



Connection offline

Technical product information

Topic	Battery testing-Use of DIN figure when testing OE batteries under warranty
Market area	Worldwide Bentley (1WBE)
Brand	Bentley
Transaction No.	2028318/3
Level	EH
Status	Approval
Release date	

New customer code

Object of complaint	Complaint type	Position
Electrical power, electric system, data transfer -> Battery management -> Record history data	functionality -> without function / defect	
Electrical power, electric system, data transfer -> Power supply -> Auxiliary battery	electrics -> voltage too low	
Electrical power, electric system, data transfer -> Power supply	electrics	

New workshop code

Object of complaint	Complaint type	Position
Electrical power, electric system, data transfer -> Power supply -> Auxiliary battery	electrics -> voltage too low	

Vehicle data

Continental family and Flying Spur

Sales types

Type	MY	Brand	Designation	Engine code	Gearbox code	Final drive code
39*11A	2012	E		*	*	*
39*11A	2013	E		*	*	*
39*11A	2014	E		*	*	*
39*11A	2015	E		*	*	*
39*11A	2016	E		*	*	*
3932*	2012	E		*	*	*
3932*	2013	E		*	*	*
3932*	2014	E		*	*	*
3932*	2015	E		*	*	*
3932*	2016	E		*	*	*
3942*	2012	E		*	*	*
3942*	2013	E		*	*	*

3942*	2014	E		*	*	*
3942*	2015	E		*	*	*
3942*	2016	E		*	*	*
3W**	2004	E		*	*	*
3W**	2005	E		*	*	*
3W**	2006	E		*	*	*
3W**	2007	E		*	*	*
3W**	2008	E		*	*	*
3W**	2009	E		*	*	*
3W**	2010	E		*	*	*
3W**	2011	E		*	*	*
3W**	2012	E		*	*	*
3W**	2013	E		*	*	*
3W**	2014	E		*	*	*
3W**	2015	E		*	*	*
3W**	2016	E		*	*	*
4W21*	2014	E		*	*	*
4W21*	2015	E		*	*	*
4W21*	2016	E		*	*	*

Chassis numbers

Manufacturer	Filler	Type	Filler	MY	Factory	From	To	Prod from	Prod to
SCB	F**	**	*	*	C	000001	999999		

Documents

Document name
master.xml

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Technical product information

Transaction No.: 2028318/3

Battery testing-Use of DIN figure when testing OE batteries under warranty

Customer statement / workshop findings

Battery requires testing under warranty

Technical background

When testing Original Equipment (OE) main system batteries covered by Bentley Warranty a 480 A DIN rating must always be input to the tester. This is irrespective of the detail given on the battery label

This document supersedes any previous letters related to the is subject

Production change

None

Measure



Figure 1

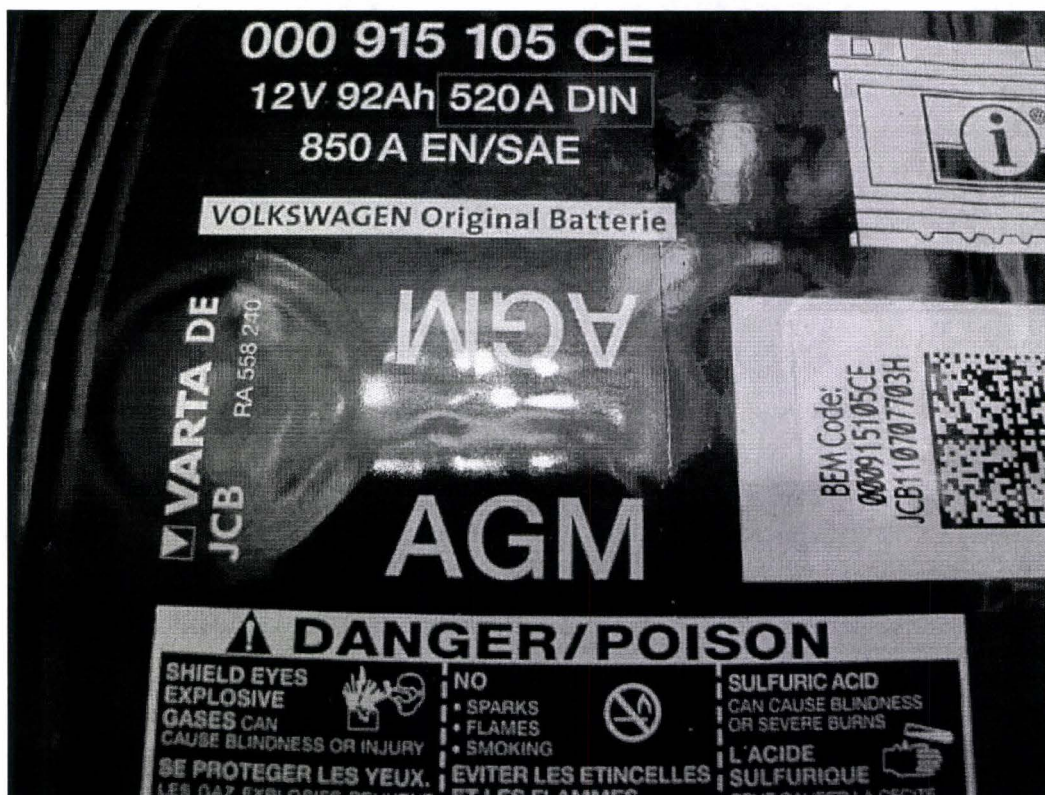


Figure 1a

1.Procedure Mandate: All tests carried out on OE main system batteries using the Midtronic battery tester (part number WT 10103) must be performed with the SELECT INPUT set to DIN

Detail: Bentley Aftersales recommends the use of DIN standard for battery testing. This enables our results in service to be cross-referenced with the internal tests carried out by our Quality audits and Bentley Manufacturing all of which use the DIN standard

2.Procedure Mandate: All tests carried out on OE main system batteries using the Midtronic battery tester (part number WT 10103) must be performed using a SET RATING figure of 480

Detail: The main system battery may carry one of two labels. These will either designate the battery as a 480 A DIN or as a 520 A DIN (see Figure 1and 1a).

All Bentley OE batteries fitted as main system units are rated a 480 A DIN irrespective of the detail printed on the label. There is no physical or chemical difference between the two batteries the change of label to 520 A DIN was done to meet an internal business requirement

Therefore any OE battery fitted and designated as the main system battery must, for testing purposes, be treated as a 480 A DIN unit (see table A).

	Continental and Flying Spur Main System Battery left hand side	Continental and Flying Spur Starter Battery right hand side
SELECT TEST	IN-VEHICLE	IN-VEHICLE
BATTERY TYPE	AGM	Regular

TESTING AT	BATTERY POST	BATTERY POST
SELECT INPUT	DIN	DIN
DIN rating shown on label	480 A or 520 A	280
SET RATING	Always set to 480 A (DIN)	280

Table A

3.Procedure Mandate: All tests performed on OE main system batteries using the Midtronic battery tester (part number WT 10103) must be done with the tester set to 'IN-VEHICLE'

Detail: Using the setting 'In vehicle' has been found to be the most accurate method of assessing the true battery condition. For this test BOTH leads should be connected to the battery when testing.