Technical Service Bulletin

Topic	DTC P057300 within the ECM(s) | Continental GT/GTC/Flying Spur | V8 Kovomo & W12 | 24 MY
Market area	United States E05 Bentley USA and rest America (6E05)
Brand	Bentley
Transaction No.	2075419/2
Level	EH
Status	Released for publishing
Release date	May 8, 2025

Diagnostic trouble codes

Diagnostic address	Diagnostic trouble code	Fault symptom	Storage state
0001 - Engine electronics	P057300: Brake Switch "A" Circuit High		Intermittent
0001 - Engine electronics	P057300: Brake Switch "A" Circuit High		static

New customer code

Object of complaint	Complaint type	Position
engine -> emissions control	control modules, services	

Vehicle data

V8 Kovomo and W12 engine derivatives

Sales types

Type	MY	Brand	Designation	Engine code	Gearbox code	Final drive code
3S31EB	2024	E		*	*	*
3S32CB	2024	E		*	*	*
3S34CB	2024	E		*	*	*
3S41EB	2024	E		*	*	*
3S42CB	2024	E		*	*	*
3S44CB	2024	E		*	*	*
ZG21BB	2024	E		*	*	*
ZG24CB	2024	E		*	*	*
ZG26BB	2024	E		*	*	*

Documents

Document name
master.xml

Condition

The following symptoms may be evident

- Engine warning light evident within the DIP along with Drive system warning / safeguard warning in the DIP

- DTC P057300: Brake Switch "A" Circuit High evident within the Engine Control Module(s)

Technical Background

In the event the symptoms are as described the operative should ask driver of the vehicle the questions within the Measure section (Section 1)

The operative must also conduct the brake pedal measurement procedure (Section 2)

Once Section 1 and Section 2 are complete the operative must attach all required information to a new or existing DISS query

Revision History

2075419/2 - Modification to add an extra to the measure section, ensuring measured values are correct. Information for product support added – instructed to refer to internal TPI for SVM codes.

Production Solution

Under investigation

Service

NOTICE

The operative must ask the driver the following questions

Section 1 - Questions

Question 1

Is the vehicle specified with Iron Or Carbon ceramic brakes (CSIC)?

YES

Comments:

NO

Comments:

Question 2

Does the driver use the two footed driving method (left foot on brake / right foot on accelerator)

YES

Comments:

NO

Comments:

Question 3

Does the driver rest there left foot on the brake pedal whilst driving?

YES

Comments:

NO

Comments:

Question 4

When did the engine light - Drive system warning or safeguard warning light illuminate?

For example:

- After starting the vehicle from cold?

YES

Comments:

NO

Comments:

Question 5

Did the engine light - Drive system warning or safeguard warning light illuminate

after a drive cycle (engine at operating temperature)?

YES

Comments:

NO

Comments:

Question 6

Did the engine light - Drive system warning or safeguard warning light illuminate whilst the vehicle was in slow moving traffic (vehicle stopping and starting)?

YES

Comments:

NO

Comments:

Question 7

Did the engine light - Drive system warning or safeguard warning light illuminate whilst driving on the motorway?

YES

Comments:

NO

Comments:

Question 8

Was ACC activated when the engine light - Drive system warning or safeguard warning light illuminated?

YES

Comments:

NO

Comments:

Question 9

Did the engine light - Drive system warning or safeguard warning light illuminate whilst manoeuvring the vehicle at slow speed?

YES

Comments:

NO

Comments:

Question 10

Did the engine light - Drive system warning or safeguard warning light illuminate shortly after braking occurred via the foot or ACC if active

YES

Comments:

NO

Comments:

NOTICE

The operative MUST now conduct Section 2

Section 2 - Brake pedal travel measurement procedure

Capture the following measured values with the engine running.

- IDE02211 Brake pressure [$2b21]
- IDE07904 Brake test switch status
- IDE07905 Brake light switch status [$44BD]

Perform an XML trace as per TPI 2071131 and attach with new or existing DISS query.

1) Connect a suitable battery charger - Refer to Rep.Gr 27

- Connect a suitable diagnostic machine with ODIS capability
- Select and run Guided fault finding
- Select the Measured values from the engine control module (Figure 1)

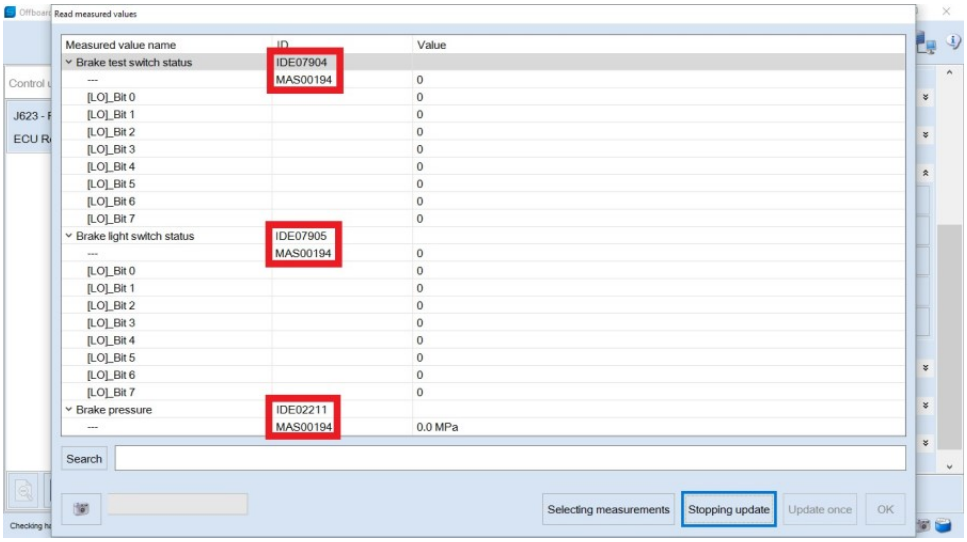

Figure 1

2) Referring to Figure 2 - Use suitable adhesive backed tape - Stick / adhere WT 10084 to the footrest at the location shown

HINT: The specification of the footrest and brake pedal may be different than shown in Figure 2, the operative must ensure the given measurements are used regardless of specification

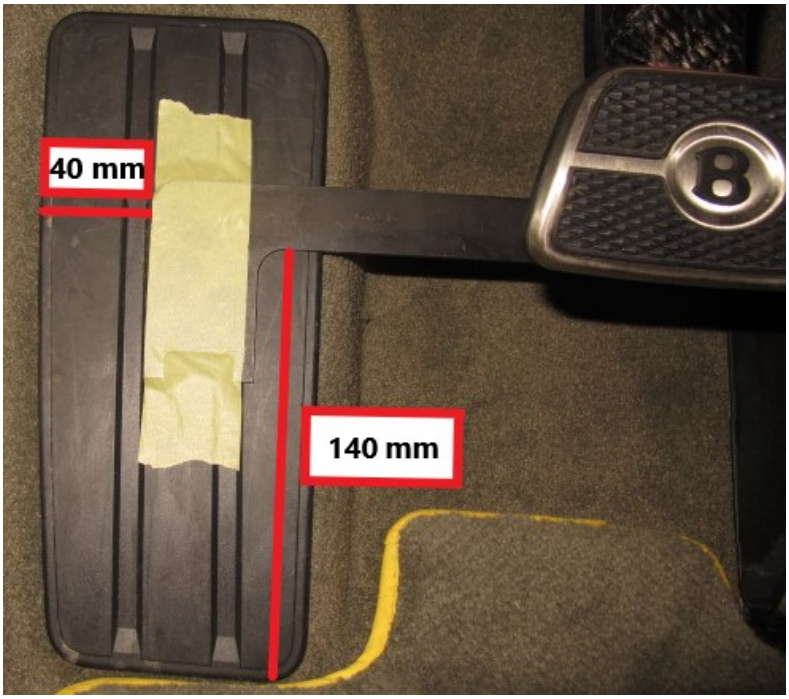

Figure 2

3) Position a steel rule as shown in Figure 3 ensuring the rule is positioned as shown

Point A - Tip of the rule positioned against the carpet

Point B - Upper edge of the rule positioned against the lower edge of WT 10084

Point C - Upper edge of the rule positioned against the lower edge of the brake pedal

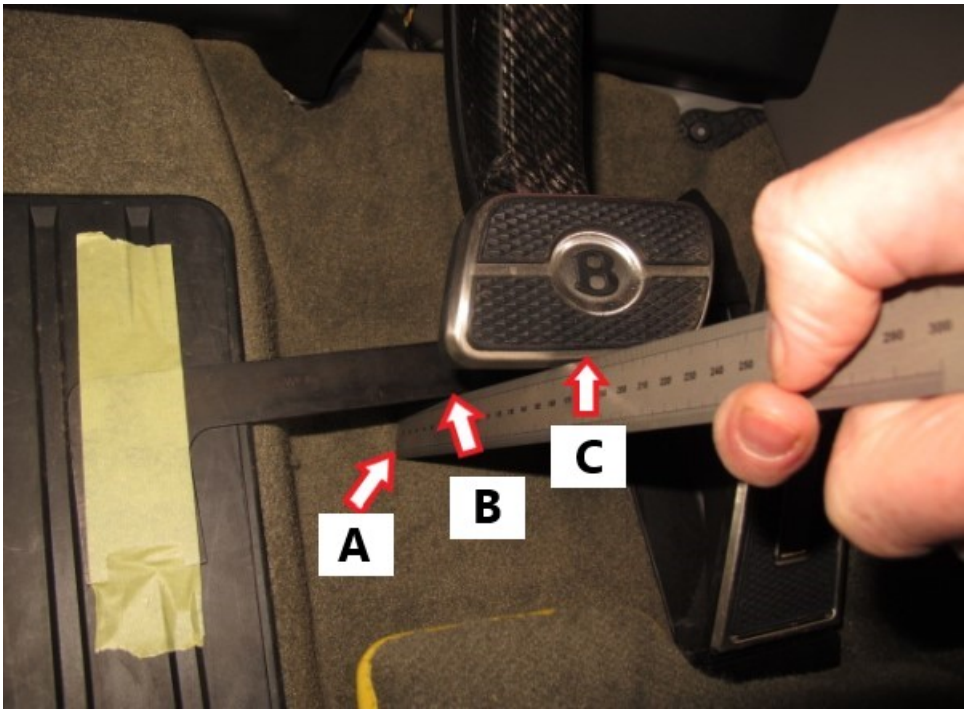

Figure 3

CAUTION

Before conducting step 4 the operative must ensure the parking brake is applied, the vehicle must be parked in a well ventilated area Or suitable exhaust extraction equipment must be used

4) Start the engine and allow the engine to idle

CAUTION

An extra operative is required whilst conducting Steps 6 and 7

The first operative should operate / measure the brake pedal travel as instructed whilst the second operative monitors the applicable brake switch Measured values

5) Referring to Figure 4 - Ensure the brake pedal is in its neutral position (not pressed) measure the distance in Millimetres from carpet to the lower edge of the brake pedal

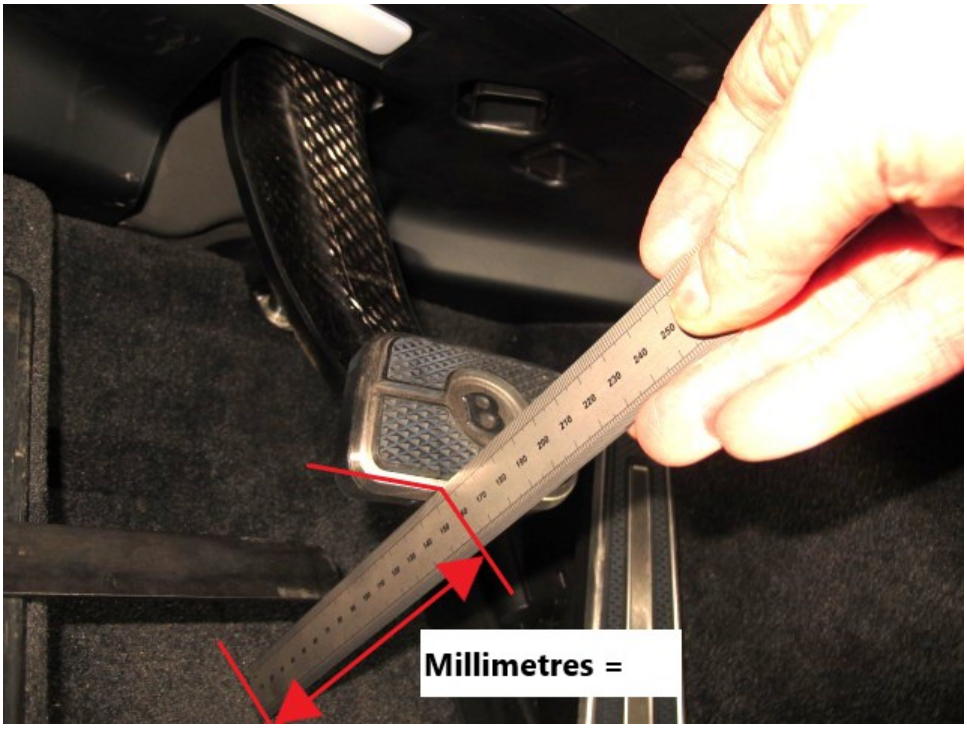

Figure 4

6) Referring to Figure 5 - Ensure the brake pedal is in its neutral position (not pressed)

- Gently press the brake pedal (by hand) until the brake light status of IDE 07905 changes from 0 to 1 (also refer to Figure 6)

- As soon as IDE 07905 changes from 0 to 1 the operative should record / note the measurement of the pedal travel from neutral position (not pressed) to the activation point of IDE 07905 (change from 0 to 1)
- Save and record the brake pressure value in MPa

Hint: The measurement will be required to be logged at the end of the procedure

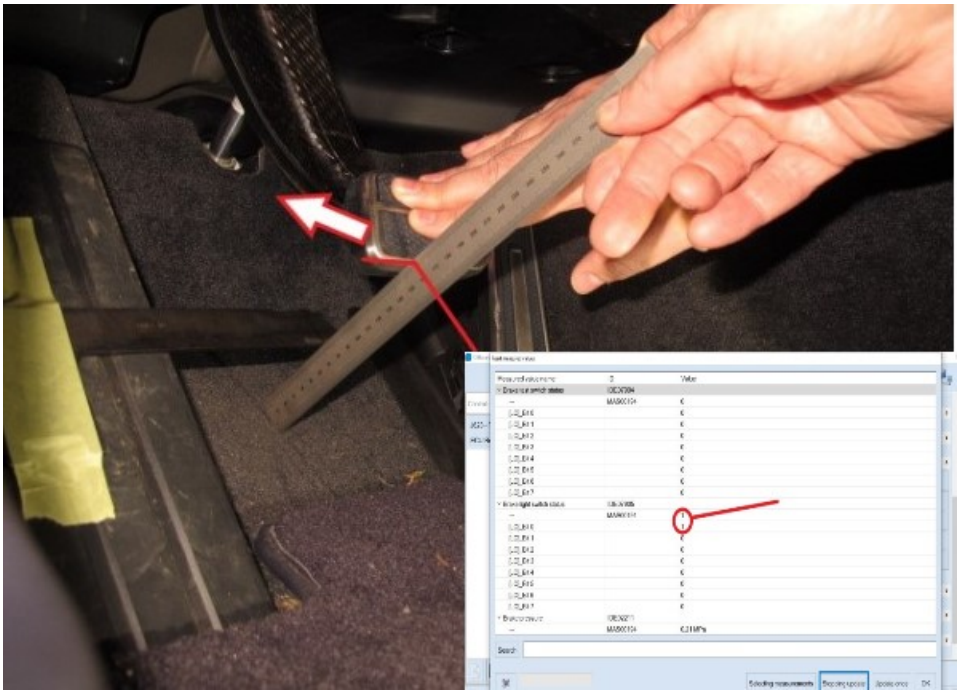

Figure 5

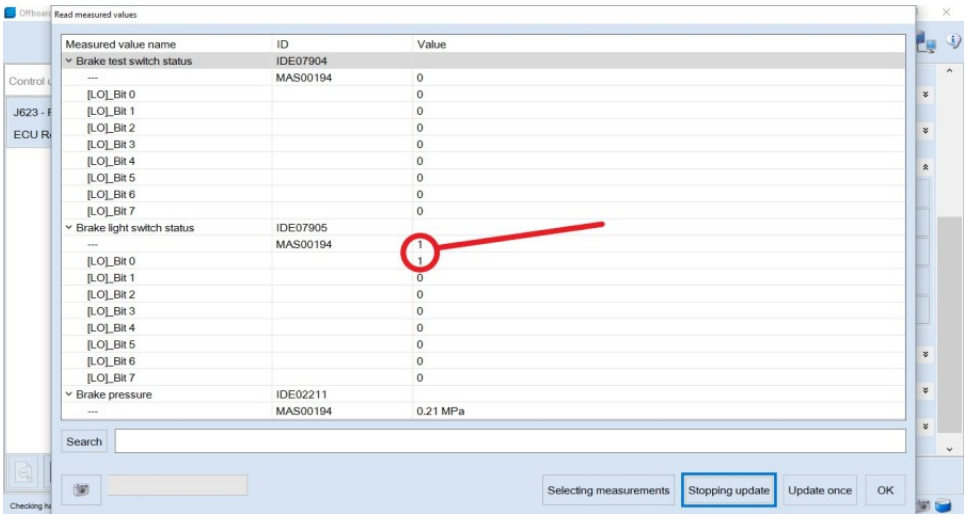

Figure 6

7) Referring to Figure 7 - Gently press the brake pedal further (by hand) until the brake light status of IDE 07904 changes from 0 to 1 (also refer to Figure 8)

- As soon as IDE 07904 changes from 0 to 1 the operative should record / note the measurement of the pedal travel
- Save and record the brake pressure value in MPa

Hint: The measurement will be required to be logged at the end of the procedure

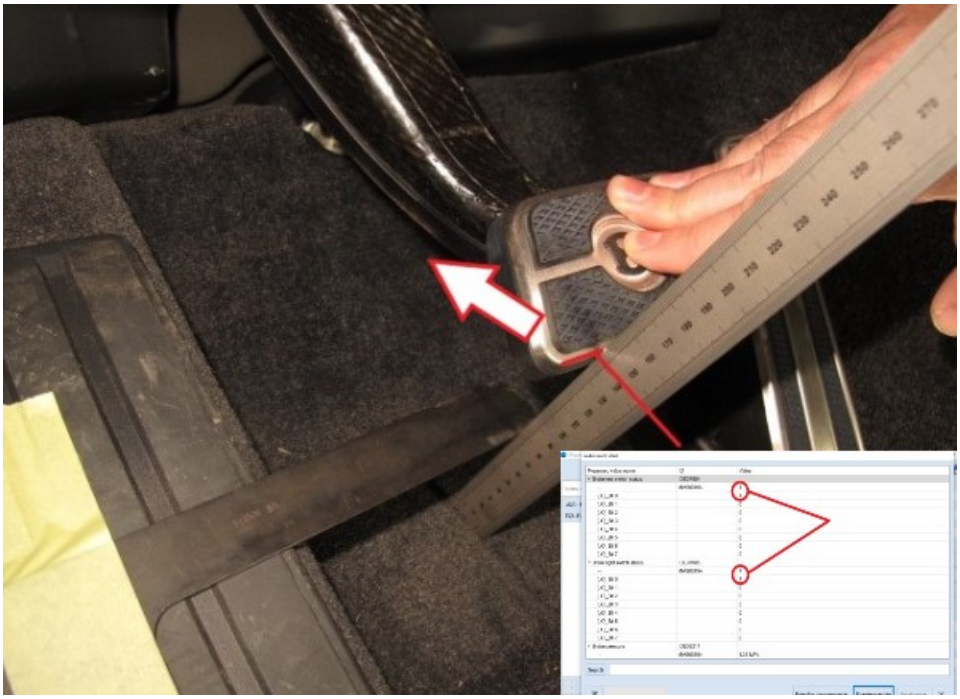

Figure 7

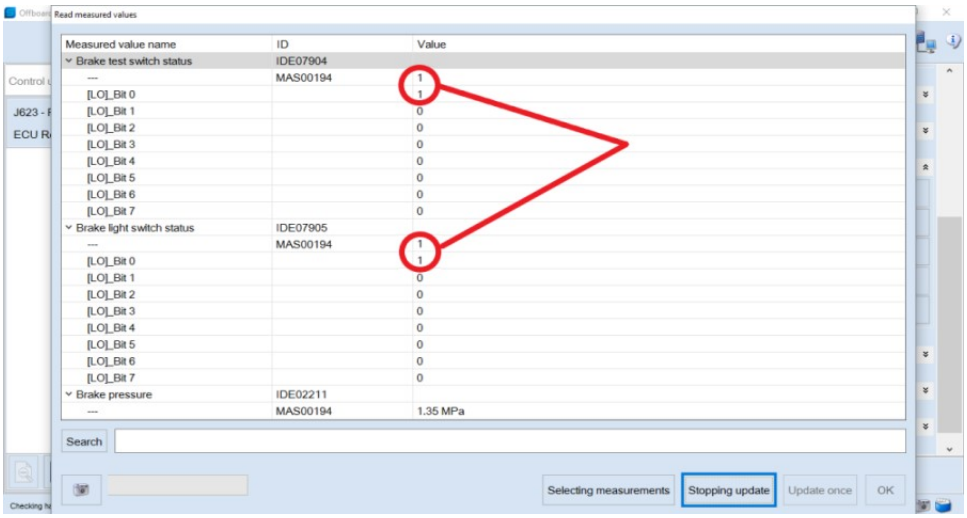

Figure 8

8) Record the measurements in the tables below for Steps 5,6 and 7

Step 5

Brake pedal distance from carpet to brake pedal as Figure 4	Distance in Millimetres =

Step 6

Brake light switch status IDE07905	Travel in Millimetres =
Brake pressure IDE02211	MPa =

Step 7

Brake pedal test switch status IDE07904	Travel in Millimetres =
Brake pressure IDE02211	MPa =

9) Save an online ODIS log online of the diagnostic session and upload the measurements including the brake pressure results as shown in the table above

10) Upload all required information to a new or existing DISS query and await feedback before conducting any further work

Required Switch state change travel Specification

First switch state change travel 10MM +/- 5mm

Second switch state change travel 25MM +/- 5mm

11) If the recorded values are out of specification above, perform a full brake bleed using DOT 4 fluid (VW 501 14 specification)

12) Repeat the previous steps to remeasure the switch activation and pedal travel

13) Confirm that IDE07905 is always changing to a 0 state when the brake pedal is fully released

14) Once the brake measurements are confirmed to be within specifications, 1ST Level DISS support to provide the SVM code, product support refer to TPI 2077366

15) The retailer can now clear and reset engine adaptation by setting readiness code and perform an extended road test and provide a new online diagnostic log

Warranty

Warranty type 110 or 910

Damage service number 46 05

Damage code 00 55

Diagnosis time

Labour operation code	01 50 00 00
Time	As per ODIS log must not exceed 60 TU