complete turns then set height and profile to ELSA specification before moving on to the next step.

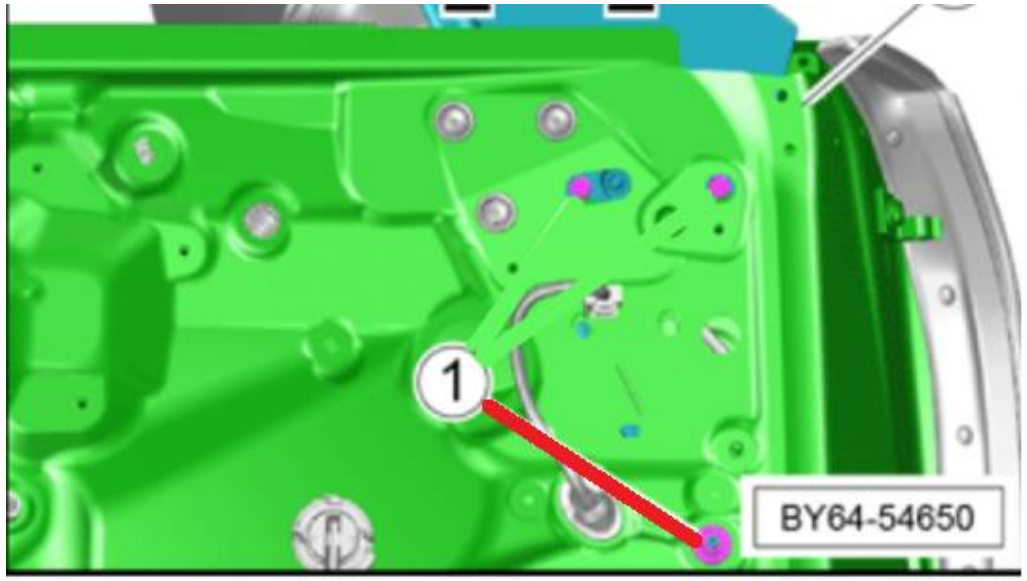

Image for reference, glass does not require removal from vehicle

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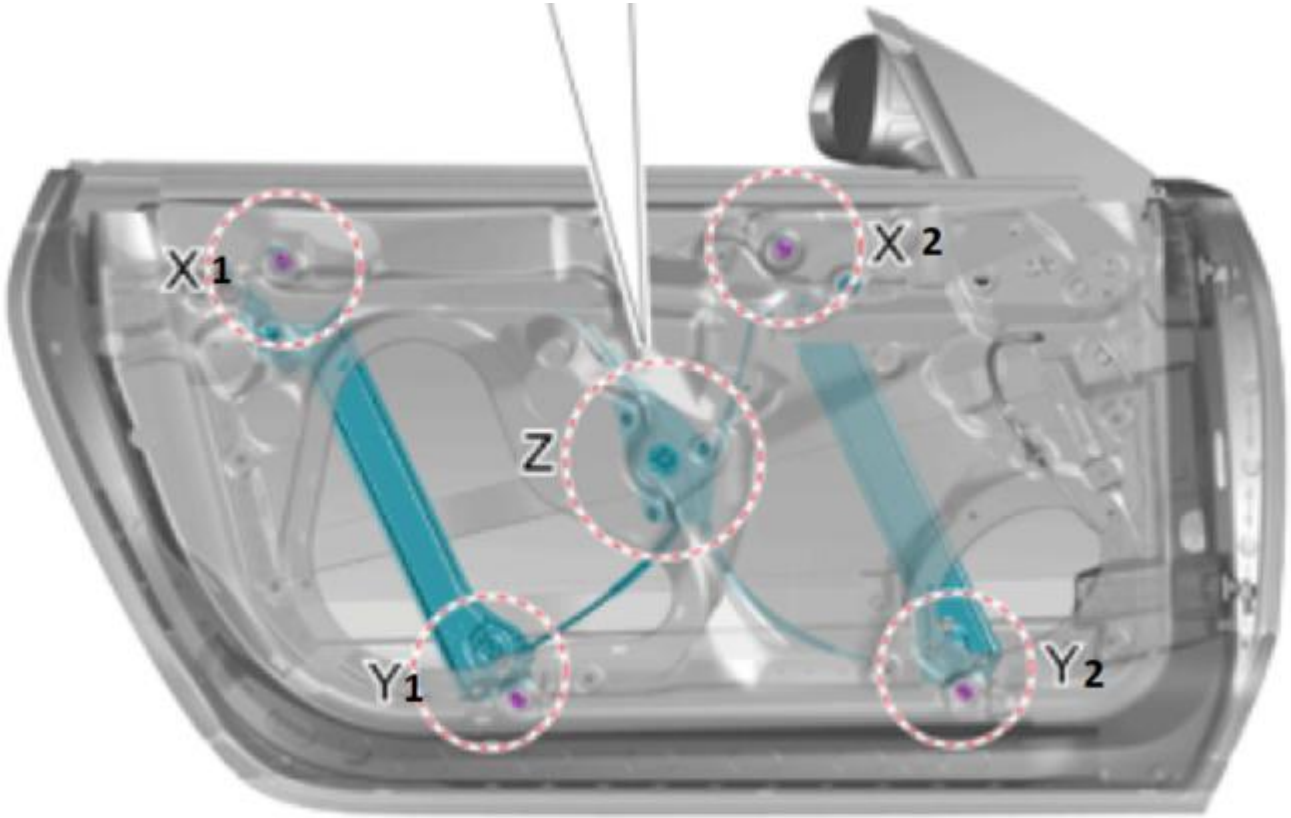
BENTLEY

- Front door regulator adjuster reset



Regulator adjusters X1 X2

Measure from top of mounting washer to frame
X1 = 4mm
X2 = 4.5mm

Regulator adjusters Y1 Y2

Measure from top of mounting washer to frame
Y1 = 14mm
Y2 = 10mm

Reset all 4 adjusters as described in the following slides, then continue to reinstall and set front drop glass to ELSA specifications before moving on to the next step.

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Regulator adjusters Y1 Y2

Measurement from top of mounting washer to frame

Y1 = 14mm, To reset this adjuster without removing the front regulator, fully screw in clockwise until hard stop, then unscrew 14 turns anticlockwise

Y2 = 10mm, To reset this adjuster without removing the quarter glass fully screw in clockwise until hard stop, then unscrew 8.5 turns anticlockwise

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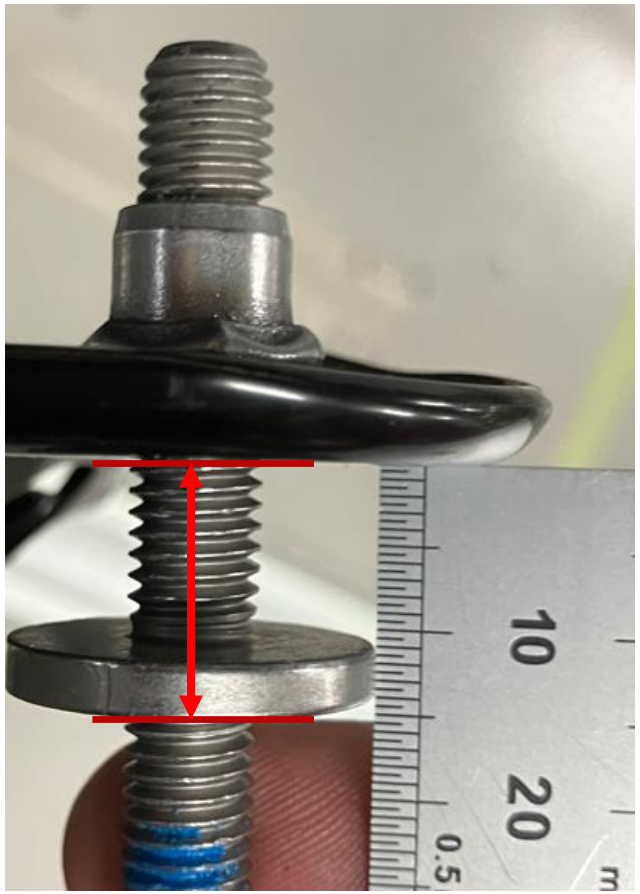
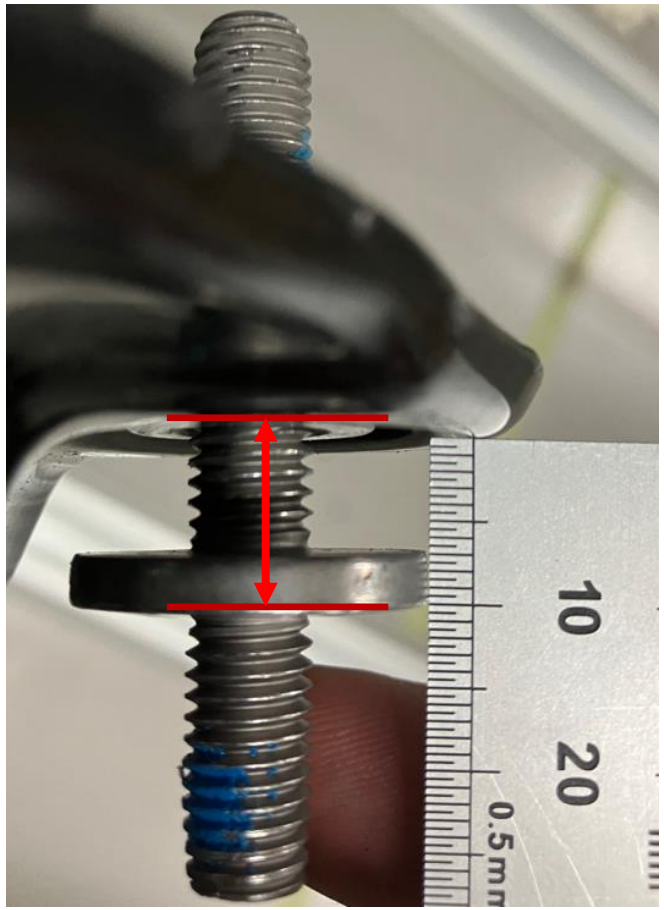
- Front door regulator adjuster reset

Y1

Images for reference, regulator does not require removal from vehicle

Y2





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Regulator adjusters X1 X2

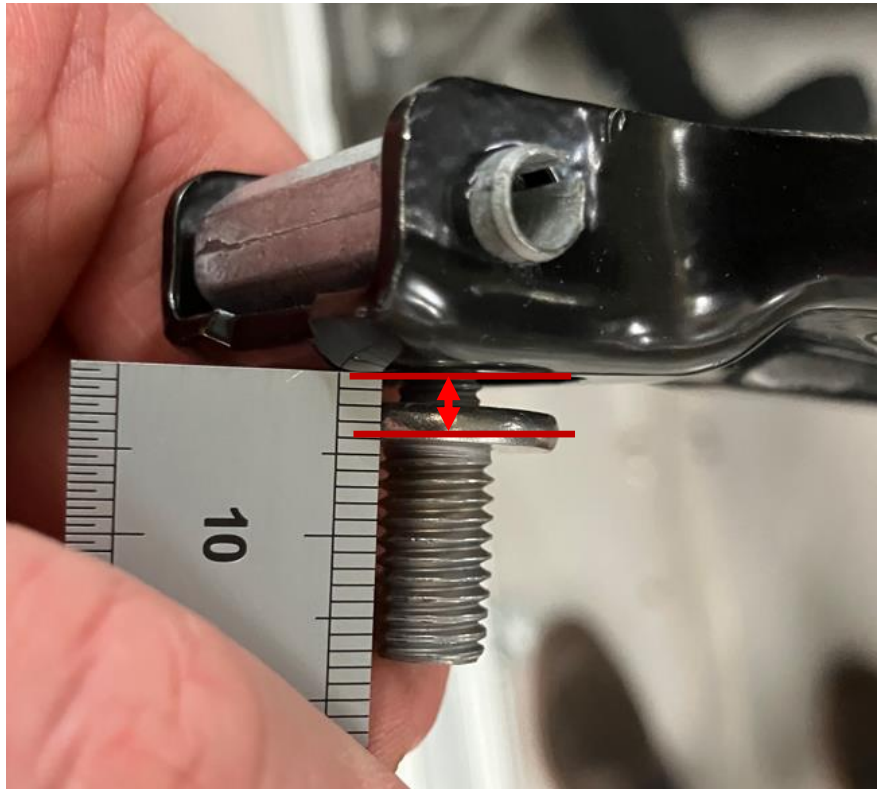
Measure from top of mounting washer to frame
X1 = 4mm, To reset this adjuster without removing the regulator fully screw in clockwise until hard stop, then unscrew 4 turns anticlockwise

X2 = 4.5mm, To reset this adjuster without removing the regulator fully screw in clockwise until hard stop, then unscrew 4 turns anticlockwise

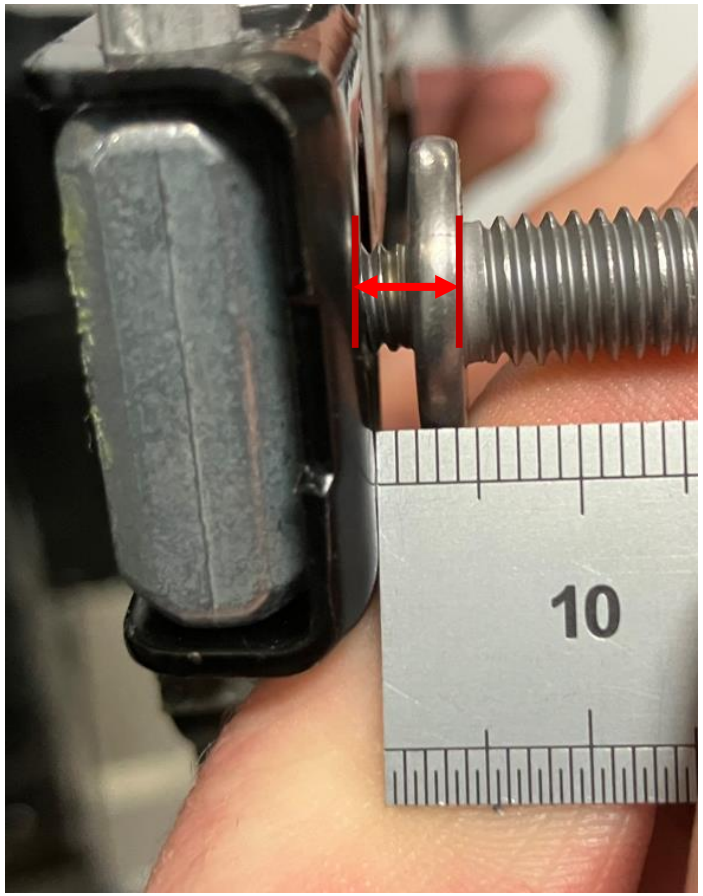
- Front door regulator adjuster reset

X1

Images for reference, regulator does not require removal from vehicle



X2



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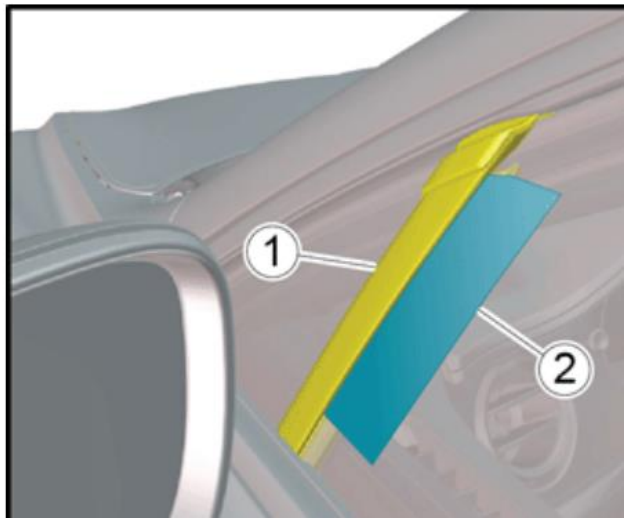
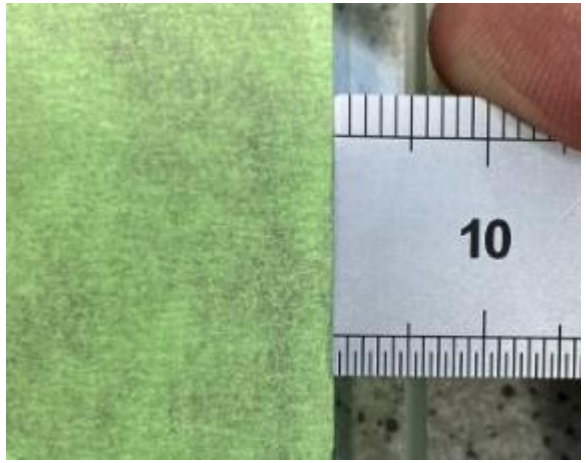
- **Measuring front glass intrusion into front division bar**



When reinstalling front drop glass ensure tape is applied at 10mm from front edge and align this with the previously set quarter glass division bar.

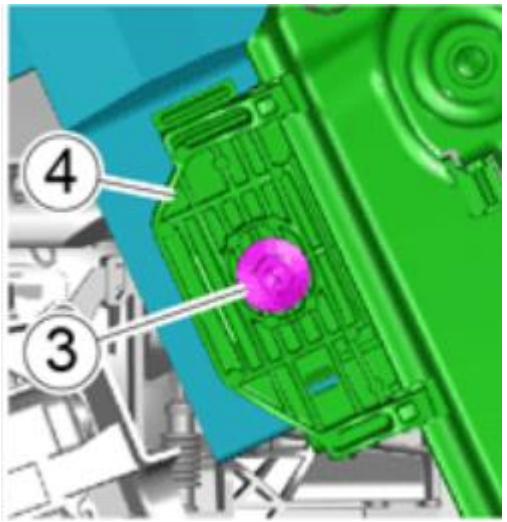


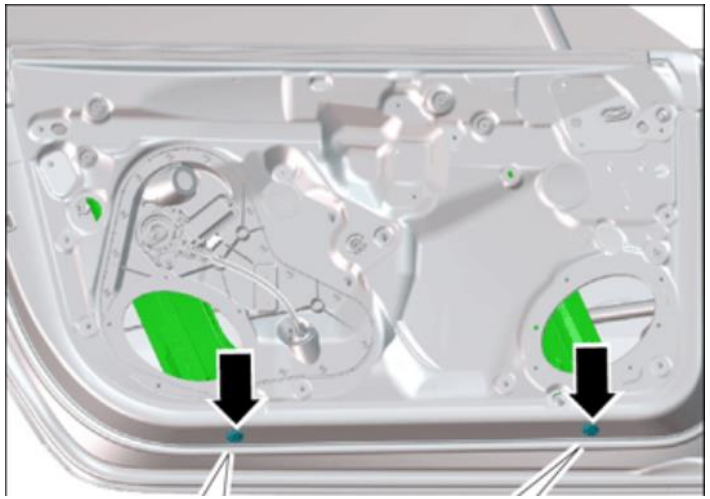
Example of incorrect fitment:
10mm intrusion into division bar seal not achieved. Only 6mm seen, front and rear side glasses will be too far rearwards, potentially clash condition between rear of rear glass and cant rail/roof seals

- Z Axis height adjustment on front drop glass

Z-Axis height should only be adjusted by the 4mm Allen key adjusters as per ELSAPRO

Example: Front drop glass Z axis not adjusted correctly. Bottom of tape was level with waist rail seal, after slackening pinch bolt (3 in bottom left image) front drop glass lowered 14mm to where pen marked line is.
Z-axis adjusters (bottom middle and right images) had not been used, pinch bolt had been slacked and glass lifted out of the regulator to achieve specification. This has a knock on effect of altering the 10mm division bar intrusion seen in previous slide as glass is loose and can be accidentally moved in X-axis.
This also creates a risk that the window will bottom out on the cant rail seals rather than the regulator bump stops meaning that the glass can raise further as the seals soften over time and affect end stop learning.



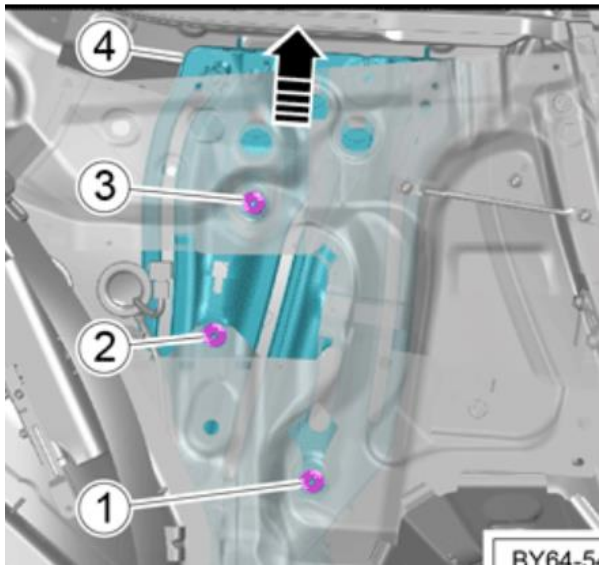


Rear Regulator adjusters 1, 2, 3

Adjust the rear window regulator adjusters at the following points as shown in the following page

Before resetting adjusters remove the 3 13mm lock nuts (1-3 in image) to allow adjusters to be fully screwed in without damaging the regulator, Also ensure black closing panel (see page 12) is not stopping the regulator from moving when performing these adjustments.

- Rear quarter regulator adjuster reset



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- Rear quarter regulator adjuster reset

Adjuster 1

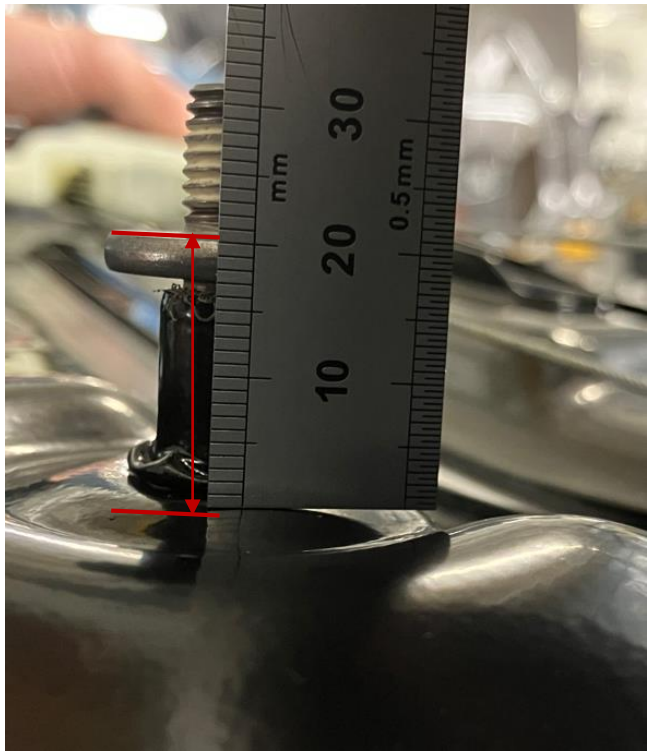
fully screw in clockwise until hard stop, then unscrew 9.5 turns anticlockwise to achieve 12mm gap as seen below

Adjuster 2

fully screw in clockwise until hard stop, then unscrew 9.5 turns anticlockwise to achieve 12mm gap as seen below

Adjuster 3

fully screw in clockwise until hard stop, then unscrew 1 turn anticlockwise to achieve 20mm gap as seen below



Images for reference, regulator does not require removal from vehicle

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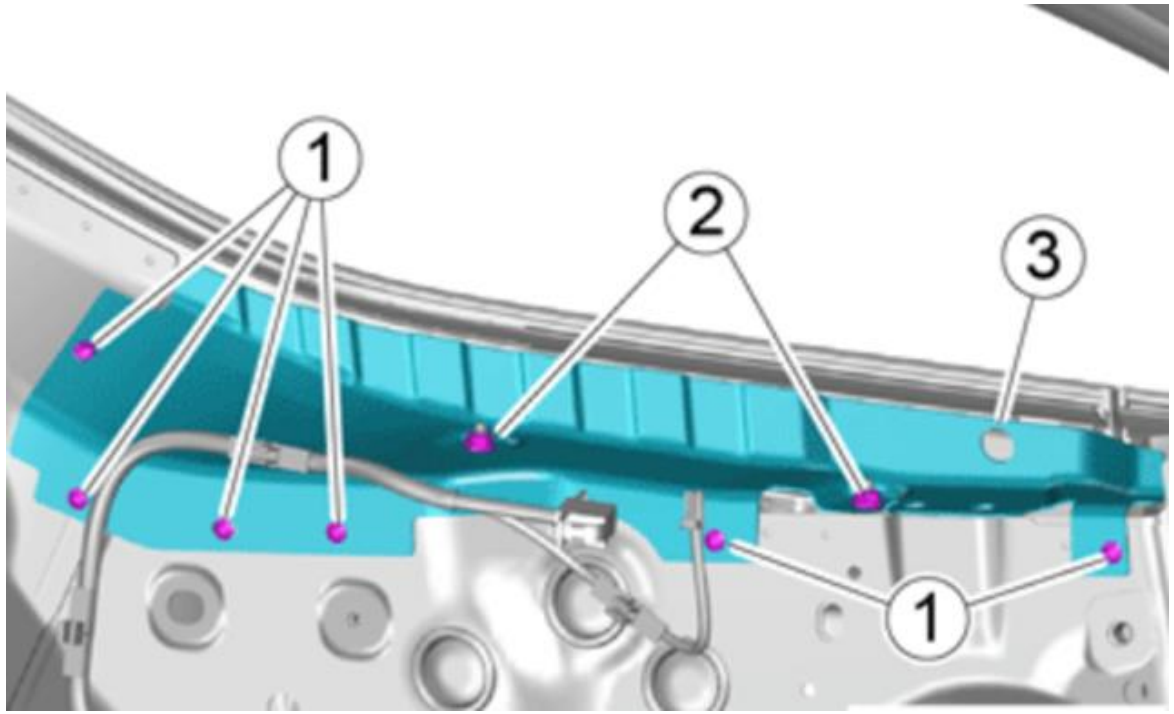
- Rear quarter regulator adjuster reset

After resetting all 3 adjusters leave the locking nuts loose to allow vertical movement.
Ensure closing panel (item 3) is installed and 10mm nuts (item 2) are tightened to set regulator height before tightening adjuster locking nuts (item 1-3 in image on page 10). Ensure regulator is bottoming out on bump stops when measuring/setting glass height in Z-axis

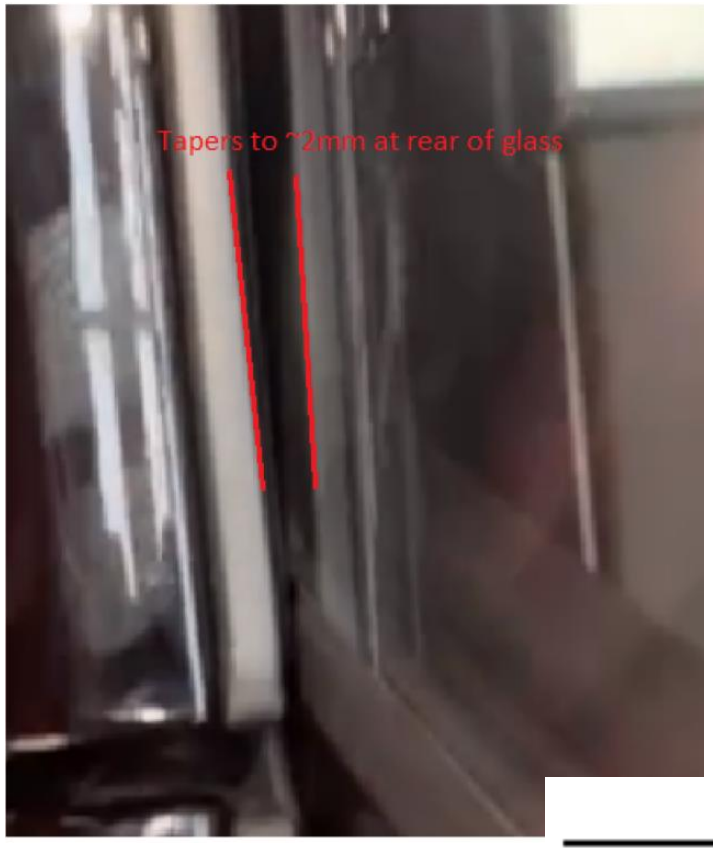
Proceed with adjusting rear quarter glass into ELSA specification

IMPORTANT

10mm nuts (item 2) must be loosened when adjusting the 3 regulator adjusters to allow the regulator to move. Retighten and check measurements after each adjustment is made

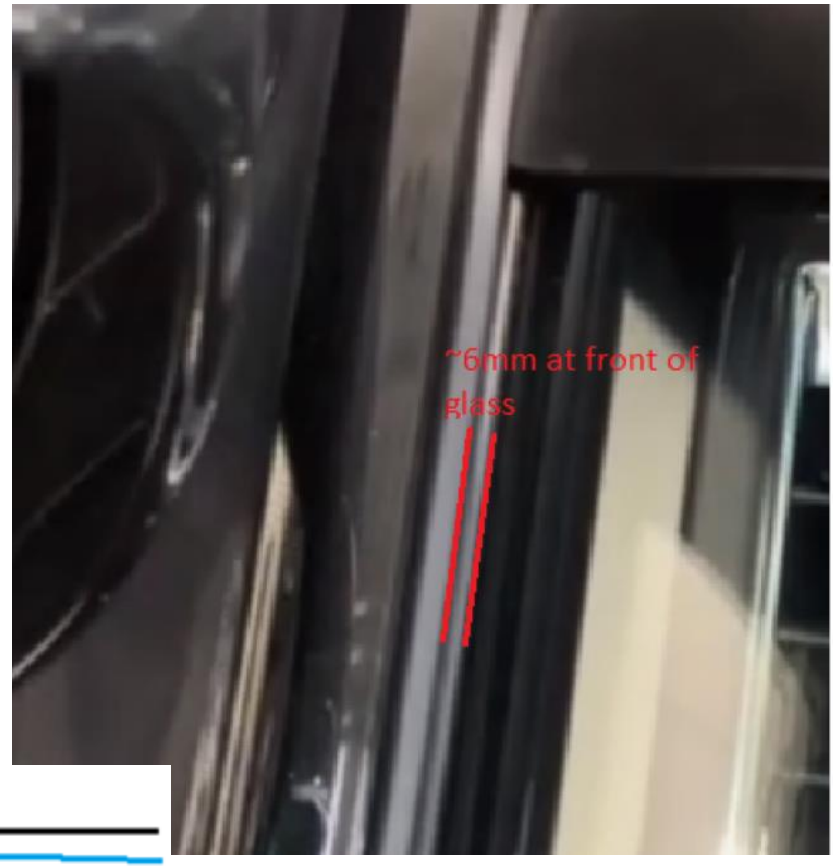


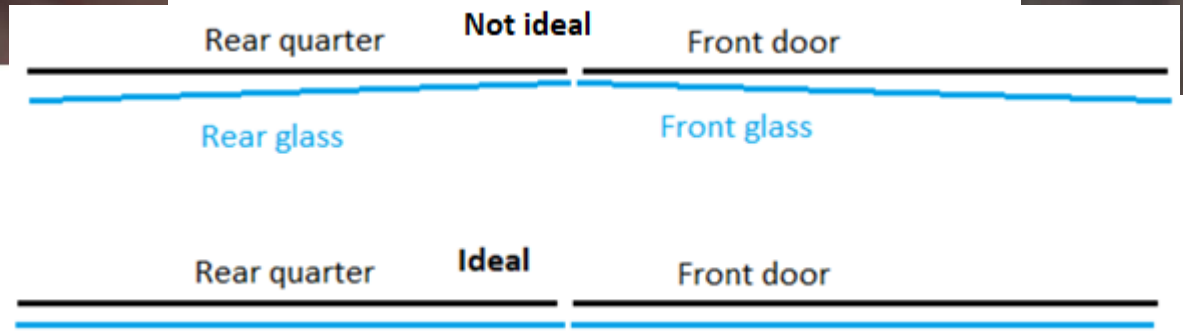
- **Waistrail measurement checking/resetting**



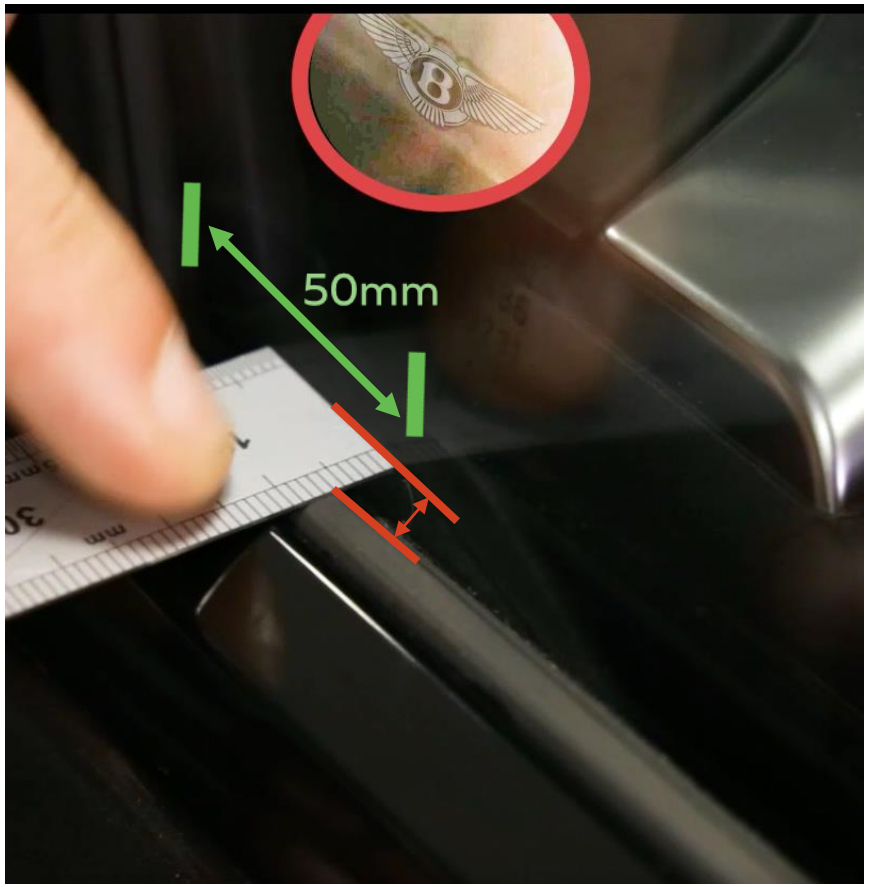
Images show a poor setting.
Circa 6mm at front edge (near wing mirror) closing up to 2mm at the rear edge.

2mm at rear edge would have been set to achieve specified flush/2mm underflush profile condition between front and rear glasses, the rear quarter glass mirrors this taper condition. This potentially increases the risk of false anti trap as rear window/seal does not engage with front window at the correct angle.
Suggested to set to specification on problem vehicles as per next slide. If both windows are set between 4-6mm then the flush/2mm underflush profile can be easily achieved.

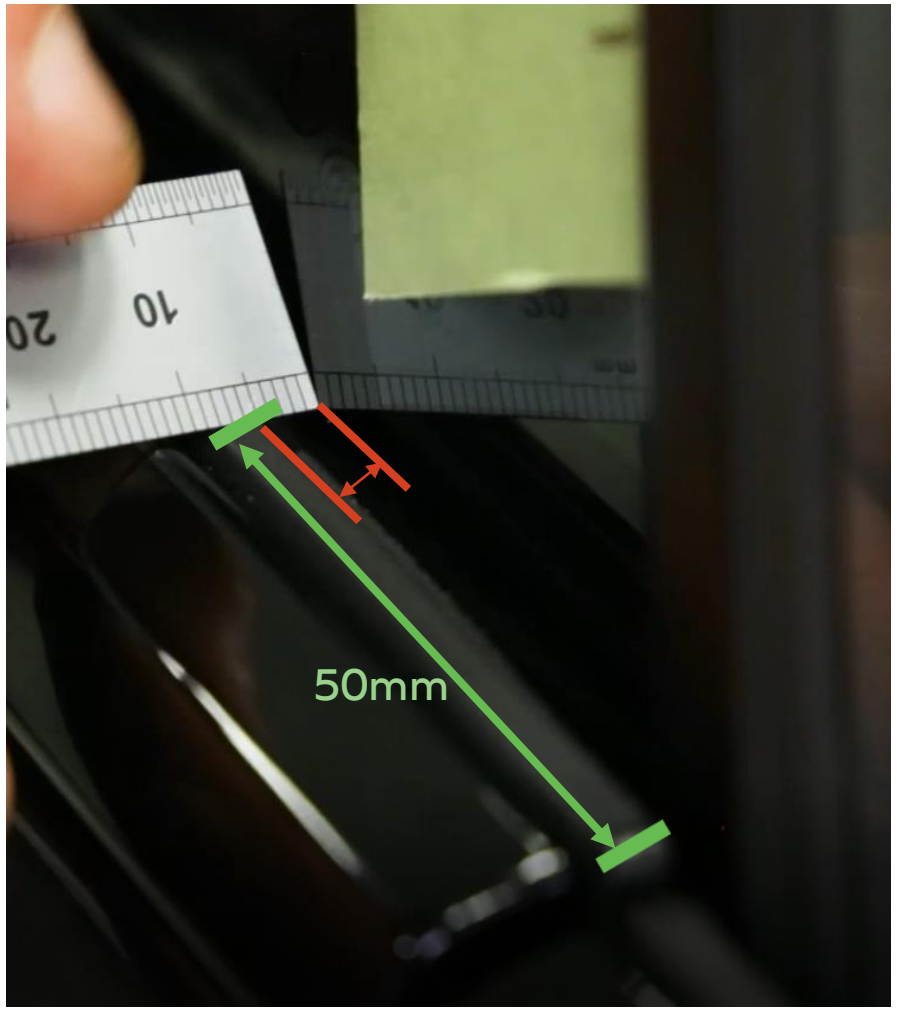




- **Waistrail measurement checking/resetting**



Set waist rail gapping to between 4-6mm as mentioned in Glass setting guide videos on E-Academy and also check for parallelism along front and rear windows to door/quarter. 50mm from edge of Waistrail seal, roughly underneath the Bentley wings.

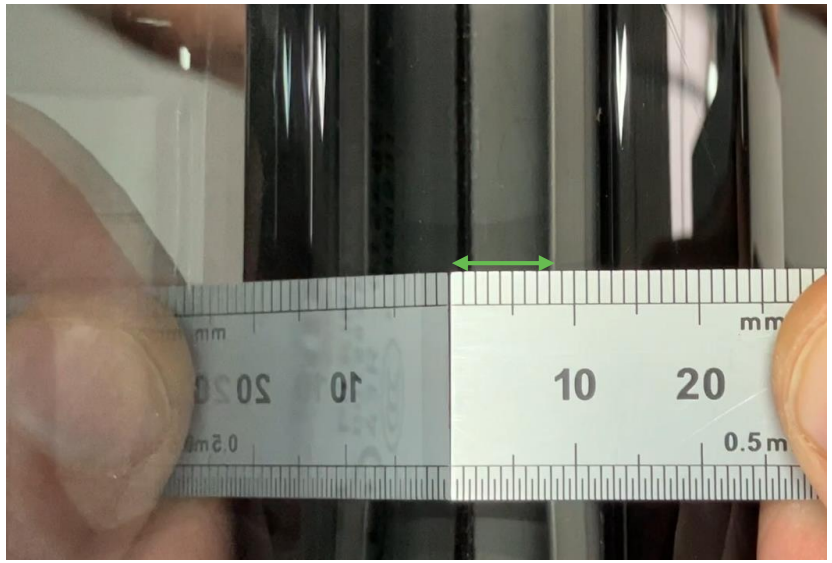


Alex Broadbent VT/QQ

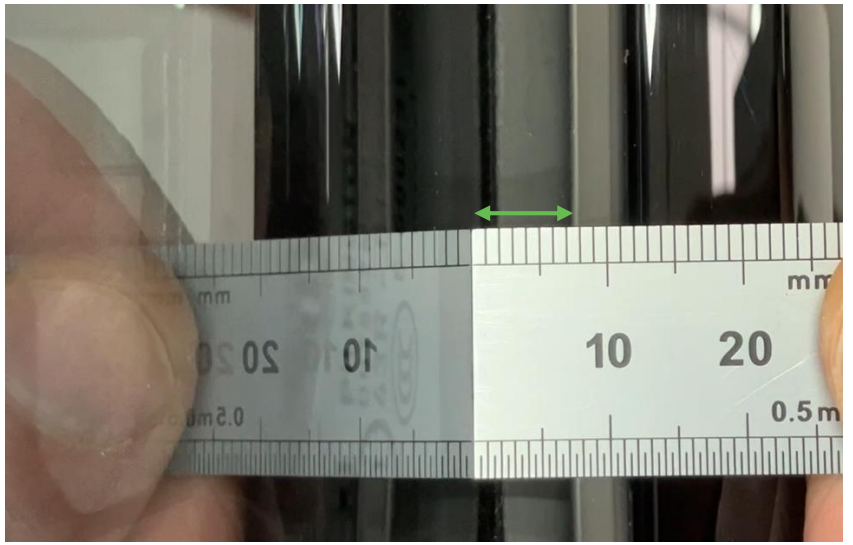
- ## Waistrail measurement checking/resetting

When setting front to rear window profile and waist rail measurements ensure that the front window does not move outboard excessively when the rear window closes as this will increase current draw on the rear motor during the period where it is monitoring for it's end stop, excess current draw in this zone can cause a false anti-trap scenario.
There does need to be some tension between the front and rear glass to seal against the drop glass seal, zero mm of movement is best.
If more tension is required to resolve a wind noise or water ingress then aim for no more than 0.25mm of outboard movement.

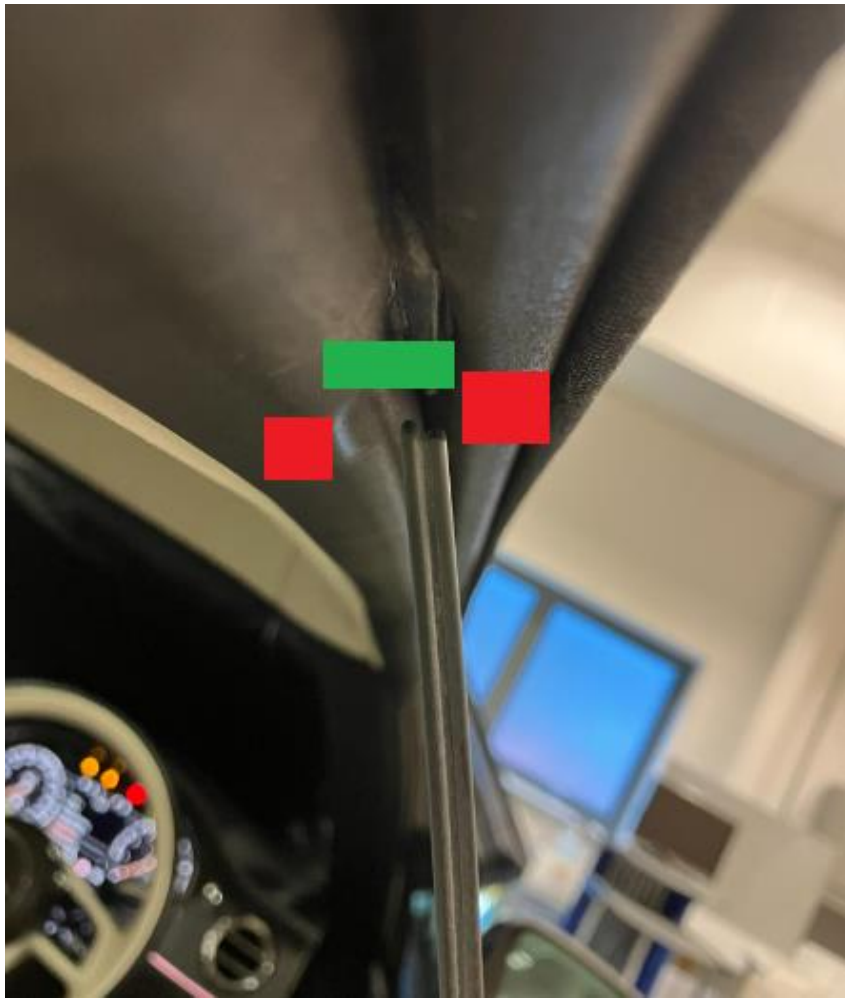
RHF window, front window closed, rear window open. Note gap



RHF window, front window closed, rear window closed. Note gap, over 0.25mm outboard movement, this is incorrect



Window entry into cant rail/convertible roof seal



Front window examples showing correct operation

Windows should enter cant rail seal smoothly, making contact with inboard edge first and then be pushed outboard (green square).
Too far inboard increases the risk of the cant rail seal pinching, too far outboard will clash with cant rail brightware (red squares)
For front door, poor door profile is a major contributing factor here and should be checked/adjusted if window found to be entering seal incorrectly

Final checks

After all adjustments have been made and recorded in tables from ELSA workshop manual section “**Side glass - To check”.** Door ECU basic settings must be relearnt. Ensure battery is fully charged and passes VAS6161 Warranty/VW-Orig battery test with result “Good Battery”, voltage should be above 12.5V.

Test window operation in all scenarios, e.g. global open/close, individual window switches, driver door switches, convenience open/close (where applicable), short drop functions when opening/closing doors and with convertible roof open/closed if working on a GTC.
Finally, ensure vehicle still passes water ingress test and does not have excessive wind noise, any further adjustments must remain within ELSA specifications.

Complete and attach to DISS ticket

Side glass measurements GT				
Interlock (Z-Axis)	**Vehicle Position**	**Dimension -X-**	**Before adjustment**	**After adjustment**
A 50 mm from division bar	Front quarter glass	7.5 mm ± 1 mm		
B 150 mm from division bar	Front of door drop glass	8 mm ± 1 mm		
C 50 mm from rear of door drop glass	Rear of door drop glass	8 mm ± 1 mm		
D 50 mm from rear drop glass division bar	Front of rear quarter glass	8 mm ± 1 mm		
E 50 mm from rearmost section of rear drop glass	Rear of rear quarter glass	8 mm ± 1 mm		
Interlock (X-Axis)	**Vehicle Position**	**Dimension -X-**	**Before adjustment**	**After adjustment**
4 50 mm from the top of the window	Rear door quarter glass strip to front door drop glass edge	11 mm ± 1 mm		
5 50 mm from the waistrail seal	Rear door quarter glass strip to front door drop glass edge	11 mm ± 1 mm		
Profile (Y-Axis)	**Vehicle Position**	**Dimension -X-**	**Before adjustment**	**After adjustment**
1 50 mm from division bar	Front quarter glass	10 mm ± 1 mm		
2 150 mm from division bar	Front of door drop glass	10 mm ± 2 mm		
3 50 mm from rear of door drop glass	Rear of door drop glass	10 mm ± 2 mm		
6 50 mm from rear drop glass division bar	Front of rear quarter glass	10 mm ± 2 mm		
7 50 mm from rearmost section of rear drop glass	Rear of rear quarter glass	10 mm ± 2 mm		
8 50mm forwards of rear of front drop glass (waist rail gap)	Rear of door drop glass	5mm ± 1mm		
9 50mm rearward of front of rear drop glass (waist rail gap)	Front of rear quarter glass	5mm ± 1mm		
Profile (Y-Axis)	**Vehicle Position**	**Dimension -X-**	**Before adjustment**	**After adjustment**
4 50mm from top of division bar	Front drop glass to rear quarter glass	+0 mm / – 2 mm		
5 50mm from bottom of division bar	Front drop glass to rear quarter glass	+0 mm / – 2 mm		

Complete and attach to DISS ticket

Side glass measurements GTC				
Interlock (Z-Axis)	**Vehicle Position**	**Dimension -X-**	**Before adjustment**	**After adjustment**
1 150 mm from division bar	Front quarter glass	7.5 mm ± 1 mm		
2 100 mm from division bar	Front of door drop glass	8.5 mm ± 1 mm		
3 50 mm from rear of door drop glass	Rear of door drop glass	8.5 mm ± 1 mm		
6 50 mm from rear drop glass division bar	Front of rear quarter glass	8.5 mm ± 1 mm		
7 100 mm from where the hood meets the brightware	Rear of rear quarter glass	10 — 16mm		
Interlock (X-Axis) Roof Up	**Vehicle Position**	**Dimension -X-**	**Before adjustment**	**After adjustment**
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