

Technical product information

Topic	Fuel Pressure DTC's P008700 and / or P008800 and / or Max engine speed 4000 rpm warning evident in the DIP - W12 only
Market area	Australia E04 Bentley rest Asia and Australia (6E04),China 723 Volkswagen (Anhui) Automotive CO (6723),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.	2066872/4
Level	EH
Status	Approval
Release date	

Event memory entries

Diagnostic address	Event memory entry	Fault type	Fault status
0001 - Engine electronics	P008700: Fuel Rail/System Pressure - Too Low		Intermittent
0001 - Engine electronics	P008700: Fuel Rail/System Pressure - Too Low		static
0001 - Engine electronics	P008800: Fuel Rail/System Pressure - Too High		Intermittent
0001 - Engine electronics	P008800: Fuel Rail/System Pressure - Too High		static
0011 - Engine Electronics 2	P008700: Fuel Rail/System Pressure - Too Low		Intermittent
0011 - Engine Electronics 2	P008700: Fuel Rail/System Pressure - Too Low		static
0011 - Engine Electronics 2	P008800: Fuel Rail/System Pressure - Too High		Intermittent
0011 - Engine Electronics 2	P008800: Fuel Rail/System Pressure - Too High		static

New customer code

Object of complaint	Complaint type	Position
engine -> engine operation	functionality	
engine -> engine operation -> engine refinement	functionality -> misfire	
engine -> fuel supply	functionality	

Vehicle data

W12 - New Continental GT/C and New Flying Spur

Sales types

Type	MY	Brand	Designation	Engine code	Gearbox code	Final drive code
3S31BB	2018	E		*	*	*
3S31BB	2019	E		*	*	*
3S31BB	2020	E		*	*	*
3S31BB	2021	E		*	*	*
3S31BB	2022	E		*	*	*
3S31EB	2021	E		*	*	*
3S31EB	2022	E		*	*	*
3S31EB	2023	E		*	*	*
3S31EB	2024	E		*	*	*
3S41BB	2019	E		*	*	*
3S41BB	2020	E		*	*	*
3S41BB	2021	E		*	*	*
3S41BB	2022	E		*	*	*
3S41EB	2021	E		*	*	*
3S41EB	2022	E		*	*	*
3S41EB	2023	E		*	*	*
3S41EB	2024	E		*	*	*
ZG21BB	2020	E		*	*	*
ZG21BB	2021	E		*	*	*

ZG21BB	2022	E		*	*	*
ZG21BB	2023	E		*	*	*
ZG21BB	2024	E		*	*	*
ZG26BB	2023	E		*	*	*
ZG26BB	2024	E		*	*	*

Documents

Document name
master.xml



Fuel Pressure DTC's P008700 and / or P008800 and / or Max engine speed 4000 rpm warning evident in the DIP
- W12 only

Customer statement / workshop findings

One or a combination of the following are evident:

- DTC's P008700 and / or P008800 are evident within the master and/or slave engine control modules
- Emission control warning lamp (Figure 1) illuminated within the Drivers Information Panel (DIP)



Figure 1

- The Max engine speed 4000 rpm warning lamp may also be evident within the Drivers Information Panel (DIP) as shown in Figure 2

Note: Not all cases display the warning message shown in Figure 2

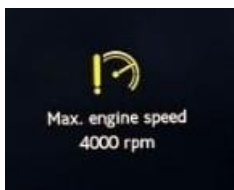


Figure 2

- Warning lamp illuminated within the Drivers Information Panel (DIP) as shown in Figure 3



Figure 3

NOTICE

Any associated warnings within the DIP will not be evident after the following has been conducted

- Engine switched off > Drivers door is opened / closed > Engine restarted (after 30 seconds has elapsed)

Hint: DTC's P008700 and/or P008800 will still be evident within the master and/or slave engine control modules

Technical background

Hint: The photographs within this TPI are for reference purposes only and may differ slightly depending on model

Revision history TPI 2066872/4

- Model year and regional applicability has been updated

NOTICE

In the event the issue is as described within the Customer statement / Workshop findings section, the operative should refer to the information within the Measure section of this TPI

Production change

Not applicable

Measure

- DTC's P008700 and/or P008800 are evident within the master and/or slave engine control modules. The DTC's are related to fuel vaporisation within the fuel delivery rails due to the winter fuel blend



NOTE: This issue occurs soon after the engine has been started (engine close to normal operating temperature or at normal operating temperature) or at idle (typically within 30 seconds after starting the engine) the issue is unlikely to occur on first engine start of the day as the issue typically occurs after engine restart (up to 30 minutes)

- Immediate key off (abrupt stop) could cause high fuel pressure retention which could cause the issue on the next restart (restart within 30 minutes)

In the event the afore mentioned symptoms are evident please conduct the following:

- Clear the applicable DTC's and ask the operative to attempt to reproduce the reported issue. In the event that the issue cannot be reproduced the operative MUST top up with fresh summer fuel (if available) and clear the applicable DTC's

Fuel Vapour Lock

- P008700 and /or P008800 - Fuel Rail System Pressure Too High or Too Low (or one or both) evident within the master and/or slave engine control modules

NOTE: This issue occurs most commonly as follows:

- After a long idle (typically after 20 minutes or long periods in city traffic (very low speed)
- Exacerbated by winter fuel blends combined with exposure between 5 Degrees Celsius (41 Degrees Fahrenheit) and 20 Degrees Celsius (68 Degrees Fahrenheit) ambient temperatures
- Normal engine running temperature

In the event the afore mentioned symptoms are evident please conduct the following:

- Clear the applicable DTC's and ask the operative to attempt to reproduce the reported issue. In the event that the issue cannot be reproduced the operative MUST top up with fresh summer fuel (if available) and clear the applicable DTC's

Warranty accounting instructions

Diagnosis time

Warranty type 110 or 910

Damage service number 24 41

Damage code 02 02

Labour Operation Code 01 51 00 00

Time As per ODIS log must not exceed 10 TU