



Connection offline

Field campaign

Topic	Battery monitor control unit – software update (SC13/21)
Market area	Worldwide Bentley (1WBE)
Brand	Bentley
Transaction No.	2035952/2
Campaign number	E798
Note	
Type	Workshop Campaign
US code	

Vehicle data

Continental range and Spur 12MY onwards

Sales types

Type	MY	Brand	Designation	Engine code	Gearbox code	Final drive code
3931*	2012	E		*	*	*
3931*	2013	E		*	*	*
3931*	2014	E		*	*	*
3932*	2012	E		*	*	*
3932*	2013	E		*	*	*
3932*	2014	E		*	*	*
3941*	2012	E		*	*	*
3941*	2013	E		*	*	*
3942*	2012	E		*	*	*
3942*	2013	E		*	*	*
3942*	2014	E		*	*	*
3W2*	2012	E		*	*	*
3W2*	2013	E		*	*	*
3W7*	2012	E		*	*	*
3W7*	2013	E		*	*	*
3W7*	2014	E		*	*	*
3W8*	2012	E		*	*	*
4W21*	2014	E		*	*	*

Chassis numbers

Manufacturer	Filler	Type	Filler	MY	Factory	From	To	Prod from	Prod to
SCB	***	**	*	*	*	000001	090231		


Control units

Diagnostic address	Software part number	Software version	Hardware part number	Hardware version

71 - Battery Charger	3W3.915.181.A	0540	3W3.915.181.A	H04
-------------------------	---------------	------	---------------	-----

Documents

Document name
master.xml
master.doc

 Connection offline

Workshop Campaign E798

Transaction No.: 2035952/2

Battery monitor control unit – software update (SC13/21)

Notes

 Repair instructions

Technical background

The threshold for a voltage monitor diagnostic within the battery monitor control unit (J367) has been found to be too sensitive. If this diagnostic is triggered powertrain CAN activity is restricted resulting in reduced functionality of the park brake release switch



IMPORTANT: Before carrying out this Campaign it is essential to check the part number of the Battery Monitor Control Module. In the event the part number of the unit is found to be 3W3 915 181 this procedure cannot be actioned. The Battery Monitor Control Module will require replacing with either 3W3 915 181A or 3W3 915 181B.

If the control module requires replacing run the Guided Function: "71 - Replace control module"

On completion of the module replacement or the Campaign software update apply a blue campaign completion mark to the boot mounted fuse box adjacent to the main system battery negative post (see Figure 10)

Claim campaign completion warranty time as detailed in the Warranty accounting instruction. Labour time for the control module replacement must be submitted on the same claim.

Remedy

Revised software has been developed and introduced from VIN SCBEA5ZAXEC090231. This software can be loaded into the control unit by using the attached Software Version Management (SVM) code via the SVM system

Customer notification

Customers do not need to be informed directly of this campaign. Please ensure that all affected vehicles are checked and repaired during a service visit. You should also inform your new and used car sales department so that the vehicles affected can be checked and, if necessary, repaired immediately (and not just before sale)

Warranty accounting instructions

For first generation Continental family, ie Supersports, Speed and Continental Flying Spur derivatives

Warranty Type 710 or 910

Labour Operation Code 01 29 00 43

Damage Service Number E798

Damage Code 00 66

Criteria ID 01

Time 50 TU

For New Continental family and Flying Spur

Warranty Type 710 or 910
Labour Operation Code 01 29 00 05
Damage Service Number E798
Damage Code 00 66
Criteria ID 01
Time 50 TU

Time to replace the Battery Monitor Control Module if required as detailed in Technical Background section – This should be claimed on the same warranty claim as the procedure detailed in the Work section for the software update as an additional labour line coded as listed below

For first generation Continental family, ie Supersports, Speed and Continental Flying Spur derivatives

Labour Operation Code 27 08 19 00
Time 50 TU

For New Continental family

Labour Operation Code 27 08 19 00
Time 40 TU

For Flying Spur

Labour Operation Code 27 08 19 00
Time 60 TU

Genuine parts

Parts supply

N/A

Parts despatch control

N/A

Repair instructions



Technical background

The threshold for a voltage monitor diagnostic within the battery monitor control unit (J367) has been found to be too sensitive. If this diagnostic is triggered powertrain CAN activity is restricted resulting in reduced functionality of the park brake release switch



IMPORTANT: Before carrying out this Campaign it is essential to check the part number of the Battery Monitor Control Module. In the event the part number of the unit is found to be 3W3 915 181 this procedure cannot be actioned. The Battery Monitor Control Module will require replacing with either 3W3 915 181A or 3W3 915 181B.

If the control module requires replacing run the Guided Function: "71 - Replace control module"

On completion of the module replacement or the Campaign software update apply a blue campaign completion mark to the boot mounted fuse box adjacent to the main system battery negative post (see Figure 10)


Claim campaign completion warranty time as detailed in the Warranty accounting instruction. Labour time for the control module replacement must be submitted on the same claim.

Check

If the vehicle is not already listed as repaired in the 'Repair History' (ElsaPro), check the vehicle for the campaign identification mark, (see Figure 10), if this is not visible carry out the required work in accordance with these instructions

Genuine parts

Work

1. Ensure a suitable battery charger is correctly connected to the vehicle electrical system for the duration of this procedure
2. Connect the Bentley diagnostic tool VAS 5052A or later approved equipment, to the vehicle On Board Diagnostic (OBD) socket
3. From the VAS diagnostic tool main desktop select Offboard Diagnostic Information System 

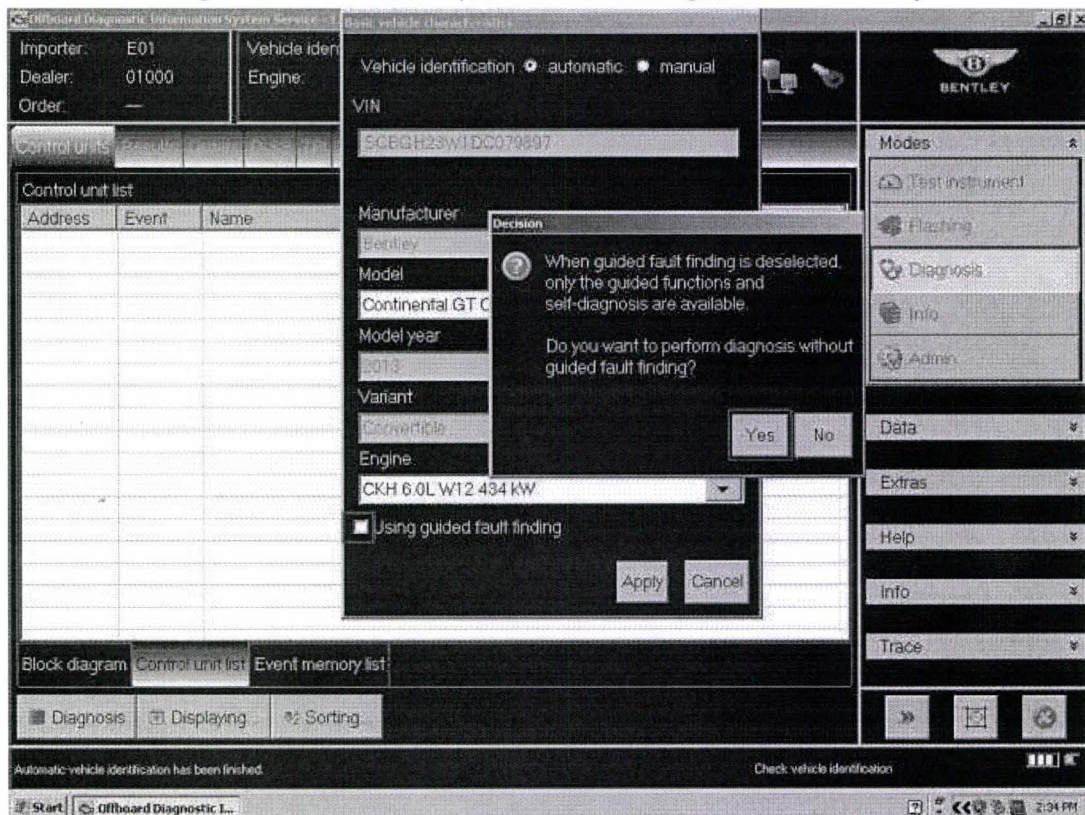


Figure 1

4. Switch on ignition
5. Select – Start diagnosis

6. Select – Model / Engine
7. Deselect Guided Fault Finding – remove tick from *Using guided fault finding* option – then select *Yes* at pop-up and *Apply* (see Figure 1)

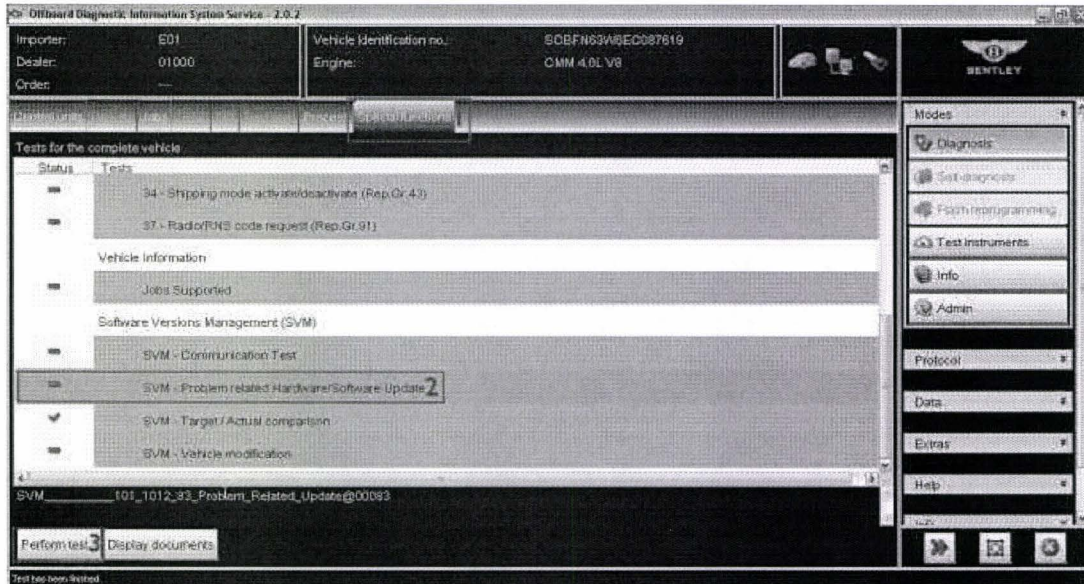


Figure 2

8. Select *Special functions* (1), Select *SVM – Problem related Hardware/Software Update* (2), Select *Perform test* (3) (see Figure 2)

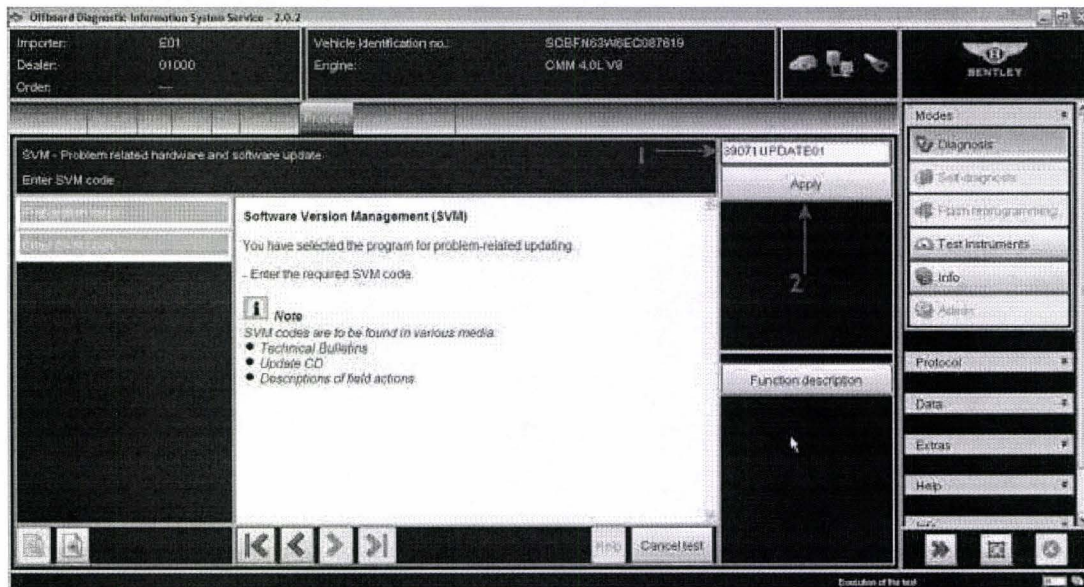


Figure 3

9. At SVM process screen reference the table below and enter the specific SVM code for the vehicle being worked and then *Apply* (2)

Vehicle type	SVM code to be used
Flying Spur	4W071UPDATE01
New Continental family	39071UPDATE01
Series one Continental family I.e. Supersports, Speed and Continental Flying Spur derivatives	3W071UPDATE01

10. Check you have entered the correct SVM code and select *Yes*

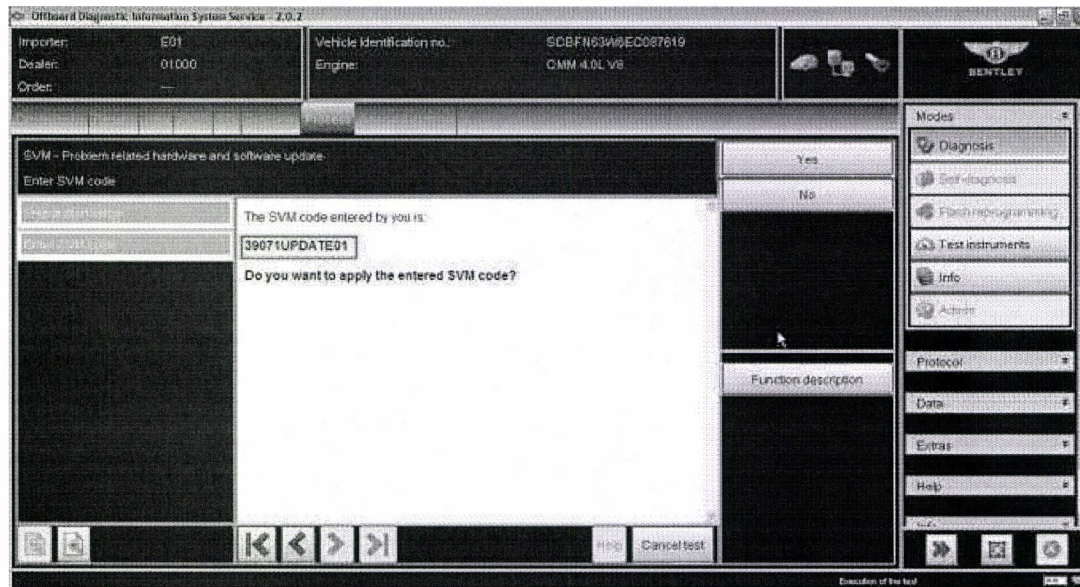


Figure 4

11. Ensure adequate vehicle battery voltage is maintained. Ensure you are connected to your on – line network – Broadband. Use a hardwire connection for software updates Bluetooth connections are not advised. If prompted enter your global user ID and password
12. Follow the on screen prompts to continue through the procedure

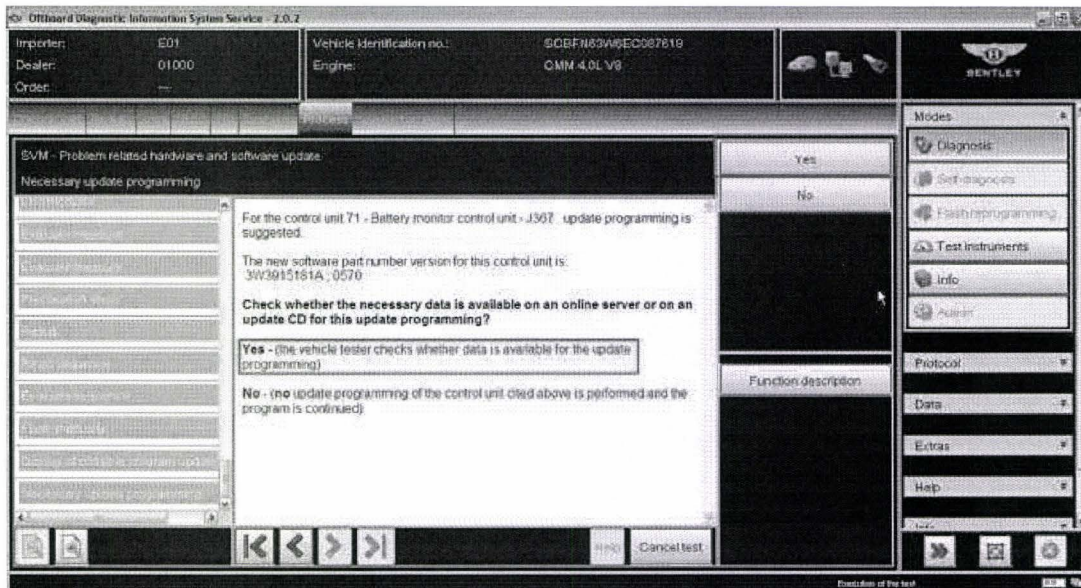


Figure 5

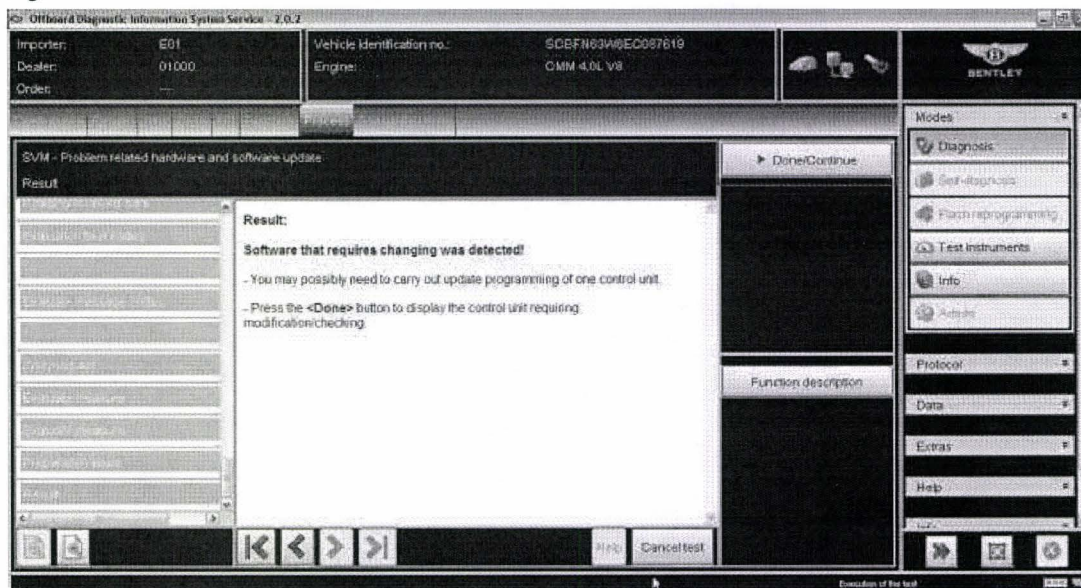


Figure 6

- Once software is detected select *Done/Continue*

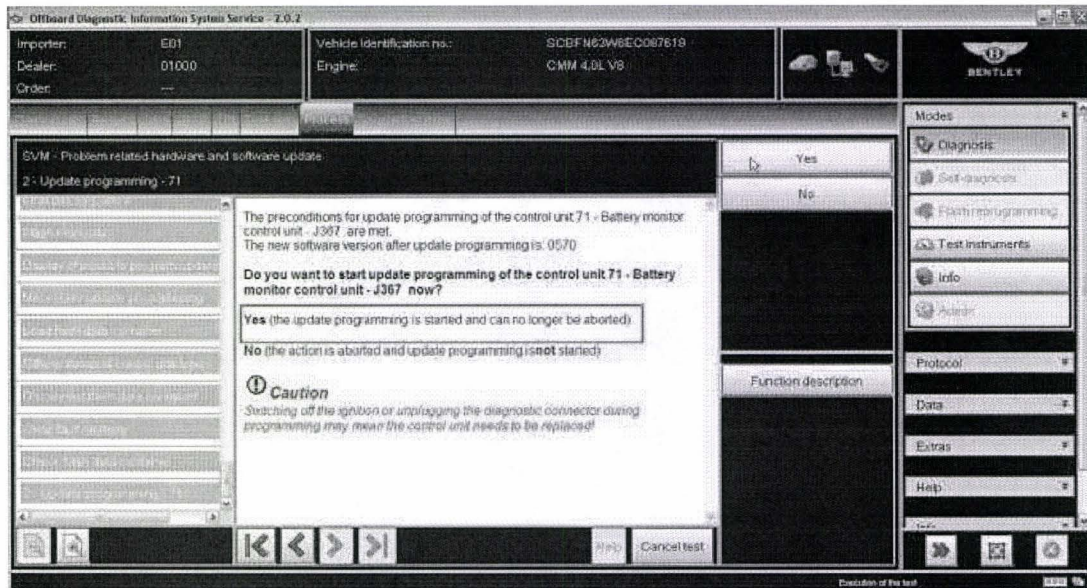


Figure 7

14. Select *Yes* to update Battery monitor control unit, a progress bar will be displayed during the update

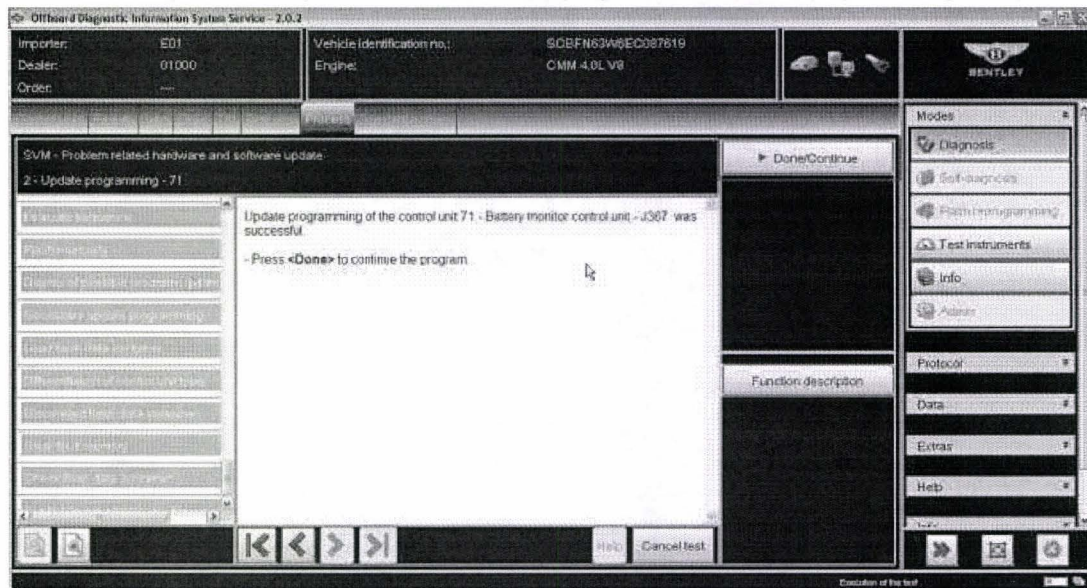


Figure 8

15. Once Done/Continue is selected at the successful programming screen then you are prompted to perform an ignition off/on cycle, to do this: FIRST press Done/Continue then at prompt turn ignition OFF, press Done/Continue then at prompt turn ignition ON
16. When statement *Calibration required changing was detected!* is displayed press Done/Continue and follow on screen prompts to enable the calibration program to run to end and then *Exit* diagnostics
17. Use *Guided Fault Finding* in Offboard Diagnostic Information System to carry out a complete diagnostic sweep of the vehicle, clearing any fault codes generated as a result of performing this campaign. NOTE: Due to the fault codes induced as a result of this software update the vehicle ignition status will visible to the VAS tester during this initial guided fault finding control module sweep therefore click continue at ignitions status prompts.

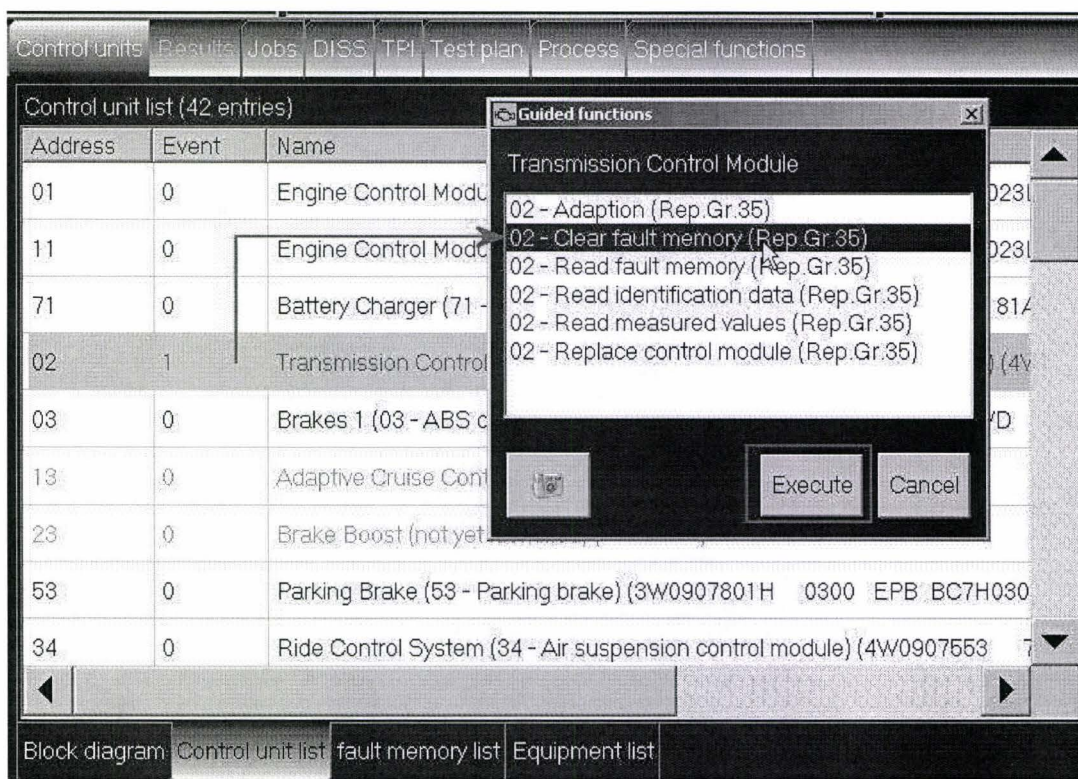


Figure 9

18. NOTE 2: It is possible that an engine or transmission fault code may require guided fault finding to be used directly in that specific control module to clear the fault code (see Figure 9)
19. On completion apply a blue campaign completion mark (see Figure 10)

Identification



Figure 10

On completion apply a blue campaign completion mark to the boot mounted fuse box adjacent to the main system battery negative post (see Figure 10)

 Repair instructions  Notes