# Technical product information

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|---|---|
| **Topic** | New Continental GT & GTC - Check Engine Lamp - Fuel Pressure Regulation |
| **Market area** | Bentley: worldwide (2WBE) |
| **Brand** | Bentley |
| **Transaction No.** | 2058862/2 |
| **Level** | EH |
| **Status** | Approval |
| **Release date** | |

**New customer code**

| Object of complaint | Complaint type | Position |
|---|---|---|
| information, navigation, communication, entertainment -> symbolic fault indicators -> fault indicator for fuel system | functionality -> activates | |
| engine -> performance control | functionality | |
| information, navigation, communication, entertainment -> symbolic fault indicators -> emission control system fault indicator | functionality -> activates | |
| whole vehicle -> integrity of information and control systems | control units, services | |
| engine -> engine operation | functionality | |
| engine -> emission control | control units, services | |
| engine -> fuel supply | functionality | |
| engine -> operation, engine control | functionality | |

**New workshop code**

| Object of complaint | Complaint type | Position |
|---|---|---|
| engine -> fuel supply -> low-pressure fuel pump (tank) | functionality -> uneven | |
| engine -> fuel supply -> fuel pump control unit (low pressure) | control units, services -> with event log entry | |

# Vehicle data

## New Continental GT

**Sales types**

| Type | MY | Brand | Designation | Engine code | Gearbox code | Final drive code |
|---|---|---|---|---|---|---|
| 3S32CB | 2020 | E | Cont GT(MSB) BY634 404/V8 8AG | CVDA | TPT | RVC |
| 3S32CB | 2020 | E | Cont GT(MSB) BY634 404/V8 8AG | CVDA | UPC | TFM |
| 3S32CB | 2020 | E | Cont GT(MSB) BY634 404/V8 8AG | CVDA | TUP | TFM |
| 3S32CB | 2020 | E | Cont GT(MSB) BY634 404/V8 8AG | CVDA | TUP | RVC |

## New Continental GTC

**Sales types**

| Type | MY | Brand | Designation | Engine code | Gearbox code | Final drive code |
|---|---|---|---|---|---|---|
| 3S42CB | 2020 | E | Cont GTC(MSB)BY635 404/V8 8AG | CVDA | TPT | RVC |
| 3S42CB | 2020 | E | Cont GTC(MSB)BY635 404/V8 8AG | CVDA | UPC | TFM |
| 3S42CB | 2020 | E | Cont GTC(MSB)BY635 404/V8 8AG | CVDA | TUP | TFM |
| 3S42CB | 2020 | E | Cont GTC(MSB)BY635 404/V8 8AG | CVDA | TUP | RVC |

# Documents

| Document name |
|---|
| master.xml |
| measurement.pdf |

## Customer statement / workshop findings

Check Engine Lamp illuminated on Driver Instrument Panel (DIP)

One or more of the following Diagnostic Trouble Codes (DTC's) stored within the Engine Control Unit.

- *P014800 - Fuel Delivery Error*
- *P310B00 - Fuel Rail Pressure regulation Fuel Pressure Outside specification*
- *P019100 - Fuel Rail Pressure Sensor "A" Circuit Range / Performance*
- *P018B00 - Fuel Pressure Sensor "B" Circuit Range / Performance*
- *Various "Misfire" DTC's*

## Technical background

With symptoms of "Check Engine Lamp Illumination", "Poor Engine Running - *Misfires*" accompanied with one or more of the listed DTC's, proceed to follow the information contained within the "*Measure*" section.

## Production change

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## Measure

If not already done, raise a DISS query.

- Check the recorded "Low fuel pressure, specified value" and "Fuel low pressure, actual value" within the *Event memory*, refer to Engine Control Unit "01 – Engine Control Module 1". From "Extended ambient conditions" note the values of the "Low fuel pressure, specified value" and "Fuel low pressure, actual value" – figure 1.

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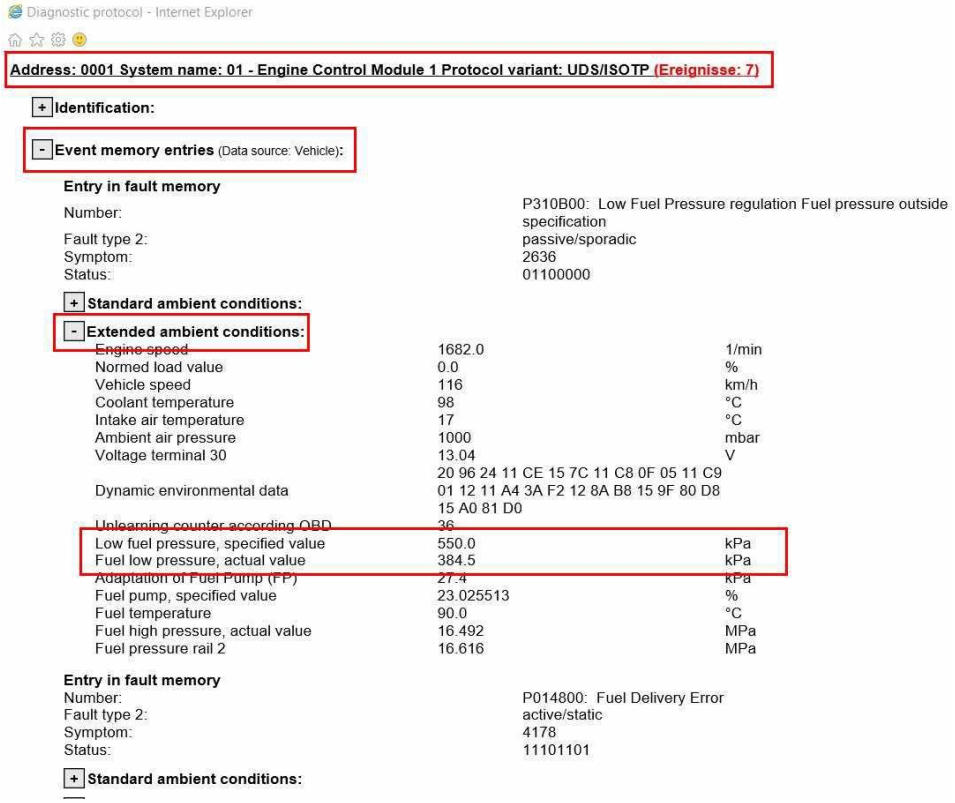
Note: P014800 - Fuel Delivery Error DTC does not contain the "Low fuel pressure, specified value" and "Fuel low pressure, actual value" freeze frame data.


Diagnostic protocol - Internet Explorer

**Address: 0001 System name: 01 - Engine Control Module 1 Protocol variant: UDS/ISOTP (Ereignisse: 7)**

**+ Identification:**

**- Event memory entries** (Data source: Vehicle):

**Entry in fault memory**

| | |
|---|---|
| Number: | P310B00: Low Fuel Pressure regulation Fuel pressure outside specification |
| Fault type 2: | passive/sporadic |
| Symptom: | 2636 |
| Status: | 01100000 |

**+ Standard ambient conditions:**

**- Extended ambient conditions:**

| | | |
|---|---|---|
| Engine speed | 1682.0 | 1/min |
| Normed load value | 0.0 | % |
| Vehicle speed | 116 | km/h |
| Coolant temperature | 98 | °C |
| Intake air temperature | 17 | °C |
| Ambient air pressure | 1000 | mbar |
| Voltage terminal 30 | 13.04 | V |
| Dynamic environmental data | 20 96 24 11 CE 15 7C 11 C8 0F 05 11 C9 01 12 11 A4 3A F2 12 8A B8 15 9F 80 D8 15 A0 81 D0 | |
| Unlearning counter according OBD | 36 | |
| Low fuel pressure, specified value | 550.0 | kPa |
| Fuel low pressure, actual value | 384.5 | kPa |
| Adaptation of Fuel Pump (FP) | 27.4 | kPa |
| Fuel pump, specified value | 23.025513 | % |
| Fuel temperature | 90.0 | °C |
| Fuel high pressure, actual value | 16.492 | MPa |
| Fuel pressure rail 2 | 16.616 | MPa |

**Entry in fault memory**

| | |
|---|---|
| Number: | P014800: Fuel Delivery Error |
| Fault type 2: | active/static |
| Symptom: | 4178 |
| Status: | 11101101 |

**+ Standard ambient conditions:**

Figure 1

- Record the *"Low fuel pressure, specified value"* and *"Fuel low pressure, actual value"* from the *Event memory* on the DISS query.

Add the following results / information to the DISS query.

- Attach a current diagnostic log to the DISS query.

- Referencing the *Measurement* document attached, for each of the listed Electronic Control Units record the values listed, in addition record all available fuel pressure measurements, add the completed list to the DISS query.
- Gather as much information on the Customer experience when the issue arose, such as*, Pre-conditions*, *warning lights and driveability at time issue occurred*, *when the vehicle was last refuelled*.
- Record fuel tank level.
- Using ODIS *Measured val*ues check low fuel pressure when the vehicle is starting or idling – this should normally be 400 – 800 kPa.
- Check the fuel system pressure at the fuel tank outlet with a pressure gauge, this figure should be the same as the figure measured with ODIS or approximately 100 kPa lower if the gauge is relative to atmospheric pressure.
- After switching the engine off the pressure within the fuel system should remain at 400 kPa or above for at least ten minutes.
- Carry out visual inspection of Fuel Pump ECU earth point. Check for debris, cleanliness and tightness of earth nut. Record findings and attach clear photograph(s).
- Check all Fuel Pump ECU connector pins for signs of contamination or damage. Check for any other concern that may lead to poor retention, high resistance or poor connection. Ensure issues noted during this inspection are corrected, reconnect all removed connectors.
- Clear any fault codes that may be present and conduct a short road test, make a note of any fault codes that are logged during the road test.
- The DISS query should be second levelled, a review of all information should be carried out before next steps are advised.
- DISS guidance may advise further analysis of the fuel line check valve status/condition and replacement for analysis.

## Parts information

For the latest part information always refer to the Electronic Parts Catalogue – ETKA.