

Technical product information

Topic	Engine overheating - Warning on the DIP - V8 Kovomo
Market area	Bentley: worldwide (2WBE)
Brand	Bentley
Transaction No.	2061369/3
Level	EH
Status	Approval
Release date	

New customer code

Object of complaint	Complaint type	Position
engine -> cooling, lubrication -> engine coolant temperature control	functionality -> faulty	
engine -> cooling system	functionality	
engine -> cooling system -> engine cooling fan	noise, vibration -> too loud	
lighting system, signalling -> sound signals -> "coolant level" acoustic warning	functionality -> activates	

Vehicle data

Bentayga - New Continental GT/C and New Flying Spur

Sales types

Type	MY	Brand	Designation	Engine code	Gearbox code	Final drive code
3S32CB	2020	E		*	*	*
3S32CB	2021	E		*	*	*
3S32CB	2022	E		*	*	*
3S42CB	2020	E		*	*	*
3S42CB	2021	E		*	*	*
3S42CB	2022	E		*	*	*
4V14D9	2018	E		*	*	*
4V14D9	2019	E		*	*	*
4V14D9	2020	E		*	*	*
4V14D9	2021	E		*	*	*
4V14D9	2022	E		*	*	*
ZG22CB	2020	E		*	*	*
ZG22CB	2021	E		*	*	*
ZG22CB	2022	E		*	*	*

Documents

Document name
master.xml

Customer statement / workshop findings

- Customer reports an engine overheat warning on the DIP
- Engine overheats
- Unusual cooling fan operation at high temperatures
- There are no signs of coolant leaks both internally or externally

Technical background

To heat the engine as quickly as possible during cold starting, delivery of coolant from the coolant pump is interrupted in the warm-up phase by the solenoid valve for the mechanical coolant pump

For illustration purposes only:

Figure 1 Shows the Bentayga Solenoid (Arrow)

Figure 2 Shows the New Continental GT/ GTC and Flying Spur solenoid (Arrow)

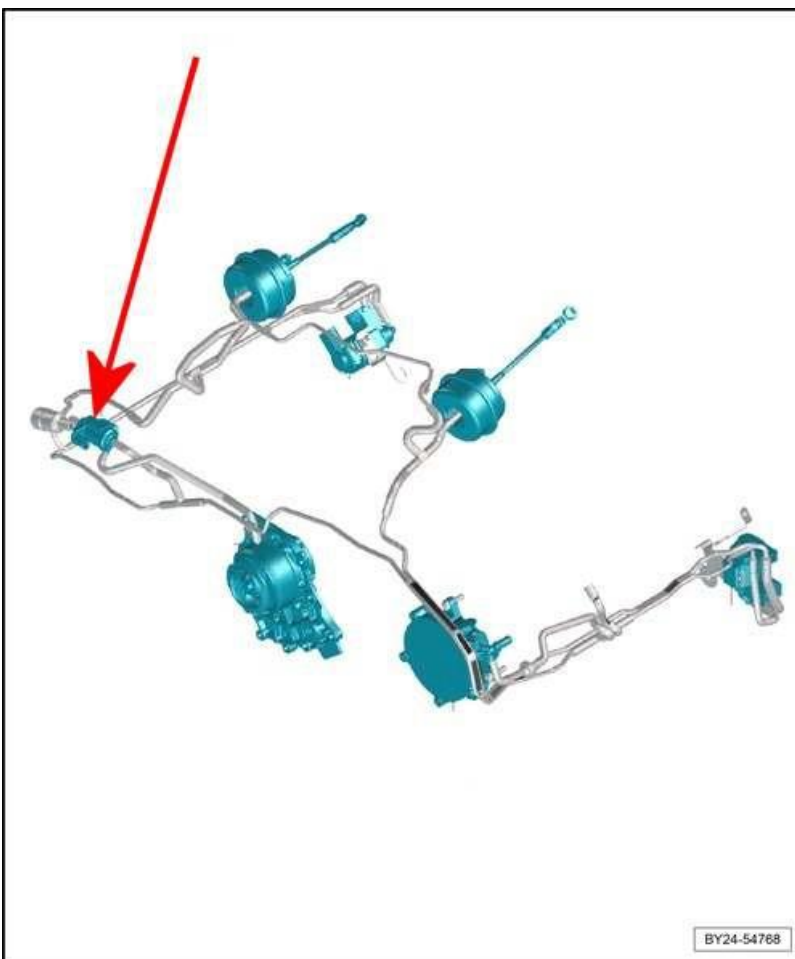


Figure 1

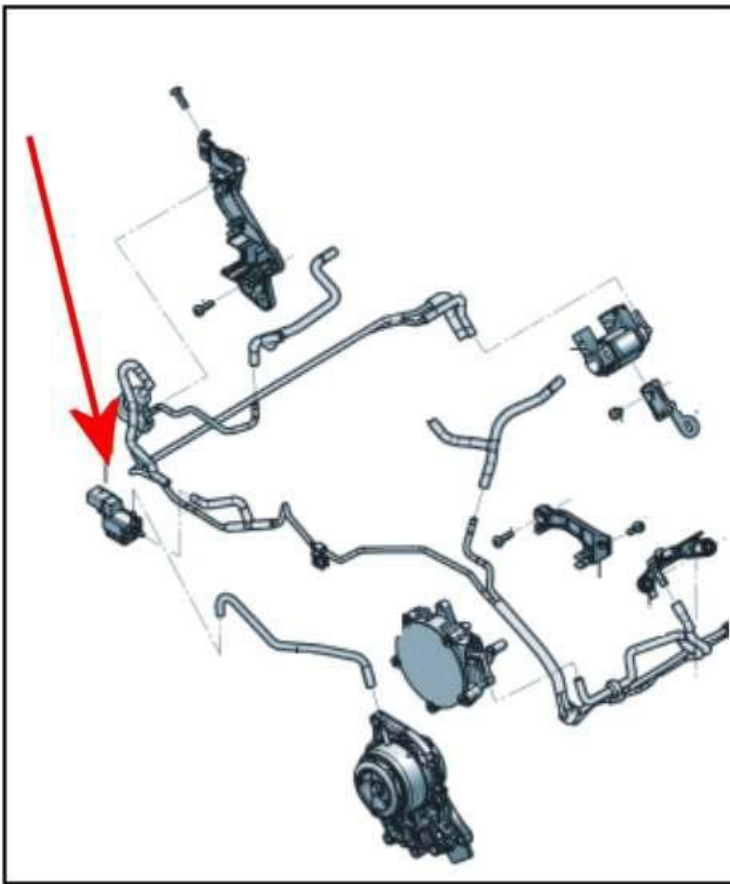


Figure 2

The solenoid is designed to cut off the vacuum supply to the coolant pump when the engine reaches the maximum temperature, the vacuum cut off allows the engine to start circulating coolant by retracting a sleeve which is situated around the coolant pump impeller.

When the solenoid is at fault (sticking open) the vacuum supply is constant, this allows the sleeve to stay in position around the impeller which leads to the symptoms described within the Customer statement/Workshop findings section of this TPI

Production change

Not applicable

Measure

1) Check and confirm the solenoid valve is sticking open and supplying a constant vacuum

TIP: Use a Mityvac or similar vacuum tool to check and confirm there are no vacuum related issues/leaks present within the system

Should the symptom be as described and there is no issues with the vacuum system other than a constant vacuum being supplied to the coolant pump the solenoid is at fault and must be replaced

2) The gain access to the solenoid - Remove the right hand engine side cover – Rep.Gr 10

- Disconnect the vacuum hoses and electrical connection
- Replace the solenoid
- Reconnect the vacuum hoses and electrical connection
- Refit the right hand engine cover

Should the symptom be as described and there is no issues with the vacuum system other than a constant vacuum being supplied to the coolant pump the solenoid is at fault and must be replaced

Warranty accounting instructions

Warranty type 110 or 910

Damage service number 21 69

Damage code 00 17

Labour

Labour operation code 21 69 19 22 (Use 99 index until 06/05/21)

Time 30 TU

Parts information

New Continental GT/GTC and Flying Spur

Description	Part number	Quantity
Solenoid valve	06H 906 283B	1

Bentayga

Description	Part number	Quantity
Solenoid valve	7PP 906 283F	1