Technical Service Bulletin

Topic	Window Drop Glass Operation | Continental GT/GTC |19-24MY
Market area	Bentley: worldwide (2WBE),China 796 VW Import Comp. Ltd (Vico), Beijing (6796)
Brand	Bentley
Transaction No.	2080375/1
Level	EH
Status	Released for publishing
Release date	Jan 20, 2026

Diagnostic trouble codes

Diagnostic address	Diagnostic trouble code	Fault symptom	Storage state
00BB - Rear drivers side door electronics	B148754: Window regulator motor no basic setting		Intermittent
0042 - Driver's door electronics	B148754: Window regulator motor no basic setting		Intermittent
0052 - Passenger's door electronics	B148754: Window regulator motor no basic setting		Intermittent
00BC - Rear passenger side door electronics	B148754: Window regulator motor no basic setting		Intermittent

New customer code

Object of complaint	Complaint type	Position
body attachments and installations -> door opening/closing, window heating -> short stroke door closing	functionality -> no function	left front
body attachments and installations -> door opening/closing, window heating -> short stroke door closing	functionality -> no function	right front
body attachments and installations -> door opening/closing, window heating -> short stroke door closing	functionality -> no function	left rear
body attachments and installations -> door opening/closing, window heating -> automatic window lowering for door opening	functionality -> operation sequence incorrect	right rear
body attachments and installations -> door opening/closing, window heating -> short stroke door closing	functionality -> no function	right rear
body attachments and installations -> door opening/closing, window heating -> automatic window lowering for door opening	functionality -> operation sequence incorrect	left front
body attachments and installations -> door opening/closing, window heating -> automatic window lowering for door opening	functionality -> operation sequence incorrect	left rear

body attachments and installations -> door opening/closing, window heating -> automatic window lowering for door opening	functionality -> operation sequence incorrect	right front

Vehicle data

Continental GT and GTC

Sales types

Type	MY	Brand	Designation	Engine code	Gearbox code	Final drive code
3S3*	2018	E		*	*	*
3S3*	2019	E		*	*	*
3S3*	2020	E		*	*	*
3S3*	2021	E		*	*	*
3S3*	2022	E		*	*	*
3S3*	2023	E		*	*	*
3S3*	2024	E		*	*	*
3S4*	2019	E		*	*	*
3S4*	2020	E		*	*	*
3S4*	2021	E		*	*	*
3S4*	2022	E		*	*	*
3S4*	2023	E		*	*	*
3S4*	2024	E		*	*	*

Documents

Document name
master.xml
retailer_glass_measurement_procedure_gt.pdf
retailer_glass_measurement_procedure_gtc.pdf
retailer_glass_reset_procedure_gt_gtc.pdf

Technical Service Bulletin Transaction No.: **2080375/1**

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Condition

- Incorrect operation / function of the front and / or rear window drop glass
- Front and / or rear drop glass fails to open / close or attempts to close and re-opens once contact has been made between the glass and applicable seal
- DTC for window regulator motor no basic setting B148754 evident within any of the 4 window control modules (diagnostic address 42, 52, BB and BC) for loss of basic settings

Technical Background

IMPORTANT NOTE: Aftermarket window tinting can affect the operation of the windows, please advise customers the onward instructions cannot be applied until the aftermarket tinting is removed

Should the issue still be evident after the instructions within this TPI have been conducted, the operative must raise a new DISS query or respond via the existing DISS query and await feedback before conducting any further work.

The answer to the following question must be included within the DISS query

Did the drop door glass operational issue occur when opening or closing the door?

Or

Whilst operating the applicable window?

NOTICE

NOTE TO PRODUCT SUPPORT: **In the event a DISS query is received with a complaint relating to drop glass operational issues after the instructions within this TPI have been conducted to completion and the issue is still evident, please second level the DISS query to the Body and Trim Senior Engineer and await feedback before responding to the retailer**

Production Solution

The Bentley continuous improvement policy has been implemented within the manufacturing process, the required improvements have been utilised within this TPI

Service

VERY IMPORTANT: To eliminate a repeat repair the instructions within the Measure section and attached PDF instructions must be conducted on the front and rear drop door glass - left and right hand side to completion

ALL steps MUST be conducted (DO NOT IGNORE ANY OF THE STEPS)

ALL STEPS MUST BE CONDUCTED TO COMPLETION IN THE EXACT ORDER SHOWN

1. Referring to Rep.Gr 27 - Carry out a 12 Volt battery test "WARRANTY TEST" or "ORIG. VW-BATT. TEST"

NOTICE

VERY IMPORTANT: Save an image of the battery printout (result) as this will be required to be attached to a new or existing DISS query. Should any issues be evident with the 12 volt battery / system this should be rectified first before proceeding any further VERY IMPORTANT: Do not proceed with the time measurement request instructions unless the battery is confirmed to be within specification (battery test) a 12 volt battery charger must also be installed as per Rep.Gr 27

2. How did the issue occur for the customer?

- Opening / closing the front door
- Operating the window from the master switch pack (driver's door)
- Operating the window from the respective switch pack
- Opening / closing the convertible roof (only applicable for convertibles)

Comments

Section 1 - Door control module identification / update instructions

NOTICE

The control modules should all be at 'D' suffix or all at 'J' suffix, replacement of 'D' level control modules to 'J' level does not fix the problem, replacement of control modules should not be conducted without permission via DISS, in the event the control modules were replaced without permission all applicable Warranty claims will be cancelled

- **In the event that a control module is suspected as being faulty the operative must request permission via DISS before replacing any parts**
- **Do not under any circumstances combine 'D' suffix control modules with 'J' suffix parts all four control modules must all have the same suffix**

Hint: In the event the software is not at the levels shown in Reference table 1,2,3 and 4 the operative must conduct the applicable software updates within Section 1 and / or Section 2 and then conduct Section 3

However

In the event the software is at the correct levels as shown in Reference table 1,2,3 and 4 the operative must conduct Section 3 only

3. Check and if necessary update the applicable door control modules as follows:

CAUTION

Should the control modules NOT be at the latest levels as shown in Reference table 1 and 2 please conduct the two separate software updates within Section 1 and Section 2 to completion before proceeding with Section 3

However

In the event the software levels are to specification as shown in Reference table 1 and 2 please only conduct the software update within Section 2 before proceeding with Section 3

D suffix control modules - Reference table 1

Door control module	Part number	Software version	Target data container
0042 – Drivers door	4M1.959.953.D	0189	V03.935.344.TP
0052 – Passenger door	4M1.959.952.D	0189	V03.935.344.TQ
00BB – Rear driver's door	4M1.959.955.D	0189	V03.935.344.TR
00BC – Rear passenger door	4M1.959.955.D	0189	V03.935.344.TS

J suffix control modules - Reference table 2

Door control module	Part number	Software version	Target data container
0042 – Drivers door	4M1.959.953.J	0430	V03.935.349.CM
0052 – Passenger door	4M1.959.952.J	0430	V03.935.349.CN
00BB – Rear driver's door	4M1.959.955.J	0430	V03.935.349.CP
00BC – Rear passenger door	4M1.959.955.J	0430	V03.935.349.CQ

Software update - Front and rear door control modules

- **The closed-circuit voltage of the vehicle must be at least 12.5 V during the update. Connect a suitable battery charger to the vehicle. For further information refer to the Repair manual**

- During the update switch off all unnecessary consumers (ventilation, seat heater, interior illumination etc) ensure the main light switch is set to ‘off’ and leave the driver’s door open

- Because of the highest transmission stability you MUST use the diagnosis interface VAS 6154 (WiFi diagnostic tool) ONLY in USB operation or the cable-connected VAS 5055 for the reprogramming (updating) of control modules. If these units are not available, the diagnosis interface VAS 5054 (A) can also be used in USB mode

- Do Not under any circumstances use a Bluetooth connection to conduct the reprogramming (updating) of any control modules

4. Referring to Figure 1 - Within the Special functions tab - Select SVM - Code Input (Point A)

• Select Perform test (Point B)

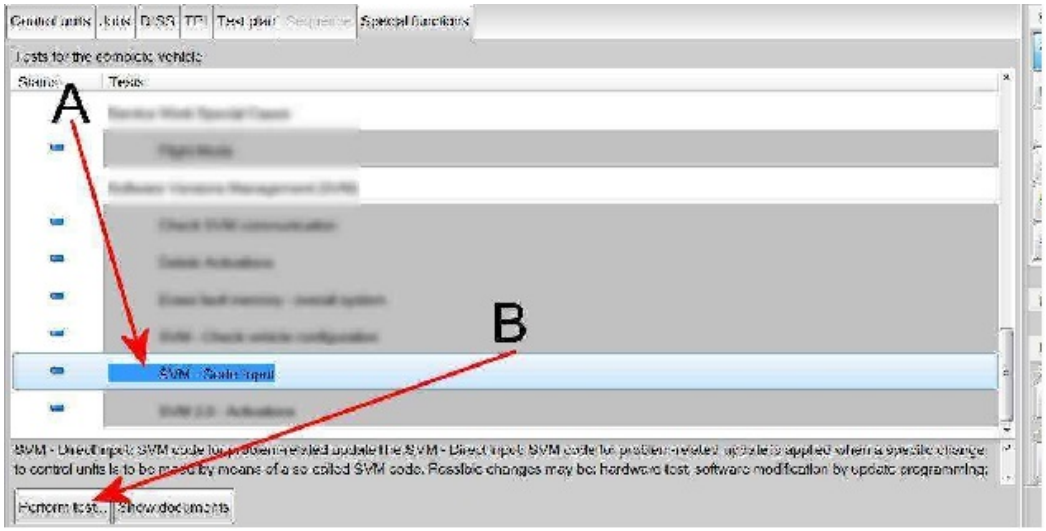


Figure 1

5. Referring to Figure 2 - Enter SVM code **370FTM01**

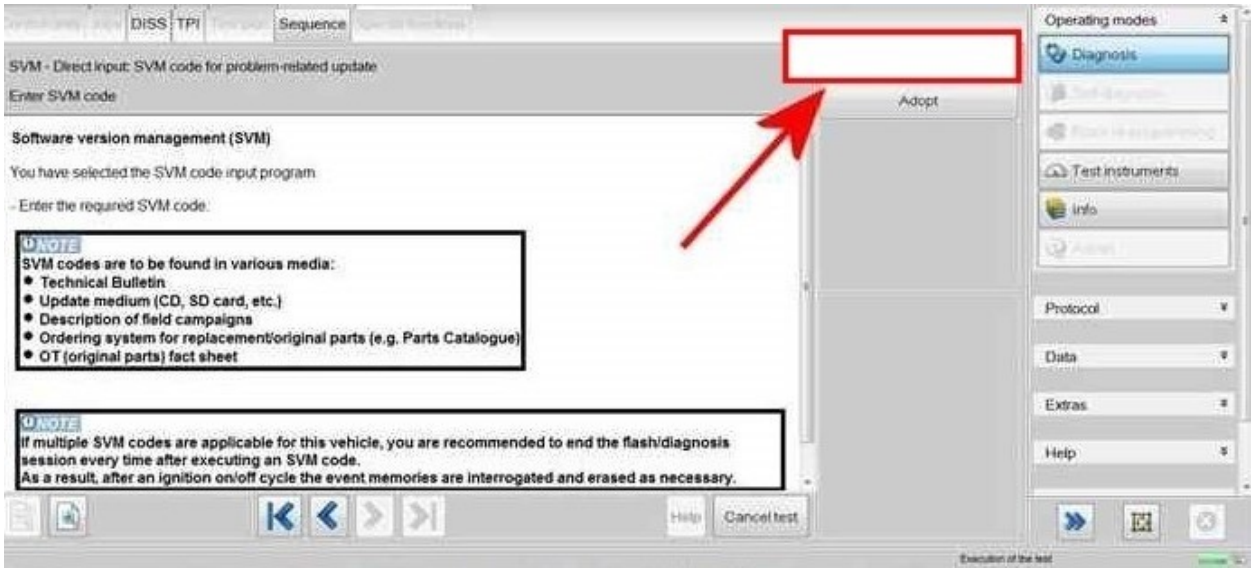


Figure 2

- When prompted enter your global user ID and password

- Follow all on screen prompts to continue through the procedure, the identification data will be transferred

6. The required control modules will be automatically updated one by one, starting with 0042 – Door electronics Drivers side (Figure 3)

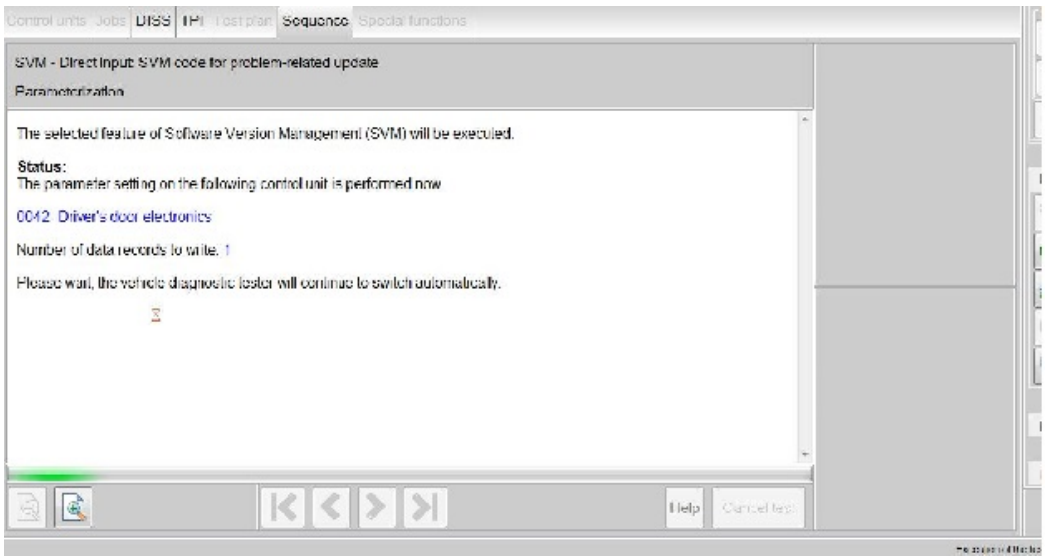


Figure 3

7. Once the update is complete the summary screen will be shown in Figure 4, this confirms completion of the required updates

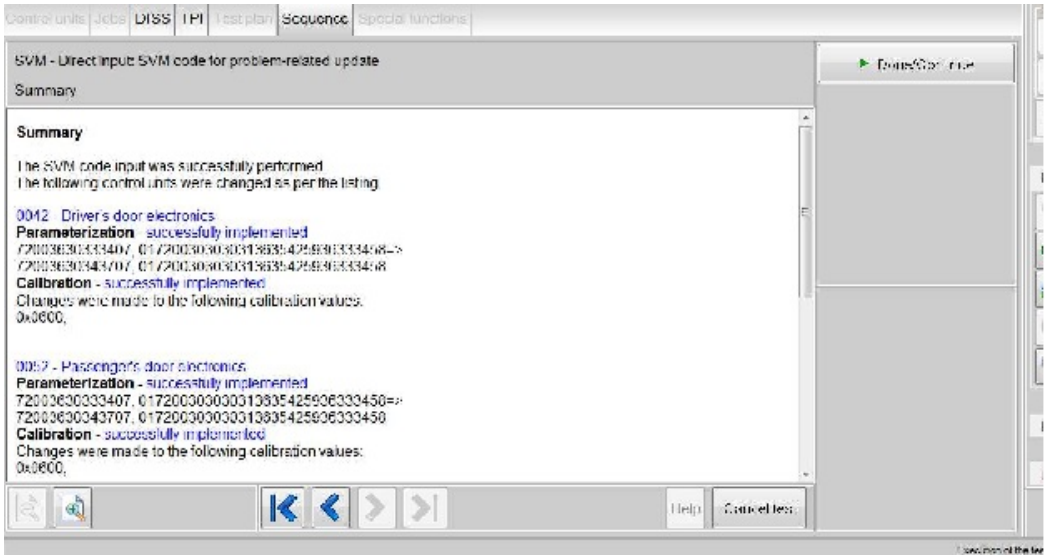


Figure 4

8. Recheck the Door control module versions against the Reference tables 1 and 2 (depending on Part number/Software version)

Section 2 - Software update - Rear door control modules 00BB and 00BC (short drop function elimination)

NOTICE

The software update eliminates the rear window short drop function

Hint: In the event the software is not at the levels shown in Reference table 1,2,3 and 4 the operative must conduct the applicable software updates within Section 1 and / or Section 2 and then conduct Section 3

However

In the event the software is at the correct levels as shown in Reference table 1,2,3 and 4 the operative must conduct Section 3 only

9. Referring to Figure 5 - Within the Special functions tab - Select SVM - Code Input (Point A)

• Select Perform test (Point B)

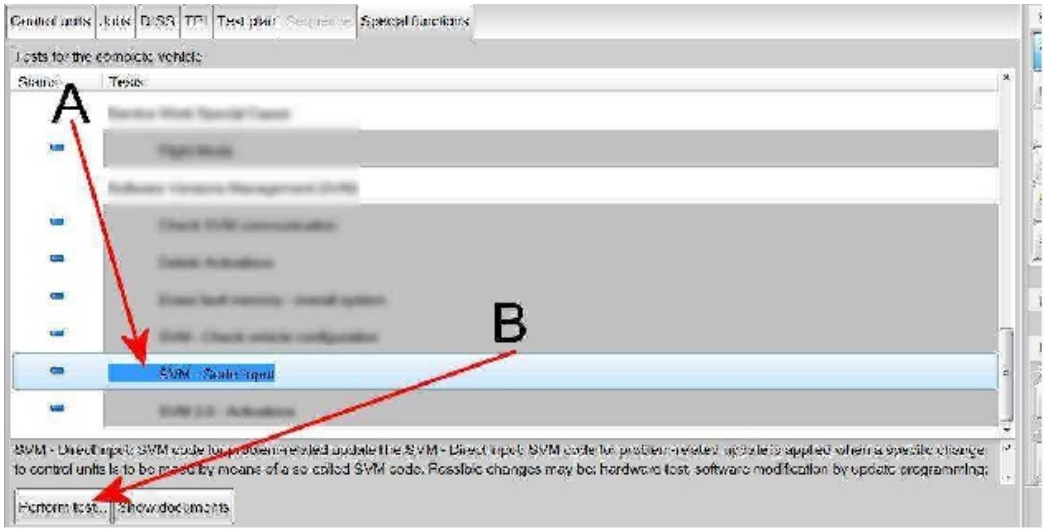


Figure 5

10. Referring to Figure 6 - Enter the SVM code **370WAD01**

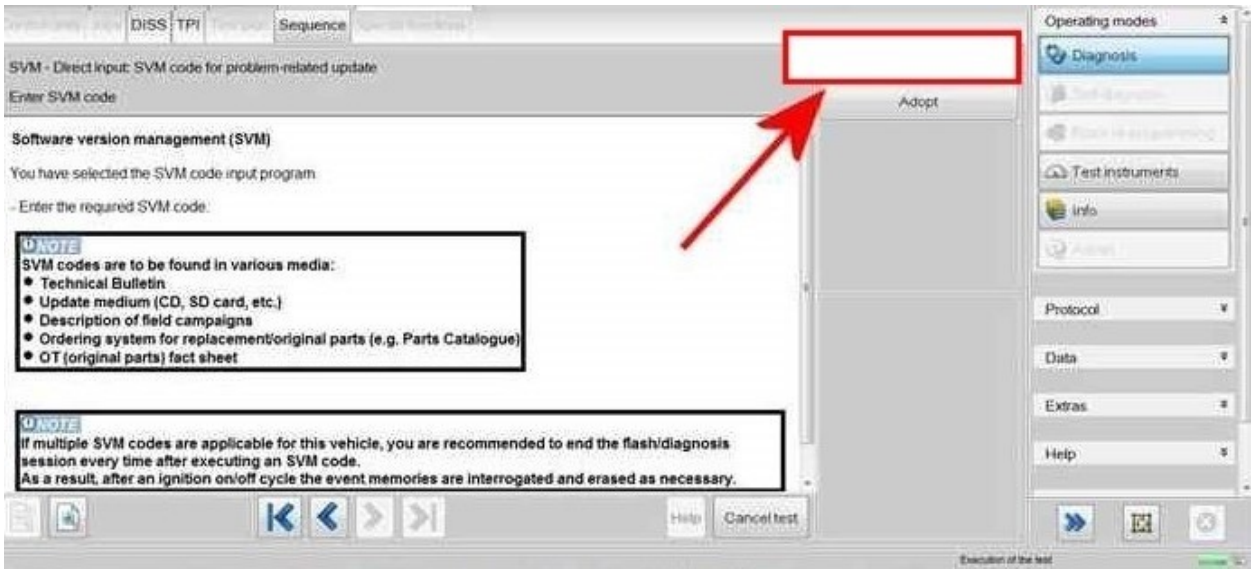


Figure 6

- When prompted enter your global user ID and password

- Follow all on screen prompts to continue through the procedure, the identification data will be transferred

11. The control modules will automatically be updated one by one, starting with 00BB (Driver rear) and then 00BC (passenger rear)

12. Recheck the Door control module versions against the Reference tables 3 and 4 (depending on Part number / Software version)

Reference table 3

Door control module	Part number	Software version	Target data container

00BB - Rear driver’s door	4M1959955D	0189	V03935413CW
00BC - Rear passenger door	4M1959955D	0189	V03935413CX

Reference table 4

Door control module	Part number	Software version	Target data container
00BB - Rear driver’s door	4M1959955J	0430	V03935405MS
00BC - Rear passenger door	4M1959955J	0430	V03935405MT

Section 3 - Rectification / check instructions

13. Conduct a thorough check of all Window / door seals for the following:

- Damage
- Splits
- Tears
- Misalignment
- Incorrectly fitted / located
- Drop glass seal deformation (see Figures 7 and 8 as examples)

Figure 7

Figure 8

NOTE: Any issues found with the window seals must be rectified before conducting the remaining steps

14. **IMPORTANT:** Following the instructions in the attached PDF, the operative must complete all measurement checks and make any necessary adjustments before proceeding.

15. **IMPORTANT:** If this is a repeat repair, involves scratch damage, or if window measurements are significantly out of specification, refer to the attached reset procedure PDF.

NOTICE

Please ensure all steps are followed within the attached glass check / measurement PDF documents, the operative should be aware there is (x1) document for Continental GT and (x1) document for Continental GTC please ensure the correct document is used depending on vehicle type

Ensure all required measurements are attached to a new or existing DISS query

NOTICE

If not already done so, review eAcademy Digital Learning HUB videos on Glass Setting Procedures for GT / GTC before proceeding to ensure accurate and repeatable measurements are being made

16. VERY IMPORTANT - Referring to Rep.Gr 64 - Side glass - To initialise

Hint: Ensure all windows, sunroof and convertible roof (where applicable) are fully closed before conducting the water leak check

17. Conduct a water leak check to ensure that water is not leaking into the vehicles interior

- Water leaks must be resolved before returning the vehicle to the customer

CAUTION

Extra care must be taken to ensure the interior trim is suitably protected, any water which enters the vehicle due to a leak must be dried / cleaned immediately

18. Conduct a short road test to check for any wind noise related issues

CAUTION

Wind noise issues must be resolved before returning the vehicle to the customer

Should the issue still be evident after conducting all steps (including the software update) the operative must raise a new DISS query or respond via the previously opened DISS query and await feedback before conducting any further work ensuring the following question is answered and included within the DISS query

Question:

Did the drop door glass operational issue occur when opening or closing the door

Or

Whilst operating the applicable window?

NOTICE

NOTE TO PRODUCT SUPPORT: In the event a DISS query is received with a complaint relating to drop glass operational issues after the instructions within this TPI have been conducted to completion and the issue is still evident, please second level the DISS query to the Body and Trim Senior Engineer and await feedback before responding to the retailer

Warranty

Warranty type	110 or 910
Damage service number	64 38

Damage code 0012

Time to update door control modules

Labour operation code - 01 51 00 00

Time - As per ODIS log (Must not exceed 50 TU)

Time to conduct initial checks

Labour operation code - 64 38 02 00

Time - 15 TU

Time to conduct window seal checks

Labour operation code - 57 63 01 01

Time - 20 TU

Time to conduct the front and rear glass set procedure (left and right hand side)

Labour operation code - 64 40 16 01 (use 99 index until 05/12/24)

Time - 620 TU

Time to conduct motor-to-door ECU feed wires replacement

Labour operation code - 97 09 41 51

Time - 30 TU

Water leak test

Labour operation code - 64 38 01 99 (Use this code when conducting the water leak test)

Time - 20 TU

Post repair road test

Labour operation code - 01 21 00 01

Time - 30 TU

Required Parts and Tools

Reference ETKA where required

Retailer Glass Reset Procedure for Continental GT/GTC BY634/5

Introduction

In instances of multiple window drop concerns it has been found that to achieve the glass set specification, some adjusters are being adjusted out of specification.

In some cases, since not all adjusters are visible, there is a possibility that the adjusters can be set to their maximum inboard/outboard and induce excess tension in the regulators and affect the angle the windows enter the seals. There is free play built into the front and rear regulators, therefore as the windows are being held in place by the cant rail/convertible roof seals when closed, this may not be apparent when measuring. However, these extreme adjustments can cause issues with how the windows enter the cant rail/convertible roof seals or how the front and rear glasses interlock with each other, in some cases this can cause the seals to pinch and cause an anti-trap condition leading to window reversal.

The following procedure should be applied to reset the regulator adjusters to factory delivered specification and then fine tune any adjustments from there in line with the TPI specifications. To access all 8 adjusters the front door and rear quarter panel trims will require removal.

Front quarter glass adjuster reset - 1

Figure 1. Image for reference, glass does not require removal from vehicle

The measurement between the bottom of the mounting washer and division bar frame, is 12.5mm.

To reset this adjuster without removing the quarter glass;

1. loosen the lock nut.
2. Screw the adjuster fully clockwise until it bottoms out on the frame.
3. Unscrew the adjuster counterclockwise by four complete turns.
4. Resecure the lock nut.

Finally, set the height and profile to the TPI specification before proceeding to the next step.

Front door regulator adjuster reset - 2

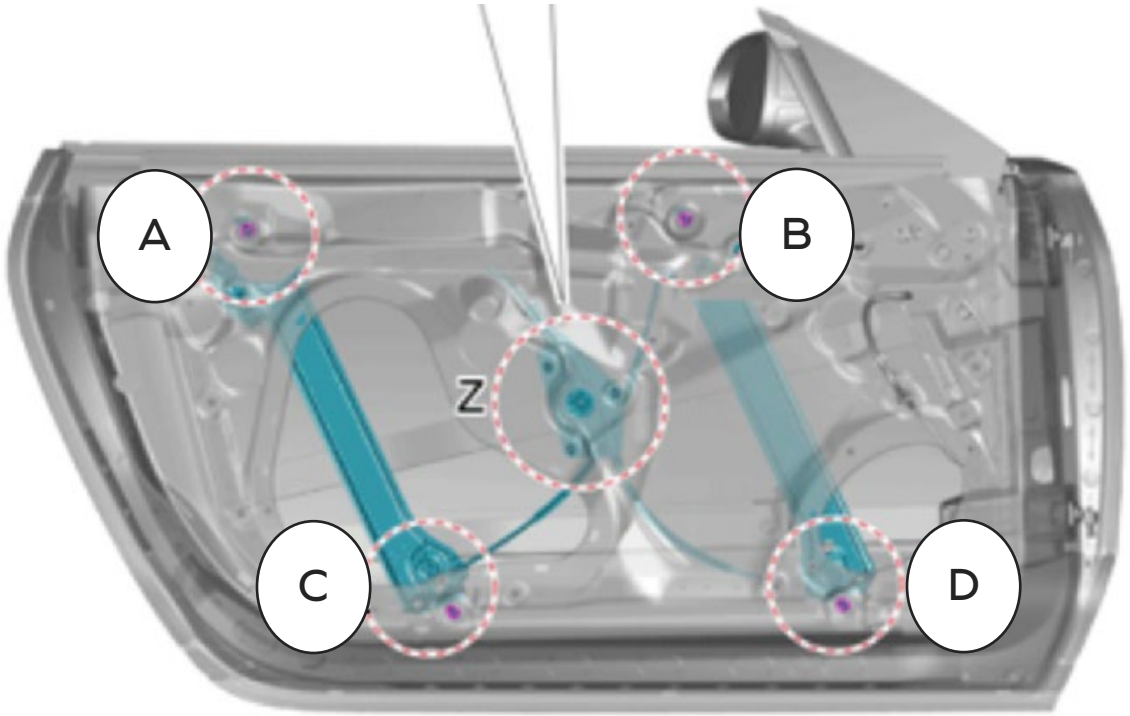


Figure 2

Regulator adjusters A, B

A = To reset this adjuster without removing the regulator fully screw in clockwise until hard stop, then unscrew 4 turns anticlockwise and relock the lock nut

B = To reset this adjuster without removing the regulator fully screw in clockwise until hard stop, then unscrew 4 turns anticlockwise and relock the lock nut

Regulator adjusters C, D

C = To reset this adjuster without removing the front regulator, fully screw in clockwise until hard stop, then unscrew 12 turns anticlockwise and relock the lock nut.

D = To reset this adjuster without removing the quarter glass fully screw in clockwise until hard stop, then unscrew 8.5 turns anticlockwise relock the lock nut.

Measuring from front div bar to rear of the glass

Specification
971mm ± 1mm

If out of specification, refer to the next slide to adjust the glass position

Measure 100mm up from the waist rail

Front door glass check and set

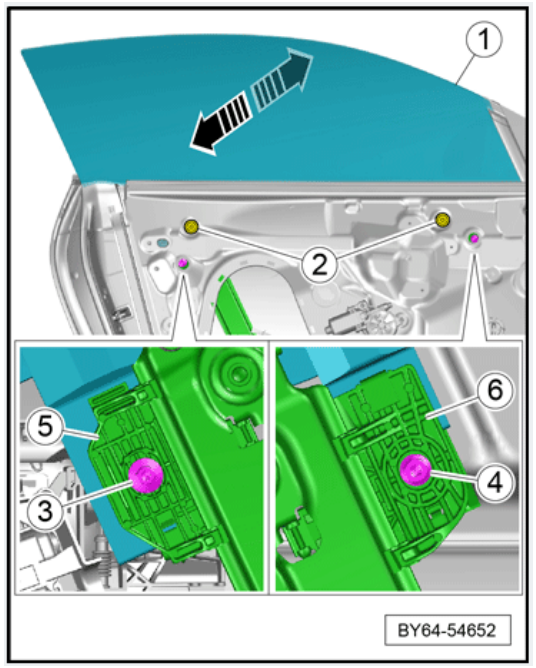


Figure 3

Loosen bolts -3- & -4- to ensure the glass sits in mounting position in its lowest position. Then resecure the bolts.

NOTE: If the 971 mm ± 1mm specification shown on the previous slide is incorrect, these bolts must be loosened to adjust the glass forward or backward as needed to meet the correct specification.

GTC ONLY

If the specifications for interlock points 2, 3 or 4 cannot be achieved through normal adjustment, insert the ratchet as shown in figure 4 and unwind both screws two full turns counterclockwise.

Then loosen the two purple bolts (-3- & -4-) in figure 3, raise the glass evenly as required, and re-secure the two purple bolts. Finally, return to the allen key (ratchet) adjustment to set interlock points 2, 3 and 4 to specification. Check the 971mm measurement has not altered, if so, re-adjust as required.

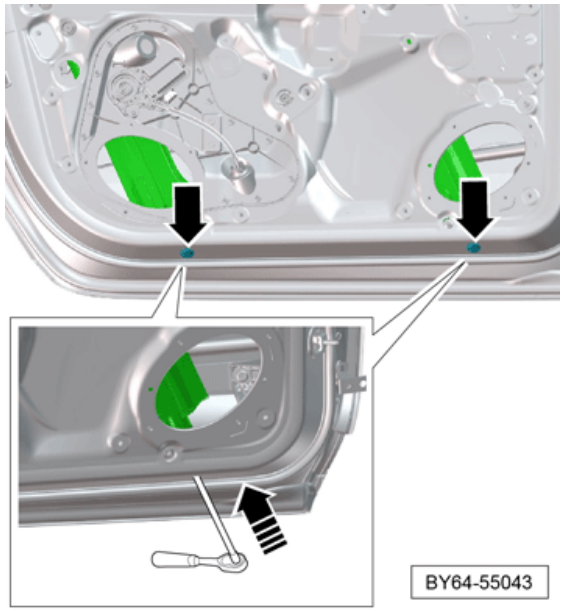


Figure 4

Rear quarter regulator adjuster reset

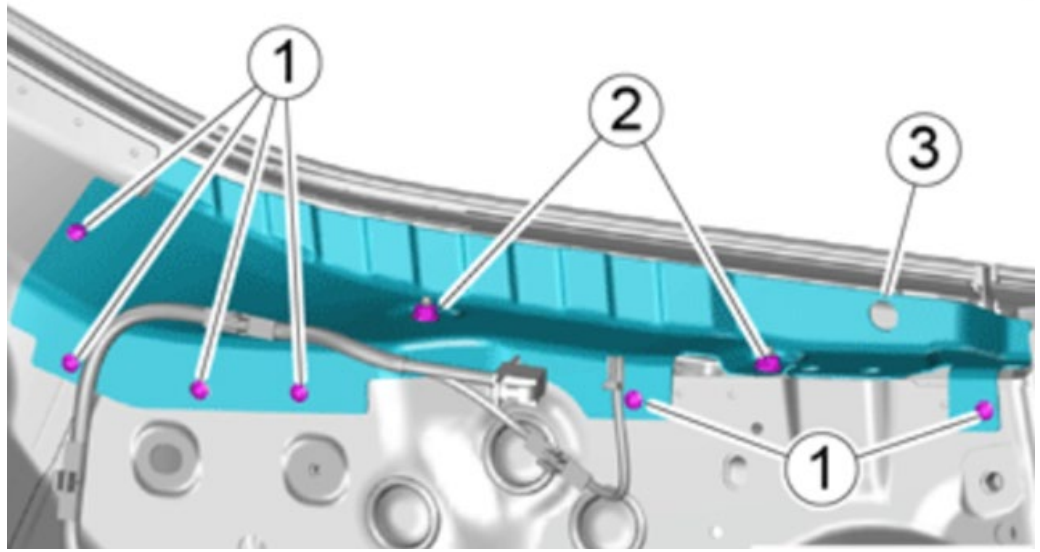


Figure 6

Ensure blue closing panel (see image) is not stopping the regulator from moving when performing these adjustments by ensuring the nuts securing this are loose while resetting this regulator.

Rear quarter regulator adjuster reset

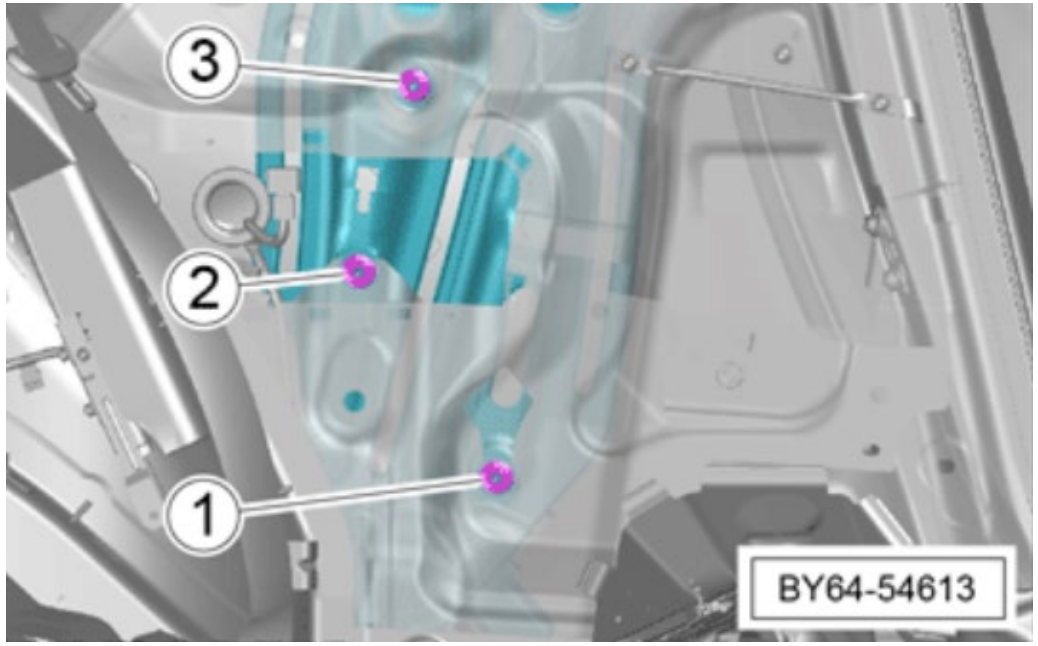


Figure 7

NOTE: After you have carried out the reset procedure, ensure measurements are rechecked as per the check & measurements attachment

Rear Regulator adjusters 1, 2, 3
Adjust the rear window regulator adjusters at the following points as shown in the following page

Before resetting adjusters remove the 3 13mm lock nuts (1-3 in image) to allow adjusters to be fully screwed in without damaging the regulator.

1 – Fully screw in clockwise until hard stop, then unscrew 9.5 turns anticlockwise and refit the lock nut.

2 – Fully screw in clockwise until hard stop, then unscrew 9.5 turns anticlockwise, refit the lock nut

3 – Fully screw in clockwise until hard stop, then unscrew 1 turn anticlockwise, refit the lock nut.

Door ECU wire check/replacement

Figure 8

<u>For 25MY & Pre 25MY Only</u>

After completing the regulator reset procedure, replace the original motor-to-door ECU feed wires (yellow in the photograph) with new wires (part number: 000 979 242 E).
Approximately eight wires are required to achieve the necessary extension length.
Parts should be sourced from VW/Audi.

Refer to the information below and ElsaPro Repair Group 97 Wiring harness repairs

Final checks

After all adjustments have been made and recorded. Door ECU basic settings must be relearnt. Ensure battery is fully charged and passes battery test in ODIS.

Test window operation in all scenarios, e.g. global open/close, individual window switches, driver door switches, convenience open/close (where applicable), short drop functions when opening/closing doors and with convertible roof open/closed if working on a New GTC.

Finally, ensure vehicle still passes water ingress test and does not have excessive wind noise, any further adjustments must remain within ELSA specifications.

Retailer Glass Measurement Procedure for GT BY634

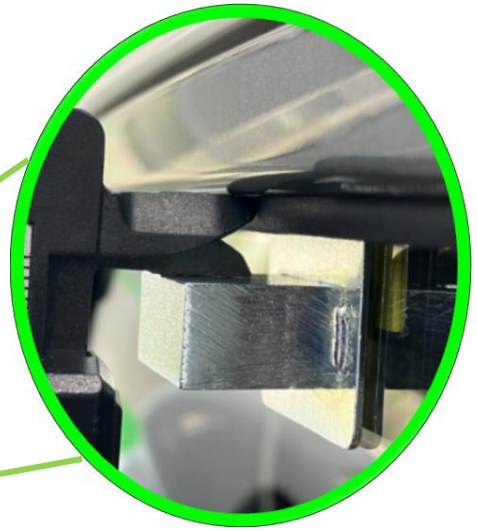
For measurement specifications refer only to the information in this TPI, refer to ElsaPro for all adjustment instructions as required.

INTERLOCK POINT 1

The steel rule shown in the images is for reference purposes only. To avoid potential damage to vehicle surfaces, it is recommended to use a plastic rule when performing measurements or alignments.

Place block 50mm in front of front div bar

Record measurement for all interlock points

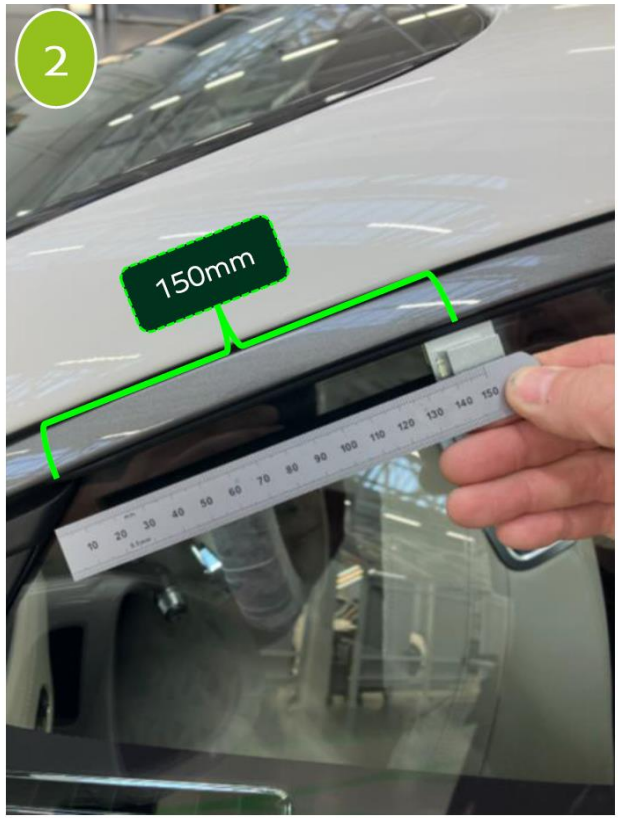


From block to bright ware for all interlock points

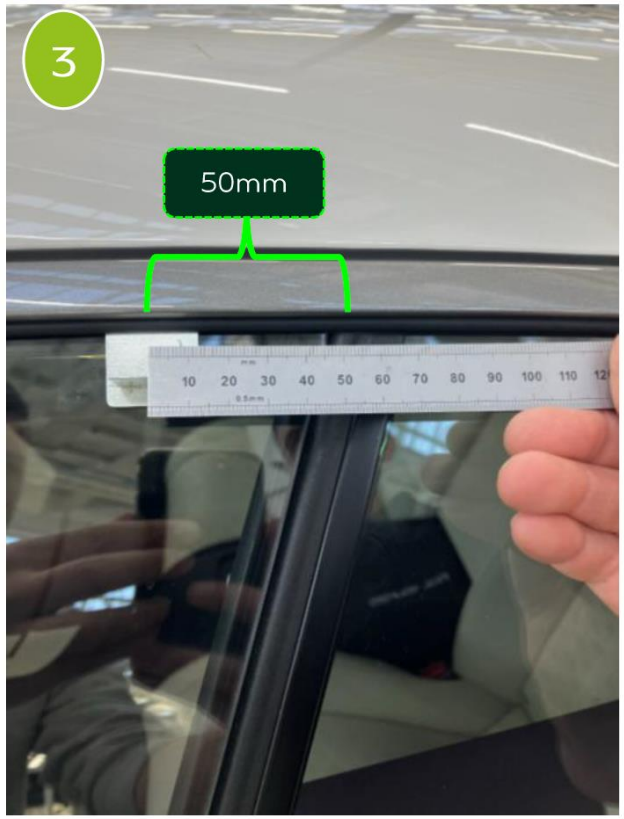
Specification
7.5mm ± 1mm
(Interlock Tool WT10549/1)

If the measurement is out of specification refer to ElsaPro **Repair Group 64 'Front door quarter glass – To adjust'**

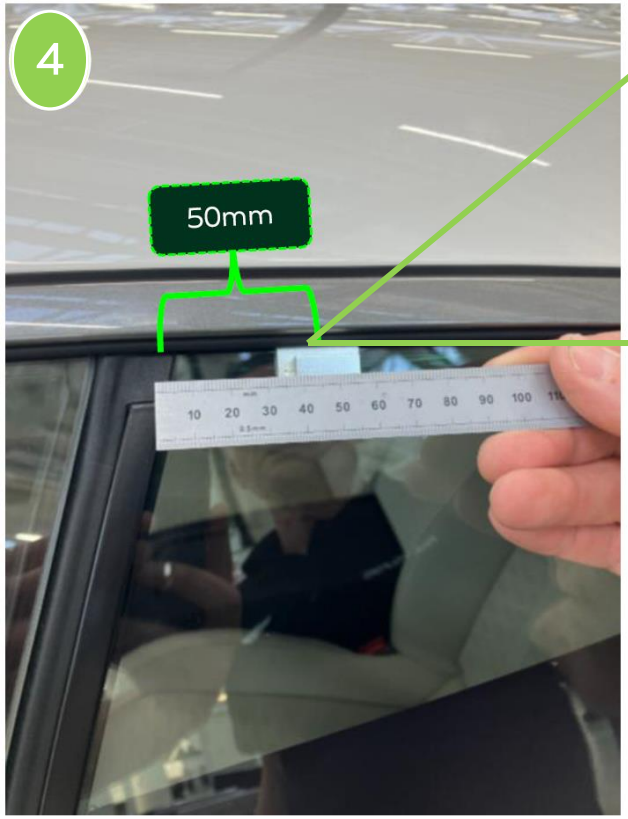
INTERLOCK POINTS 2, 3, 4



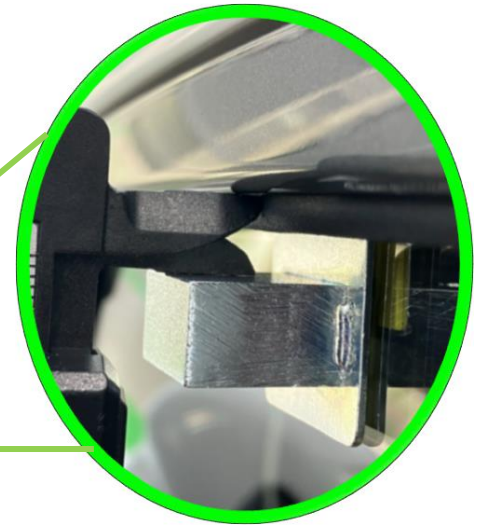
Place block 150mm behind corner of front div bar



Place block 50mm in front of rear div bar



Place block 50mm to rear of rear div bar



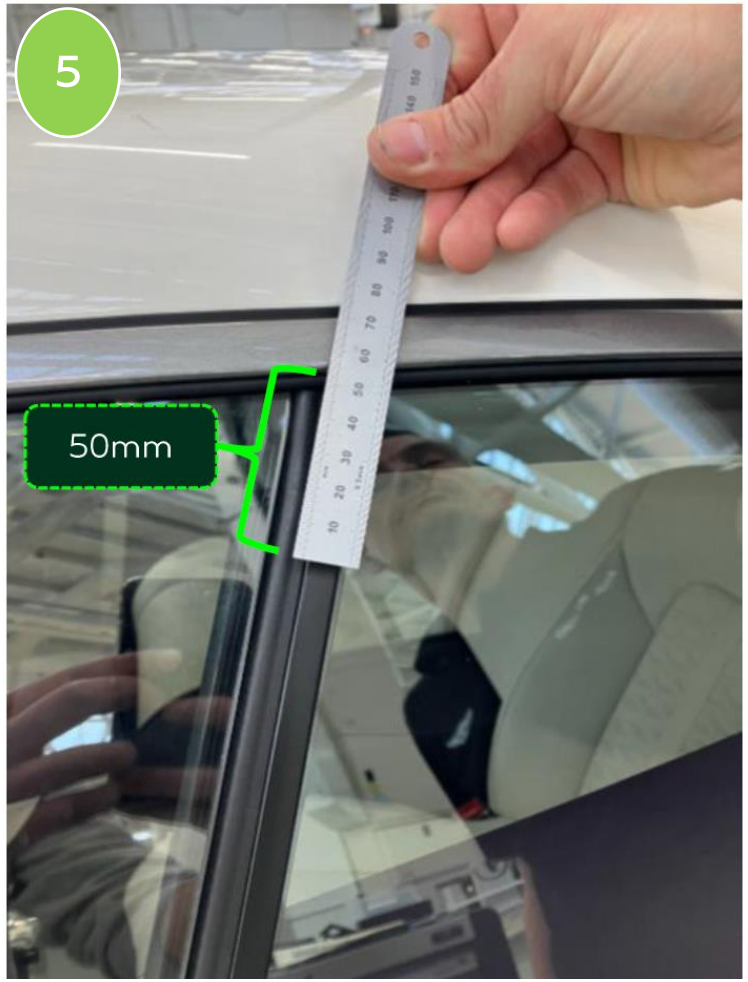
Specification
8mm ± 1mm
(Interlock Tool WT10549)

If the measurement is out of specification refer to ElsaPro

Repair Group 64 'Slide glass checking and adjusting'

INTERLOCK POINT 5

Do not use a Steel Rule against the div bar to measure, use a plastic vernier/rule



50mm from seal

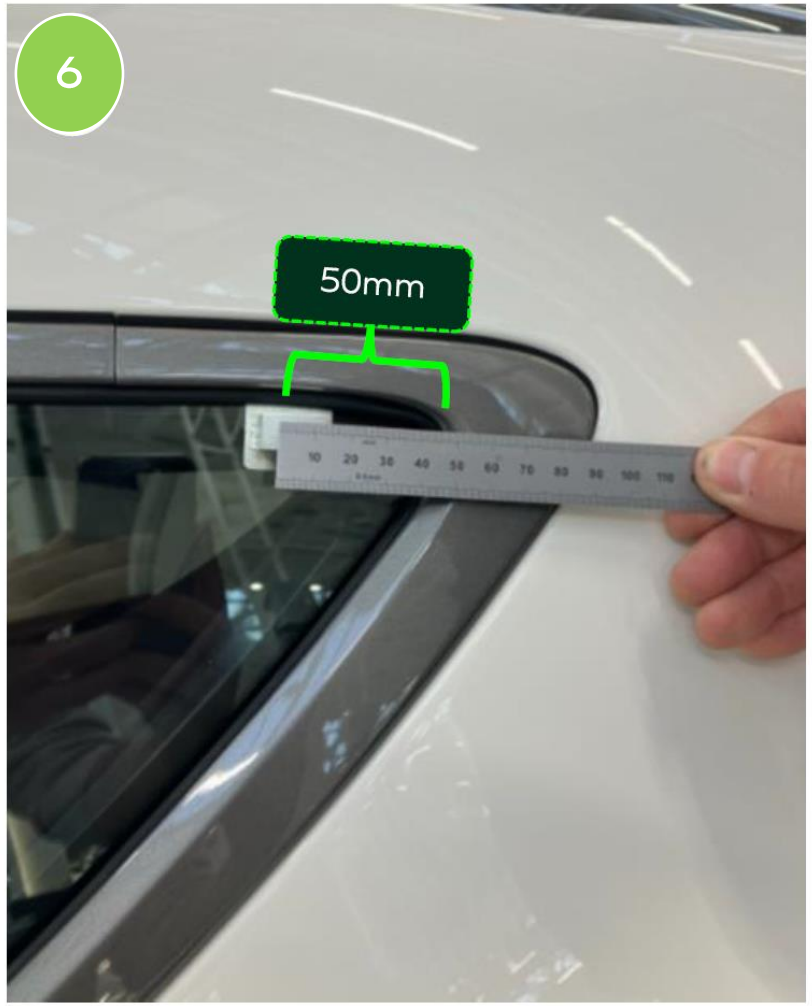
Record measurement

Specification
11mm ± 1mm
(Ruler/vernier)

If the measurement is out of specification refer to ElsaPro

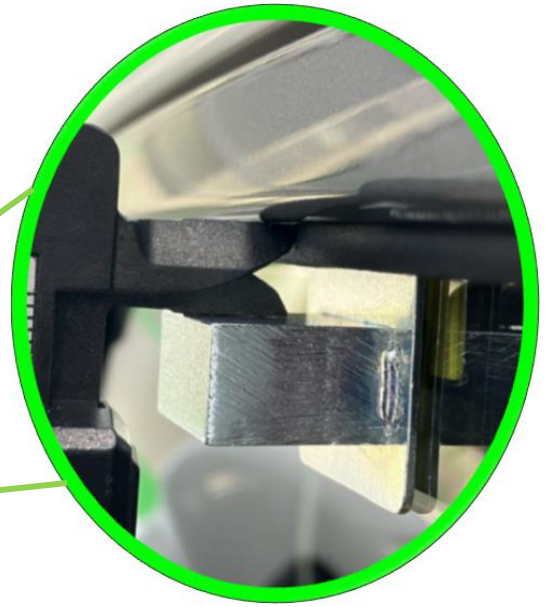
Repair Group 64 'Slide glass checking and adjusting'

INTERLOCK POINT 6



Place block 50mm from corner point of bright ware

Record measurement for all interlock points



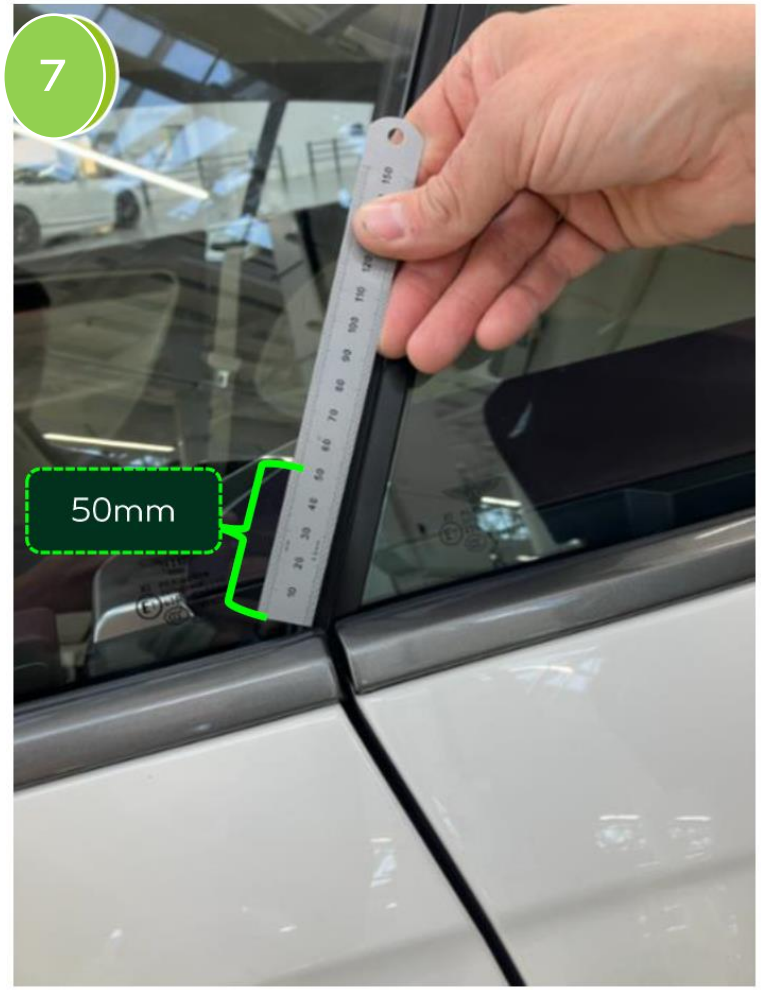
Specification
8mm ± 1mm
(Interlock Tool WT10549/1)

If the measurement is out of specification refer to ElsaPro

Repair Group 64 'Slide glass checking and adjusting'

INTERLOCK POINT 7

Do not use a Steel Rule against the div bar to measure, use a plastic vernier/rule



50mm from seal

Record measurement

Specification
11mm ± 1mm
(Ruler/vernier)

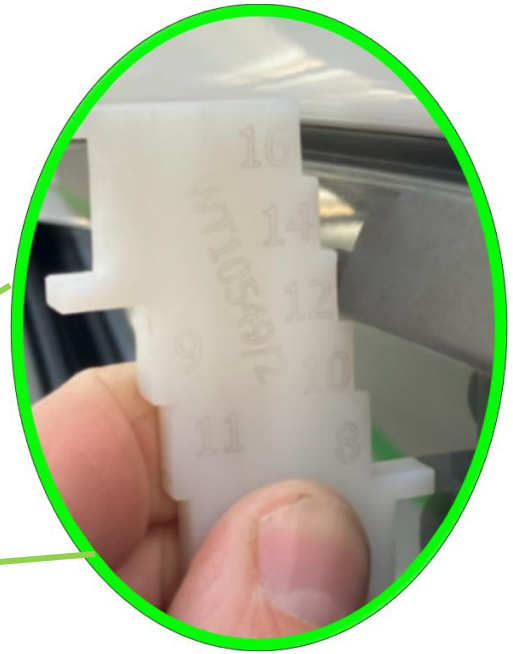
If the measurement is out of specification refer to ElsaPro

Repair Group 64 'Slide glass checking and adjusting'

PROFILE POINT 1

50mm in front of front div bar

Flat against glass to brightware



Specification

10mm ± 1mm

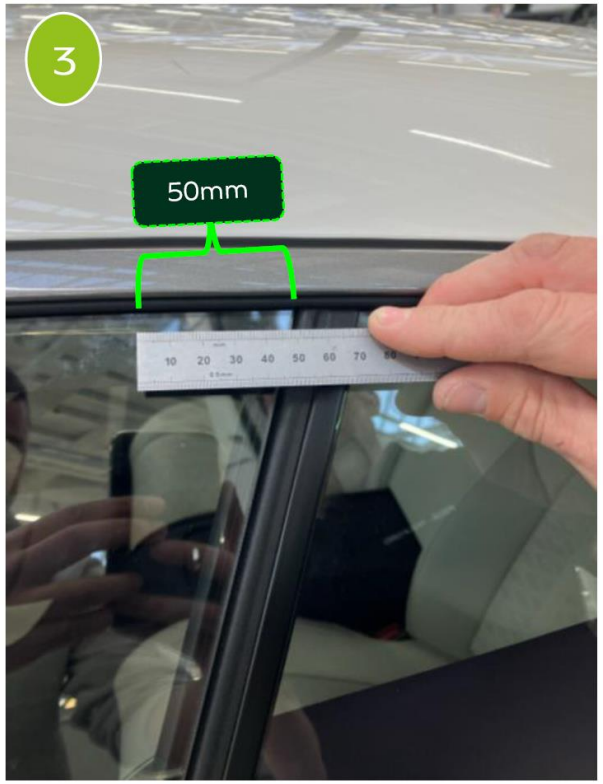
(Profile Tool WT10549/2)

If the measurement is out of specification refer to ElsaPro

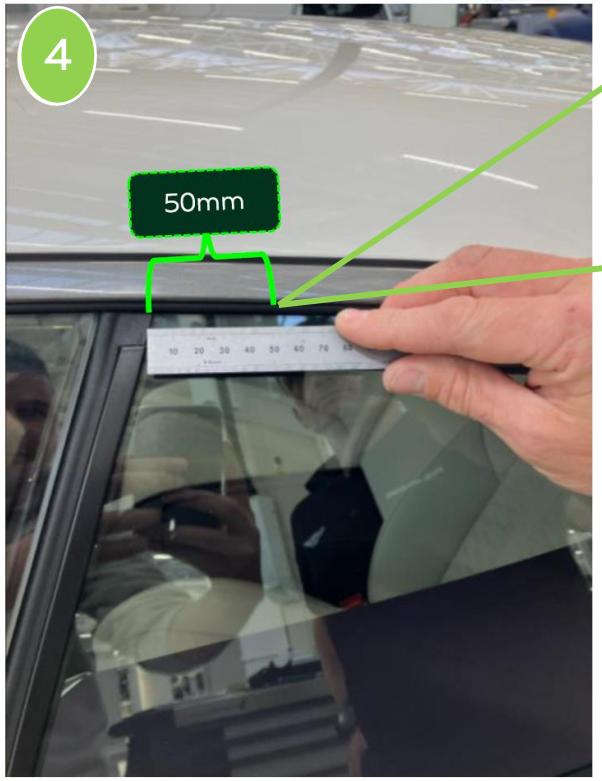
Repair Group 64 'Slide glass checking and adjusting'

PROFILE POINT 2, 3, 4

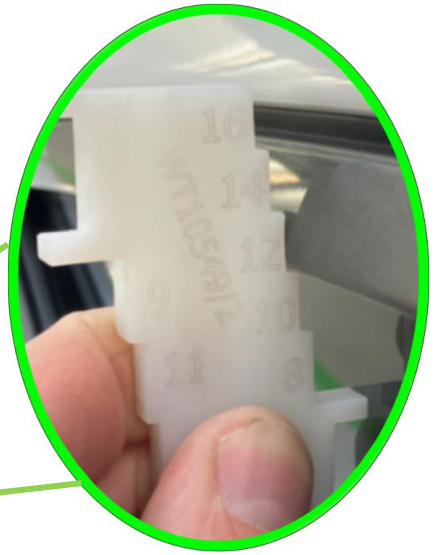
50mm behind front div bar



50mm in front of rear div bar



50mm behind rear div bar



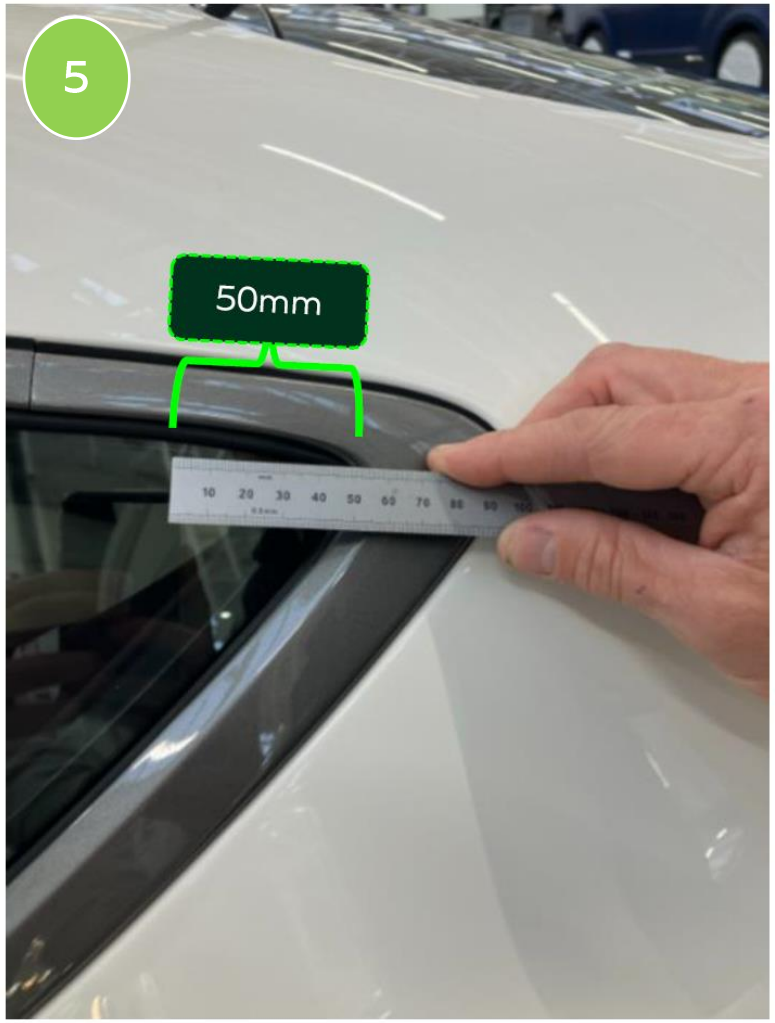
Flat against glass to brightware

Specification
10mm ± 2mm
(Profile Tool WT10549/2)

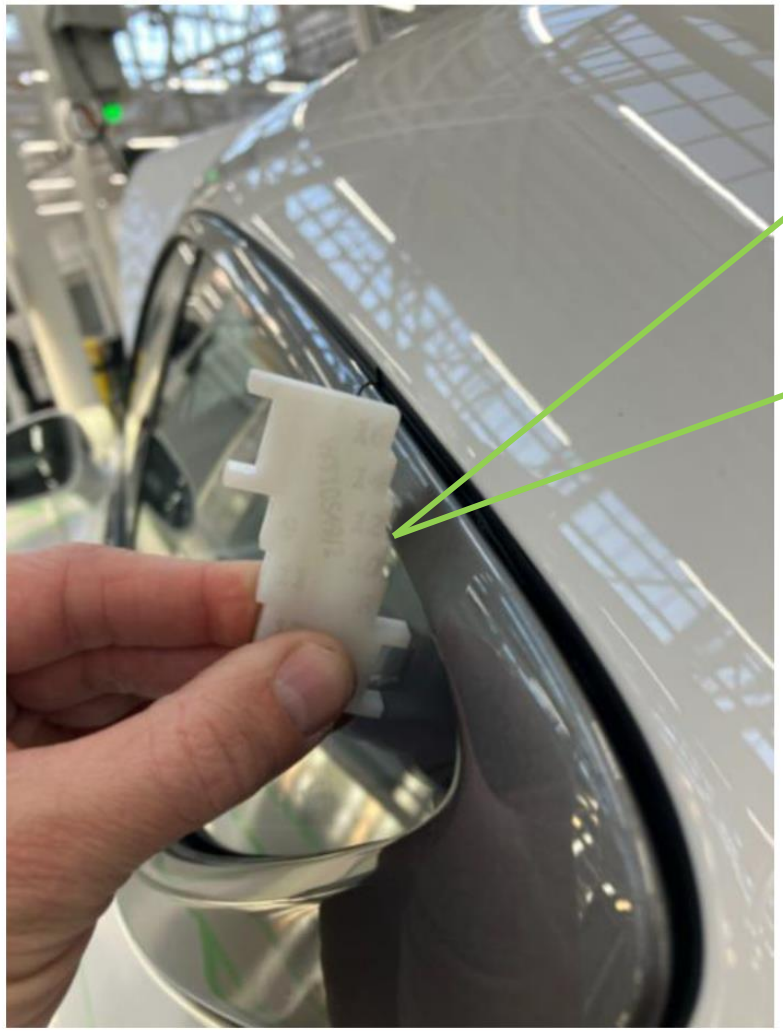
If the measurement is out of specification refer to ElsaPro

Repair Group 64 'Slide glass checking and adjusting'

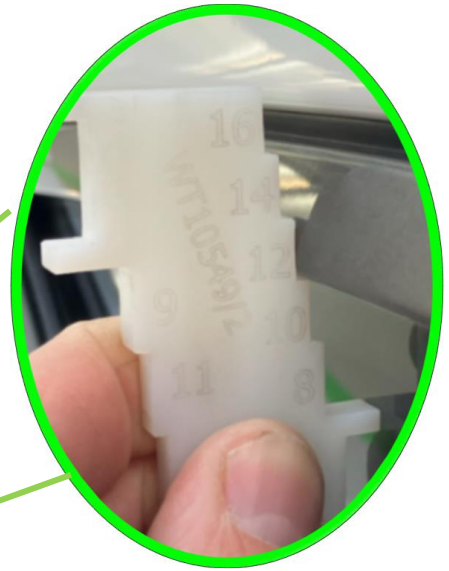
PROFILE POINT 5



50mm from corner point of bright ware



Flat against glass to brightware



Flat against glass to brightware

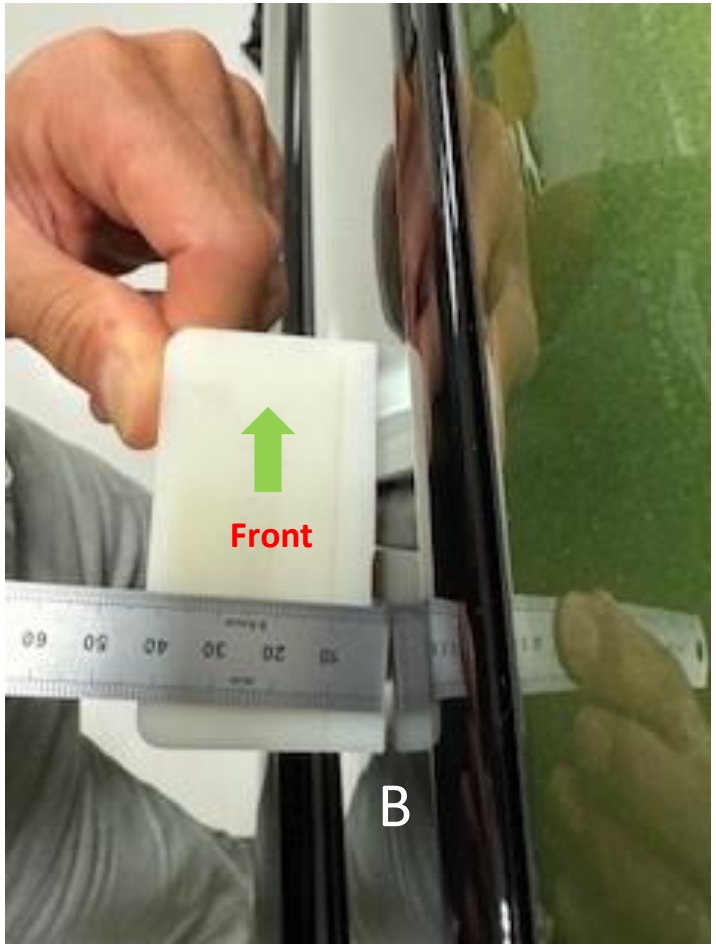
Specification
10mm ± 2mm
(Profile Tool WT10549/2)

If the measurement is out of specification refer to ElsaPro

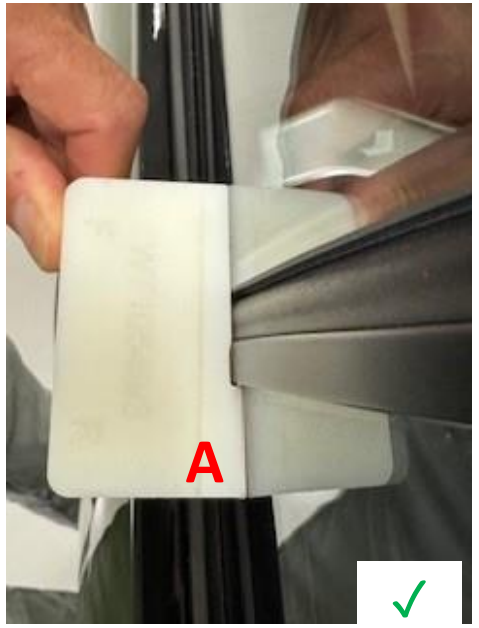
Repair Group 64 'Slide glass checking and adjusting'

PROFILE POINT 6

50mm from upper corner



Flat against front window, measure gap



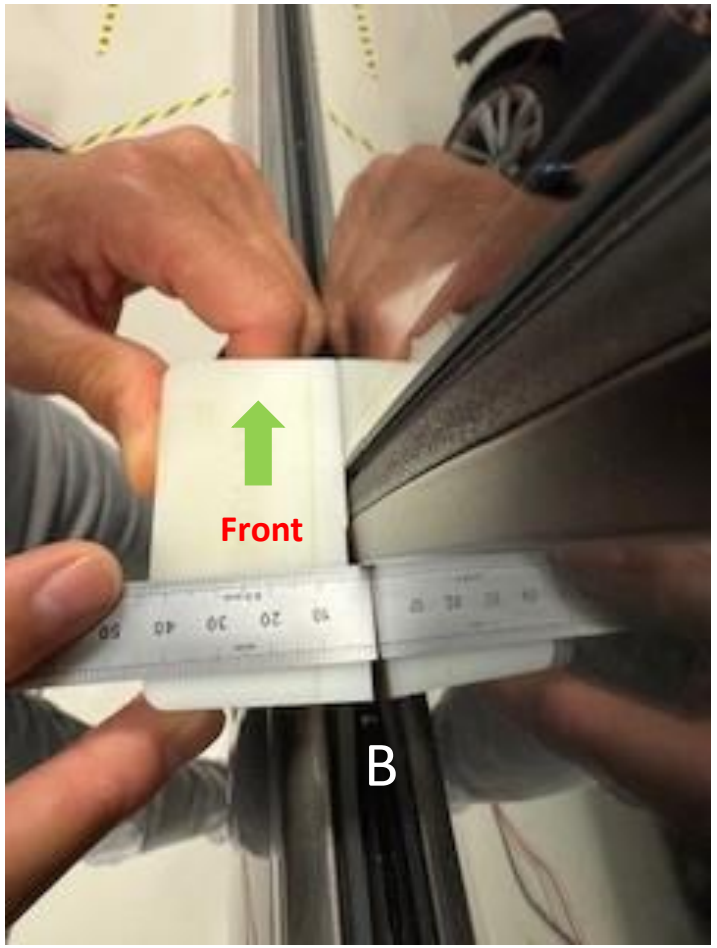
Specification

Point A tool against glass is +2mm
Allowable up to 3mm refer to Point B
(Profile Tool WT10549/2)

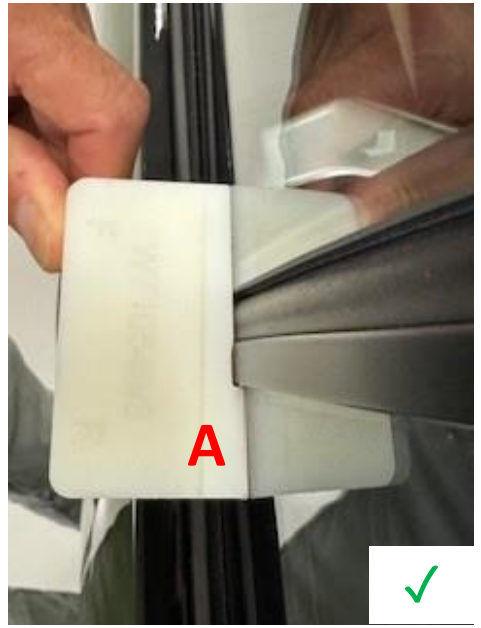
If the measurement is out of specification refer to ElsaPro **Repair Group 64 'Slide glass checking and adjusting'**

PROFILE POINT 7

50mm from lower corner



Flat against front window, measure gap



Specification

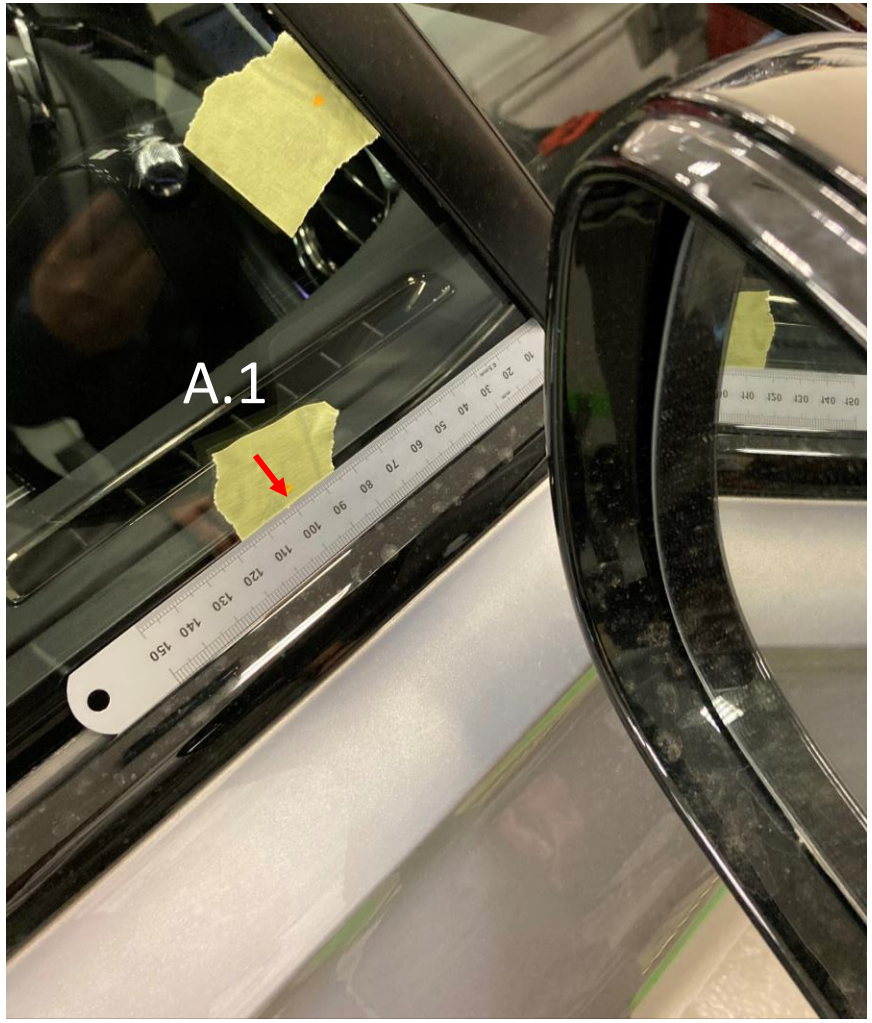
Point A tool against glass = +2mm

Allowable up to 3mm refer to Point B (Profile Tool WT10549/2)

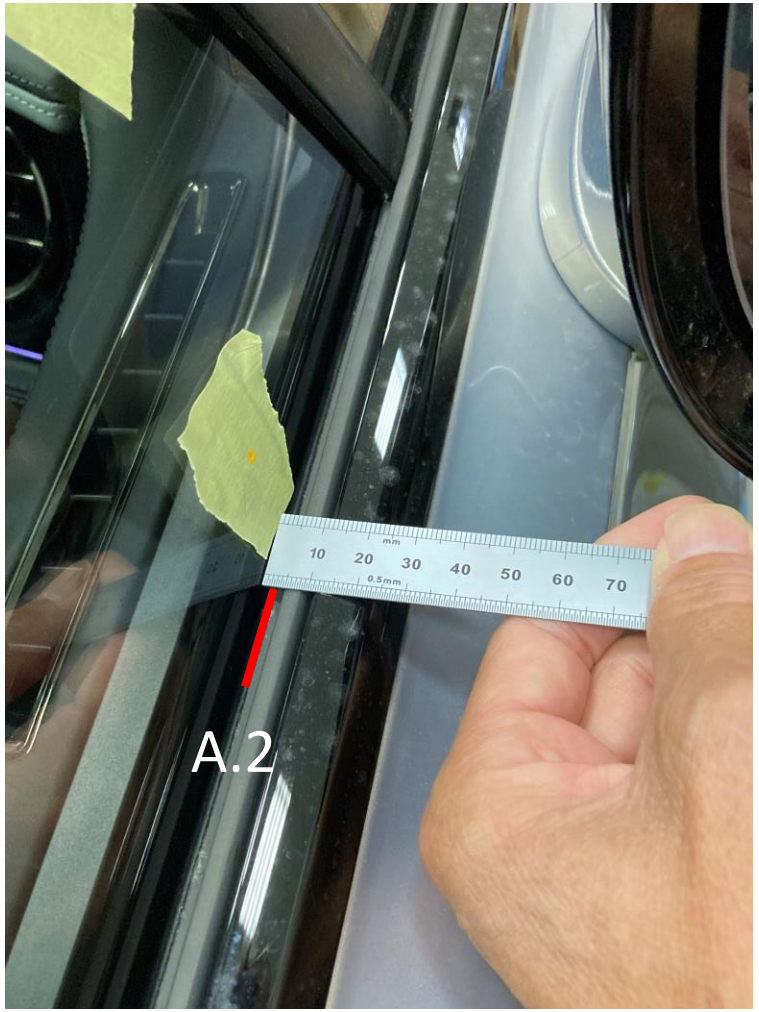
If the measurement is out of specification refer to ElsaPro

Repair Group 64 'Slide glass checking and adjusting'

WAIST SEAL MEASUREMENT POINT A



Mark on tape 100mm from div bar (A.1)



Measure from first lip rubber seal to window glass (A.2)

Specification

(A.1) 100mm from corner

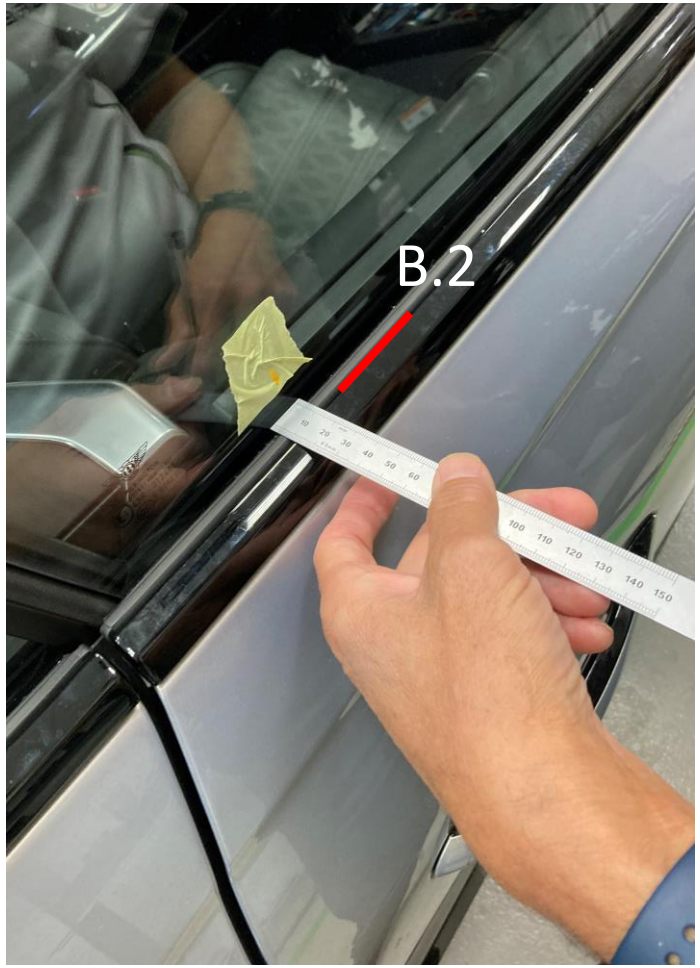
(A.2) 5mm ± 1mm (Ruler)

If the measurement is out of specification refer to ElsaPro

Repair Group 64 'Slide glass checking and adjusting'

WAIST SEAL MEASUREMENT POINT B

Mark on tape 100mm from div bar (B.1)



Measure from first lip rubber seal to window glass (B.2)

Specification

(B.1) 100mm from corner

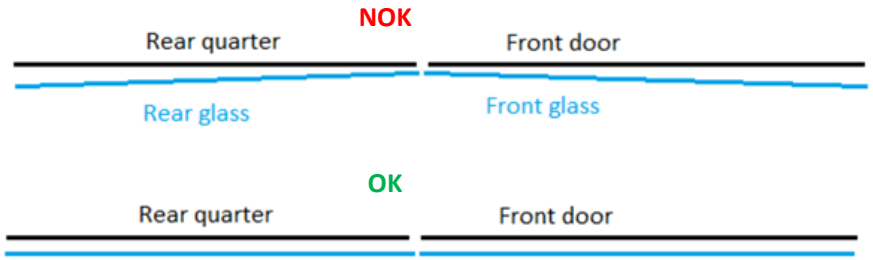
(B.2) 5mm ± 1mm

(Ruler)

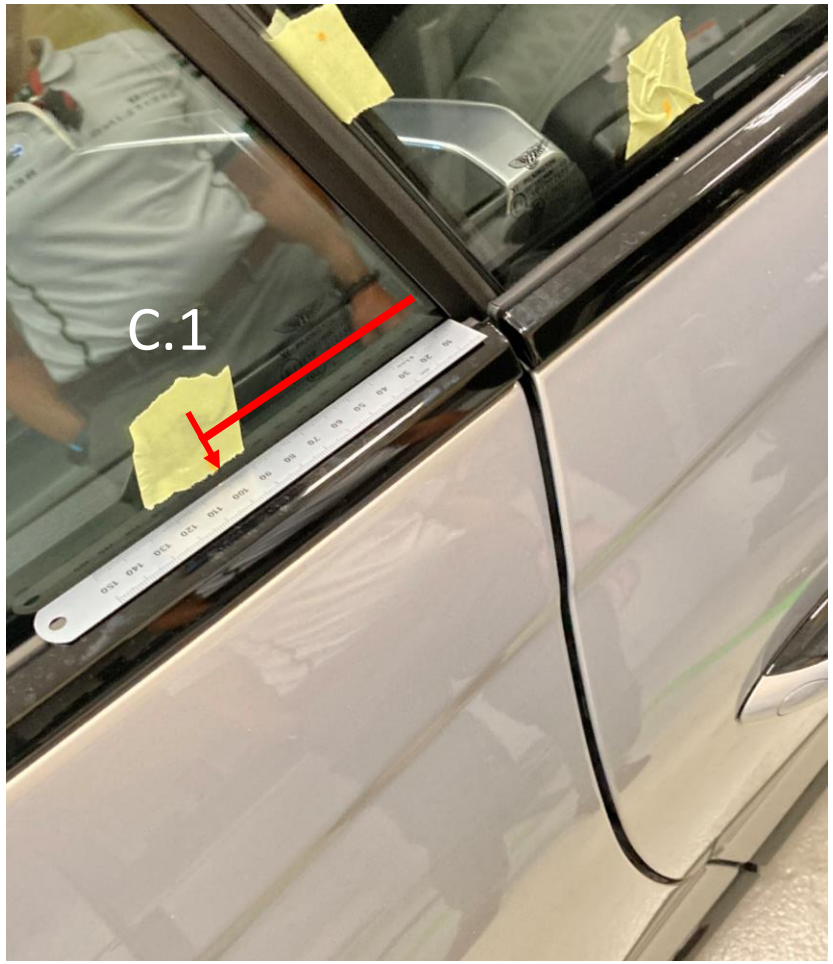
If the measurement is out of specification refer to ElsaPro

Repair Group 64 'Slide glass checking and adjusting'

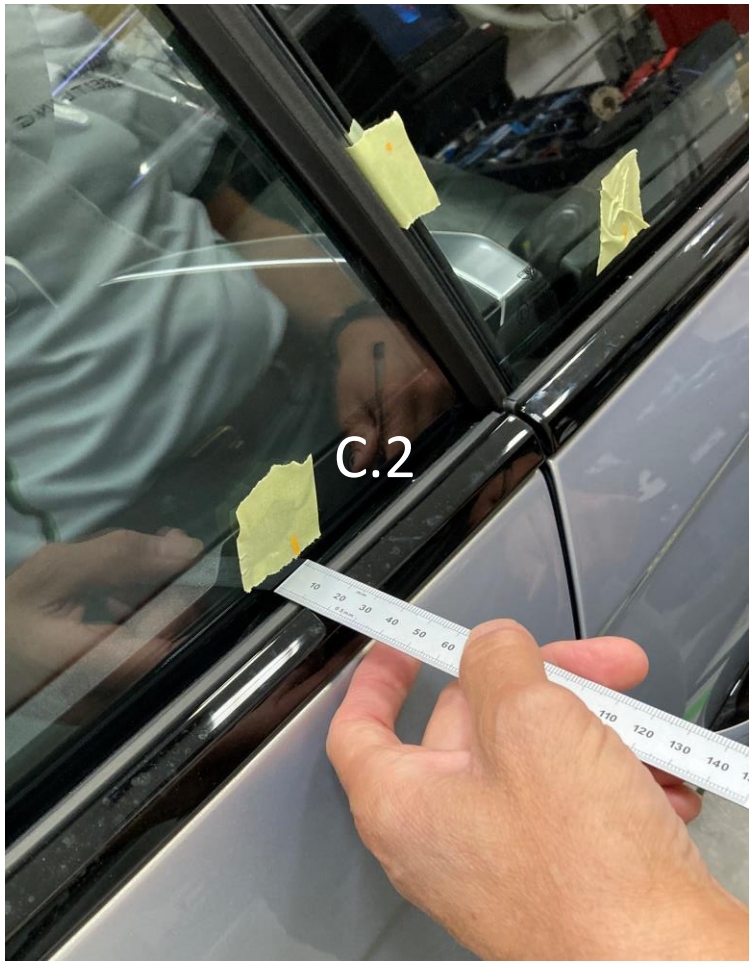
See image below, for OK and NOK after adjustment/checking



WAIST SEAL MEASUREMENT POINT C



Mark on tape 100mm from div bar (C.1)



Measure seal to window gap (C.2)

Specification
(C.1) 100mm from corner
(C.2) 5mm ± 2mm
(Ruler)

If the measurement is out of specification refer to ElsaPro

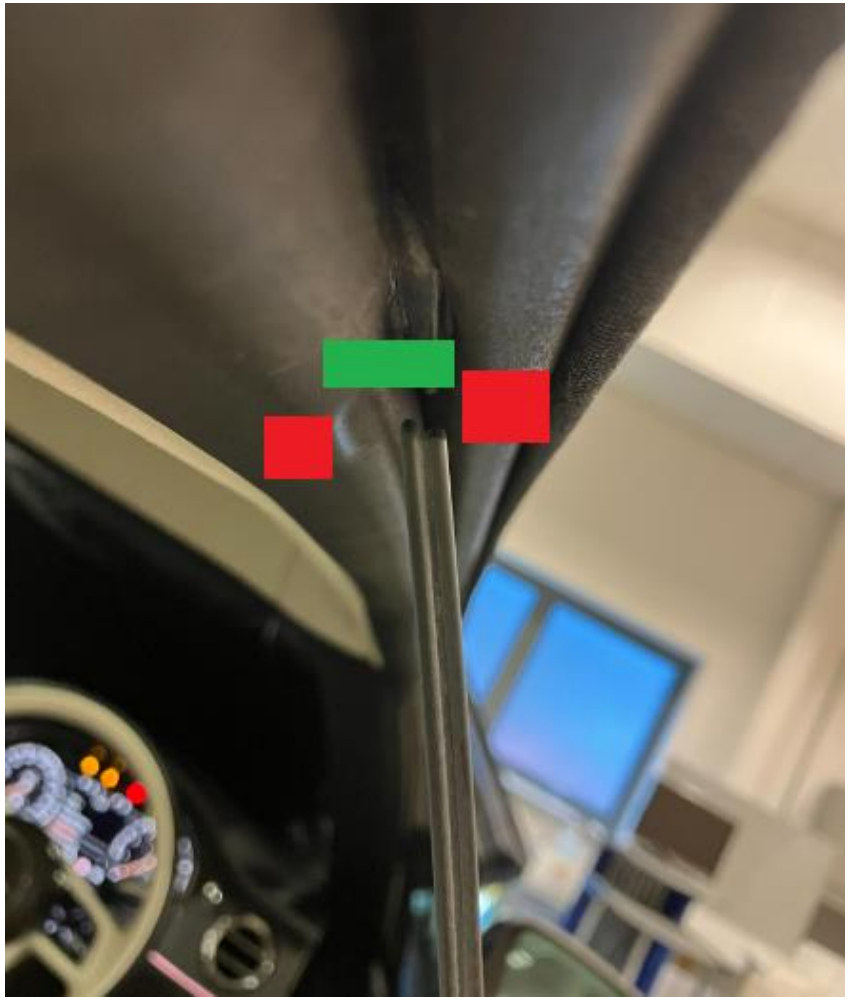
Repair Group 64 'Slide glass checking and adjusting'

RECORDED MEASUREMENTS

Record all measured results as per the table below and attach to existing Technical DISS query if required.

	Point	Position	Specification	Before adjustment	After adjustment	In/Out of specification (Tick/Cross)
Interlock	Interlock Point 1	50mm in front of front div bar	7.5mm ± 1mm			
	Interlock Point 2	150mm behind corner of front div bar	8mm ± 1mm			
	Interlock Point 3	50mm in front of rear div bar	8mm ± 1mm			
	Interlock Point 4	50mm to rear of rear div bar	8mm ± 1mm			
	Interlock Point 5	50mm from seal	11mm ± 1mm			
	Interlock Point 6	50mm from corner point of bright ware	8mm ± 1mm			
	Interlock Point 7	50mm from seal	11mm ± 1mm			
Profile	Profile Point 1	50mm in front of front div bar	10mm ± 1mm			
	Profile Point 2	50mm behind front div bar	10mm ± 2mm			
	Profile Point 3	50mm in front of rear div bar	10mm ± 2mm			
	Profile Point 4	50mm behind rear div bar	10mm ± 2mm			
	Profile Point 5	50mm from corner point of bright ware	10mm ± 2mm			
	Profile Point 6	50mm from upper corner	+0 mm / – 3 mm			
	Profile Point 7	50mm from lower corner	+0 mm / – 3 mm			
Waist Seal	Point A	100mm behind front div bar	5mm ± 1mm			
	Point B	100mm infront of rear div bar	5mm ± 1mm			
	Point C	100mm behind rear div bar	5mm ± 2mm			

WINDOW ENTRY INTO CANT RAIL/ROOF SEAL



Front Window example showing correct operation

Windows should enter cant rail seal smoothly, making contact with green area.

Too far inboard increases the risk of the cant rail seal pinching, too far outboard will clash with cant rail brightware (red squares)

For the front door, poor door profile point is a major contributing factor here and should be checked/adjusted if window found to be entering seal incorrectly.

If this is not correct, it will cause the window to bounce back causing a loss of basic settings.

Retailer Glass Measurement Procedure for GTC BY635

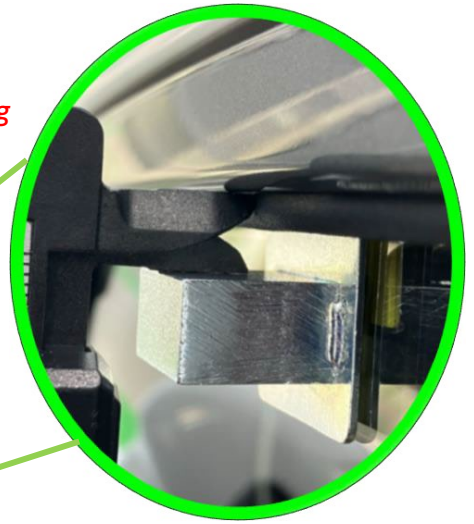
For measurement specifications refer only to the information in this TPI, refer to ElsaPro for all adjustment instructions as required.

INTERLOCK POINT 1

The steel rule shown in the images is for reference purposes only. To avoid potential damage to vehicle surfaces, it is recommended to use a plastic rule or vernier when performing measurements or alignments.

Place block 50mm in front of front div bar

Record measurement for all interlock points



From block to bright ware for all interlock points

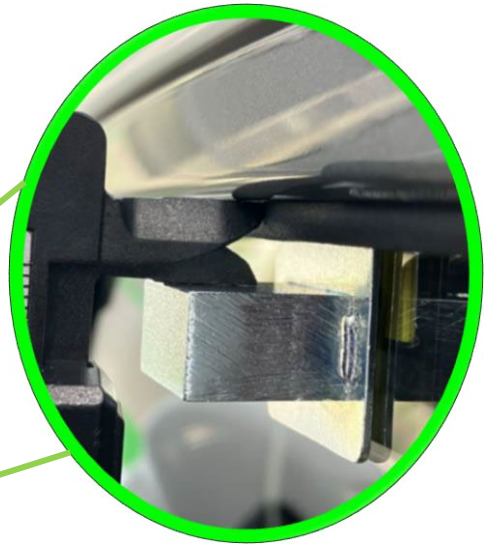
Specification
7.5mm ± 1mm
(Interlock Tool WT10549/1)

If the measurement is out of specification refer to ElsaPro
Repair Group 64 'Front door quarter glass – To adjust'

INTERLOCK POINT 2

Place block 100mm in front of front div bar

Record measurement for all interlock points



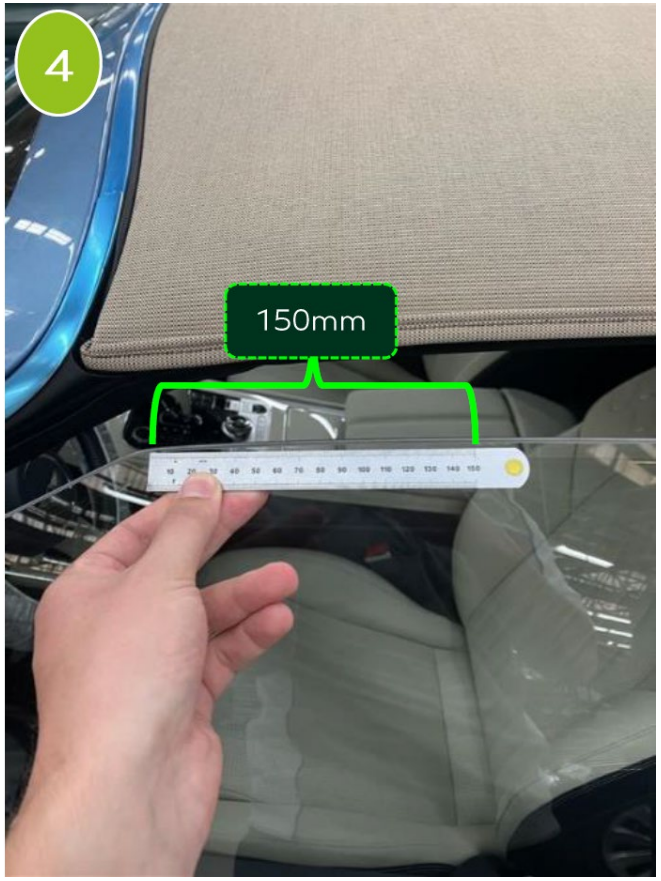
From block to bright ware for all interlock points

Specification
8.5mm ± 1mm
(Interlock Tool WT10549/1)

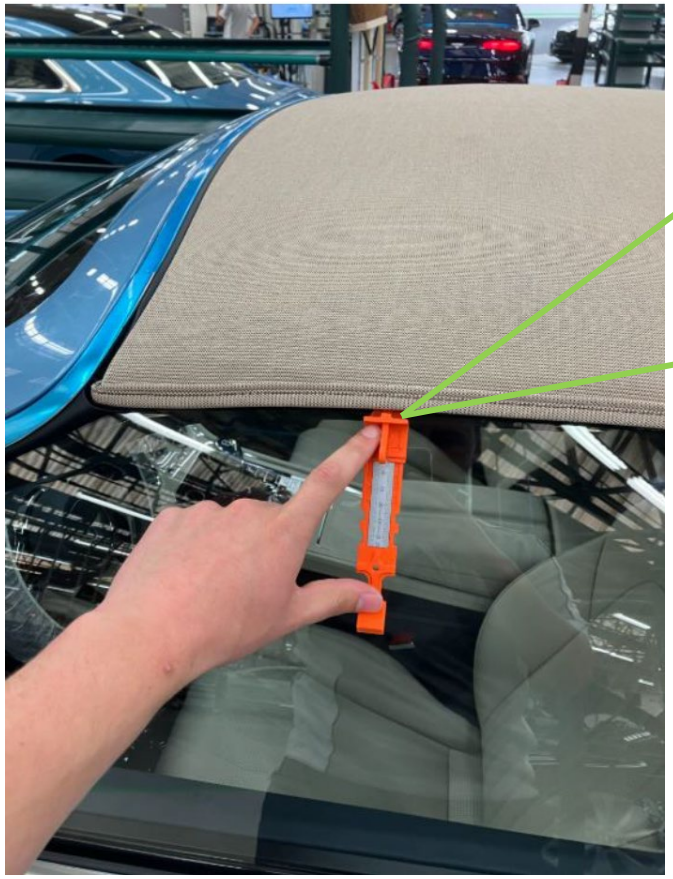
If the measurement is out of specification refer to ElsaPro **Repair Group 64 'Front door quarter glass – To adjust'**

If the specification for interlock points 2, 3 or 4 cannot be achieved through normal adjustment, refer to page 6 of the glass reset procedure.

INTERLOCK POINT 3



150mm from front corner of window glass as shown



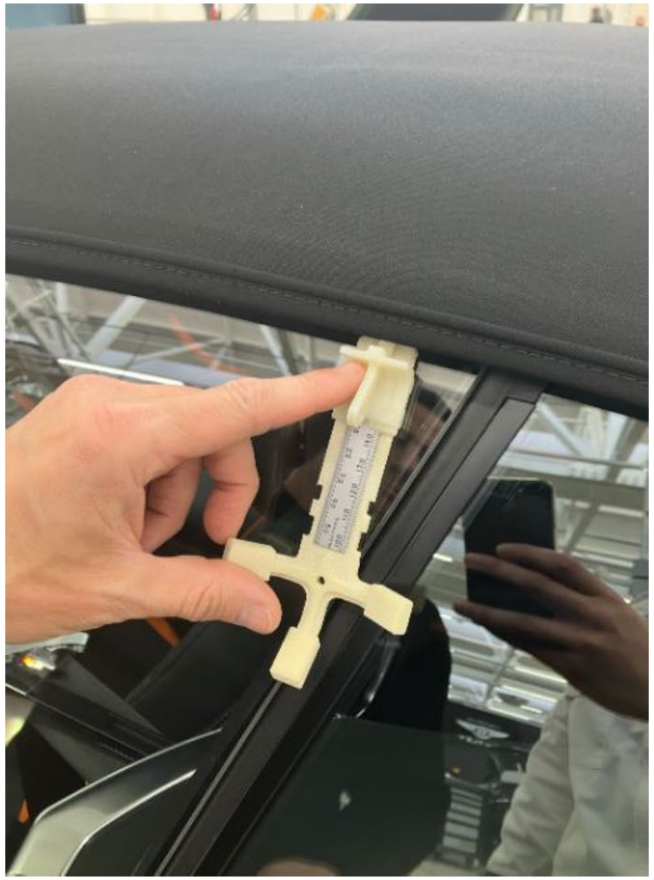
1. Hook onto glass with door open at measured point
2. Close door and allow glass to close
3. Lightly push gauge to top and take measurement at indicated point. Do not deform the seal.

Specification
8.5mm ± 1mm
(Interlock Tool WT10554)

If the measurement is out of specification refer to ElsaPro **Repair Group 64 'Front door quarter glass – To adjust'**

If the specification for interlock points 2, 3 or 4 cannot be achieved through normal adjustment, refer to page 6 of the glass reset procedure.

INTERLOCK POINT 4



Specification
8.5mm ± 1mm
(Interlock Tool WT10554)

If the measurement is out of specification refer to ElsaPro **Repair Group 64 'Front door quarter glass – To adjust'**

If the specification for interlock points 2, 3 or 4 cannot be achieved through normal adjustment, refer to page 6 of the glass reset procedure.

50mm from rear edge of the front door glass as shown

1. Hook onto glass with door open at measured point
2. Close door and allow glass to close
3. Lightly push gauge to top and take measurement at indicated point. Do not deform the seal.

INTERLOCK POINT 5 ROOF UP

Do not use a Steel Rule against the div bar to measure, use a plastic vernier/rule

50mm from corner

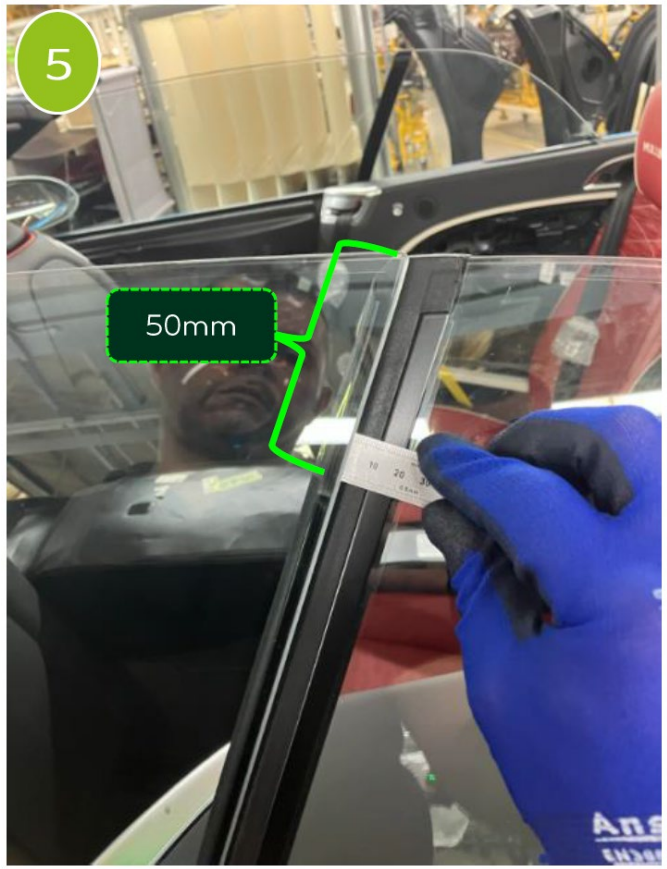
Record measurement

Specification
11mm ± 1mm
(Ruler/vernier)

If the measurement is out of specification refer to ElsaPro **Repair Group 64 'Front door quarter glass – To adjust'**

INTERLOCK POINT 5 ROOF DOWN

Do not use a Steel Rule against the div bar to measure, use a plastic vernier/rule



Take measurement
50mm from top of glass

Record measurement

Specification
11mm ± 1mm
(Ruler/vernier)

If the measurement is out of specification refer to ElsaPro **Repair Group 64 'Front door quarter glass – To adjust'**

INTERLOCK POINT 6 ROOF UP & DOWN

Do not use a Steel Rule against the div bar to measure, use a plastic vernier/rule

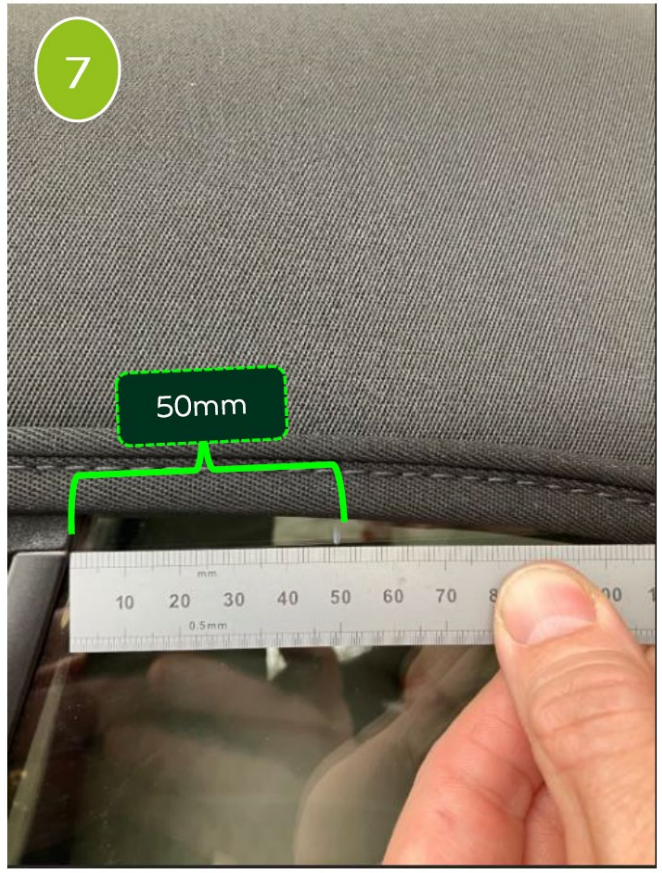
50mm from corner

Record measurement

Specification
11mm ± 1mm
(Ruler/vernier)

If the measurement is out of specification refer to ElsaPro **Repair Group 64 'Front door quarter glass – To adjust'**

INTERLOCK POINT 7



50mm behind rear div bar

1. Hook onto glass with door open at measured point
2. Close door and allow glass to close
3. Lightly push gauge to top and take measurement at indicated point. Do not deform the seal.

Specification
8.5mm ± 1mm
(Interlock Tool WT10554)

If the measurement is out of specification refer to ElsaPro **Repair Group 64 'Front door quarter glass – To adjust'**

INTERLOCK POINT 8

100mm from corner

1. Hook onto glass with door open at measured point
2. Close door and allow glass to close
3. Lightly push gauge to top and take measurement at indicated point. Do not deform the seal.

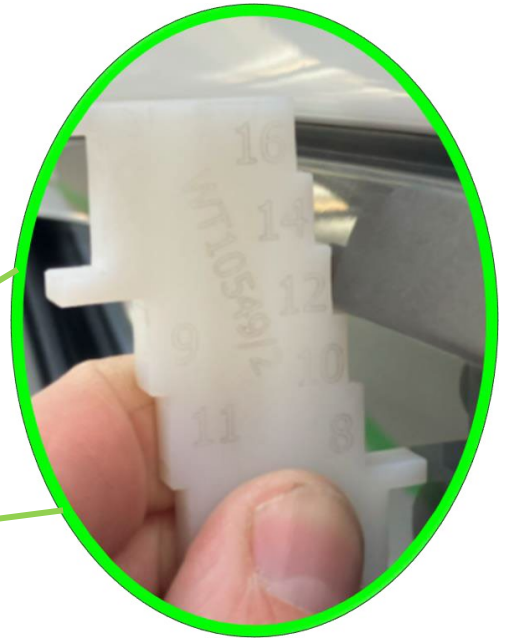
Specification
8.5mm – 16mm
(Interlock Tool WT10554)

If the measurement is out of specification refer to ElsaPro **Repair Group 64 'Front door quarter glass – To adjust'**

PROFILE POINT 1

50mm in front of front div bar

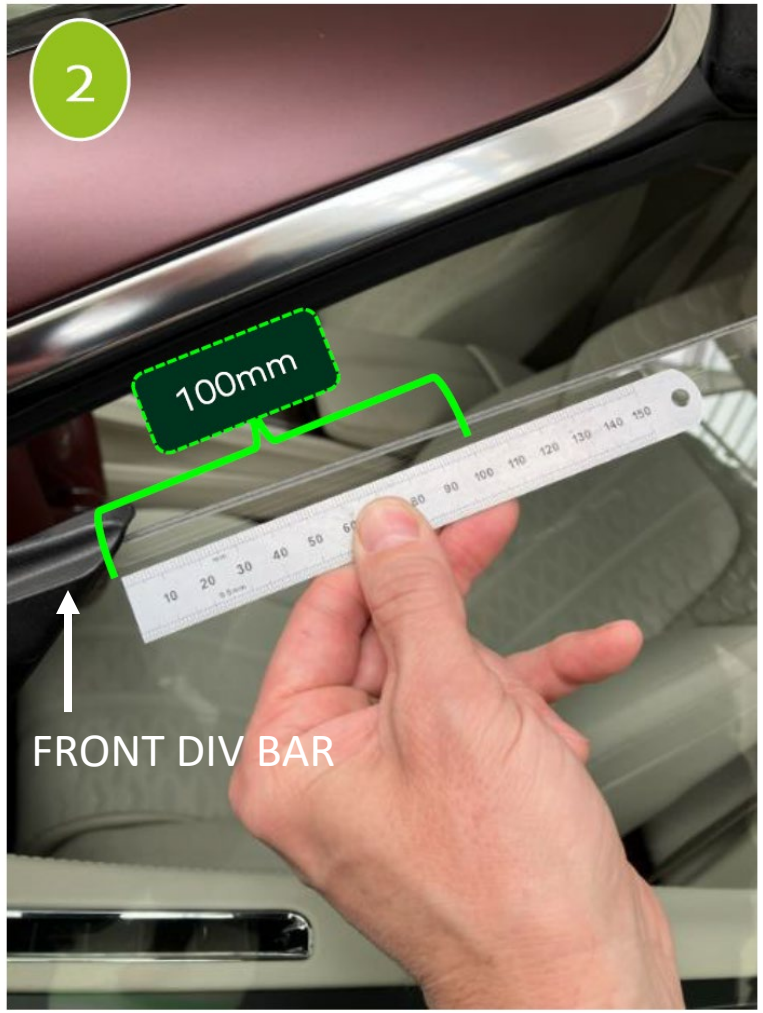
Flat against glass to brightware



Specification
10mm ± 1mm
(Profile Tool WT10549/2)

If the measurement is out of specification refer to ElsaPro **Repair Group 64 'Slide glass checking and adjusting'**

PROFILE POINT 2



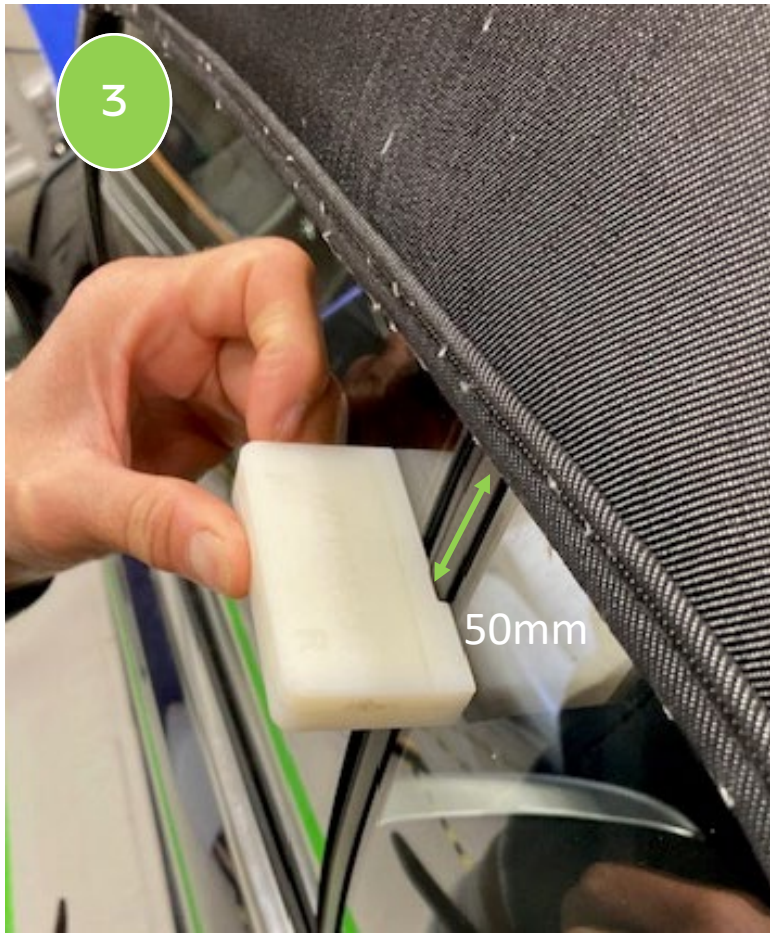
Place block 50mm in front of front div bar

Flat against glass to brightware

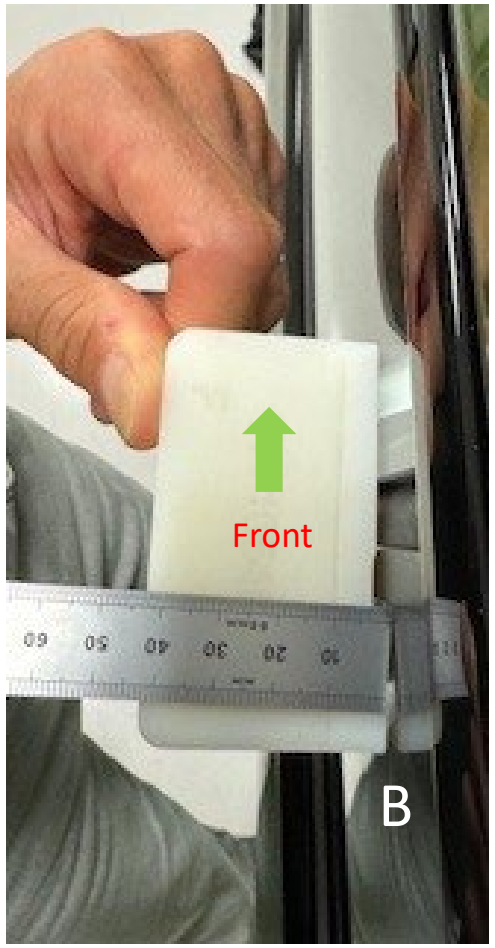
Specification
14mm ± 2mm
(Profile Tool WT10549/2)

If the measurement is out of specification refer to ElsaPro **Repair Group 64 'Slide glass checking and adjusting'**

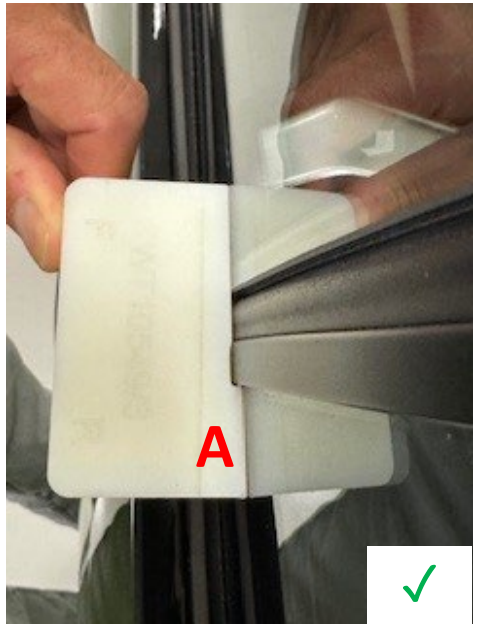
PROFILE POINT 3 ROOF UP



50mm from upper corner



Flat against front window, measure gap



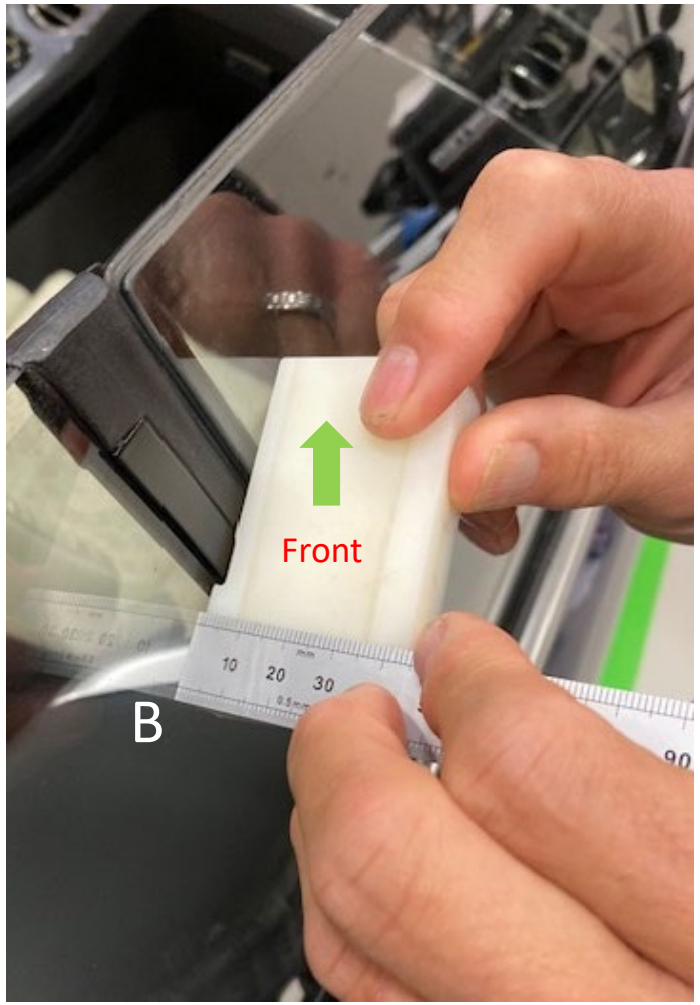
Specification

Point A tool against glass is +2mm
Allowable up to 3mm refer to Point B
(Profile Tool WT10549/3)

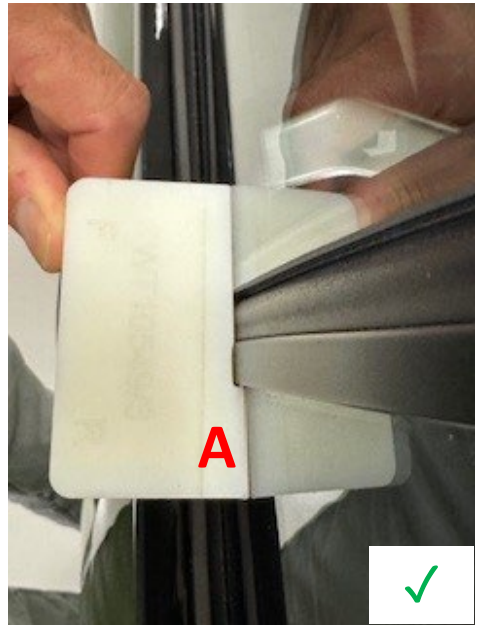
If the measurement is out of specification refer to ElsaPro **Repair Group 64 'Slide glass checking and adjusting'**

PROFILE POINT 3 ROOF DOWN

50mm from upper corner



Flat against front window, measure gap



Specification

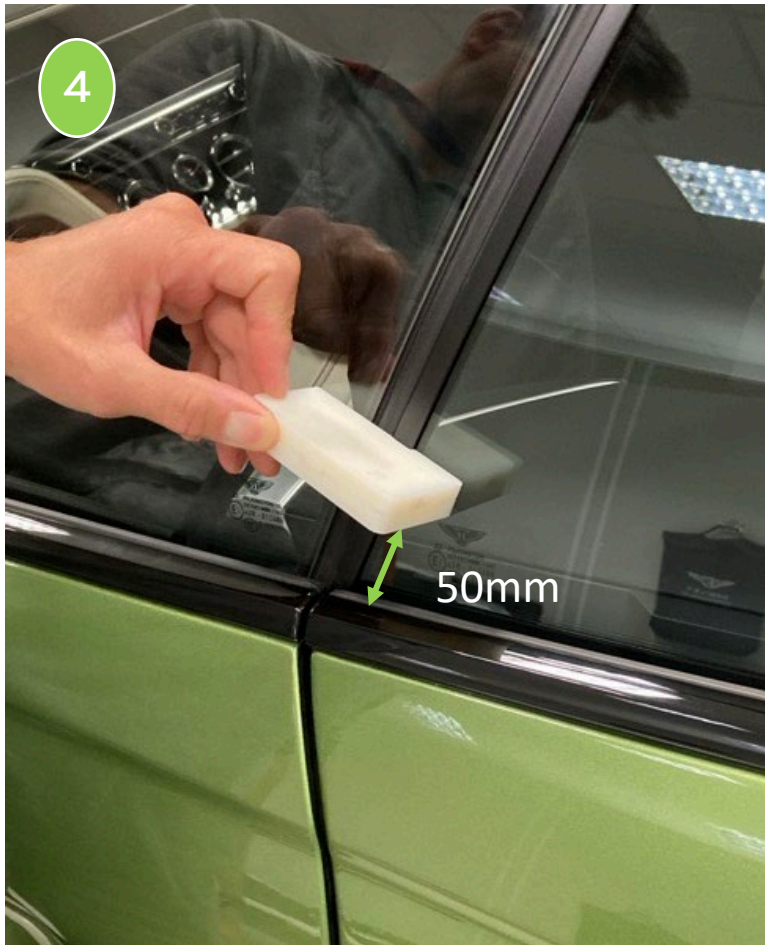
Point A tool against glass is +2mm

Allowable up to 3mm refer to Point B

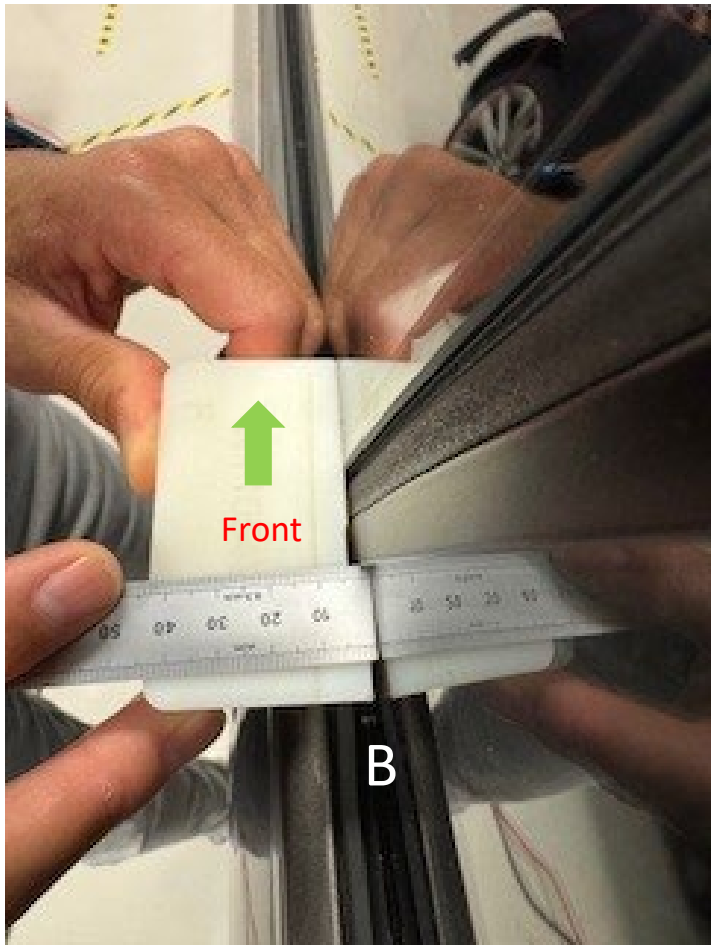
(Profile Tool WT10549/3)

If the measurement is out of specification refer to ElsaPro **Repair Group 64 'Slide glass checking and adjusting'**

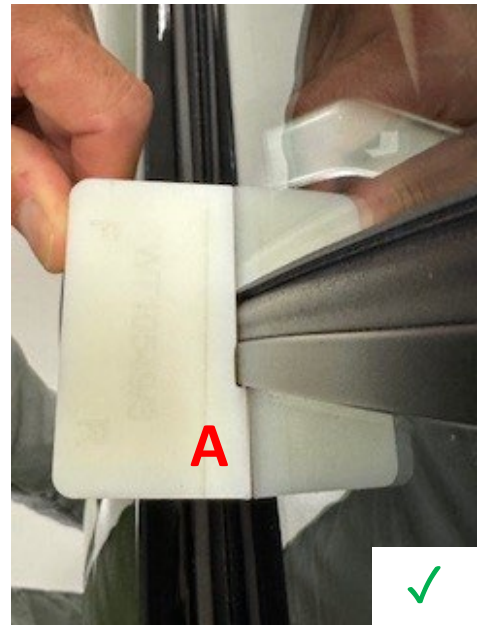
PROFILE POINT 4



50mm from lower corner



Flat against front window, measure gap

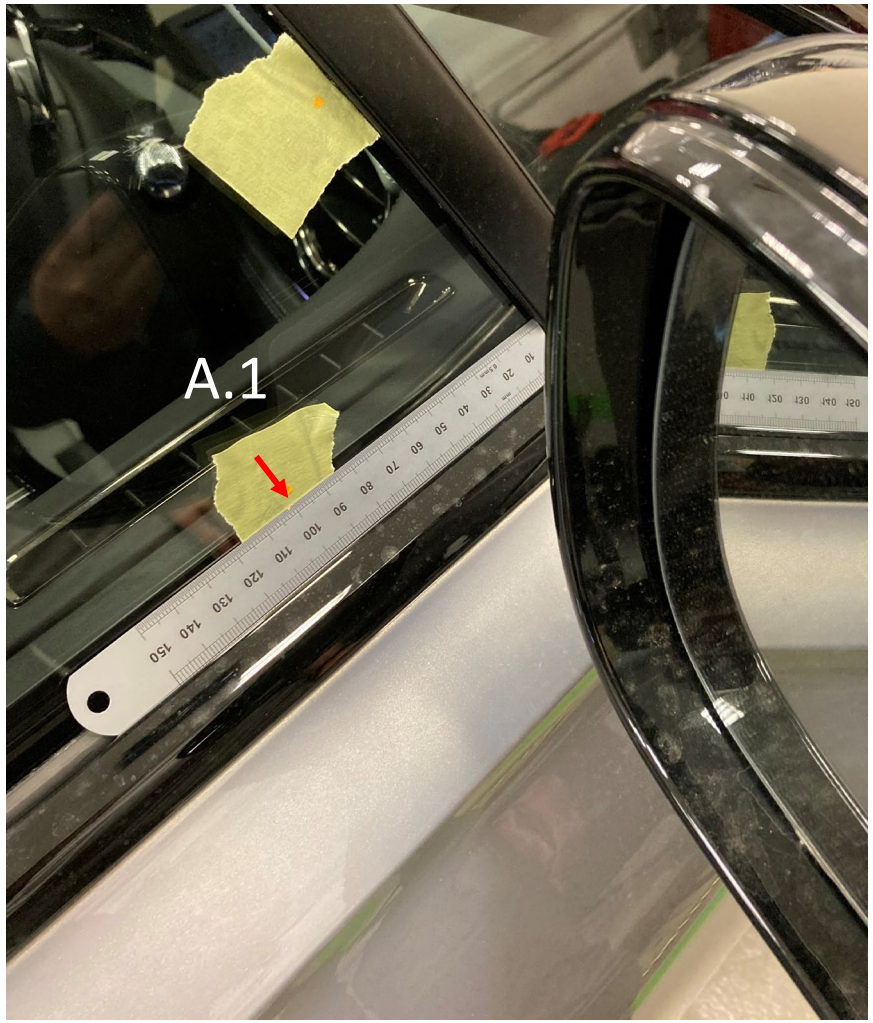


Specification

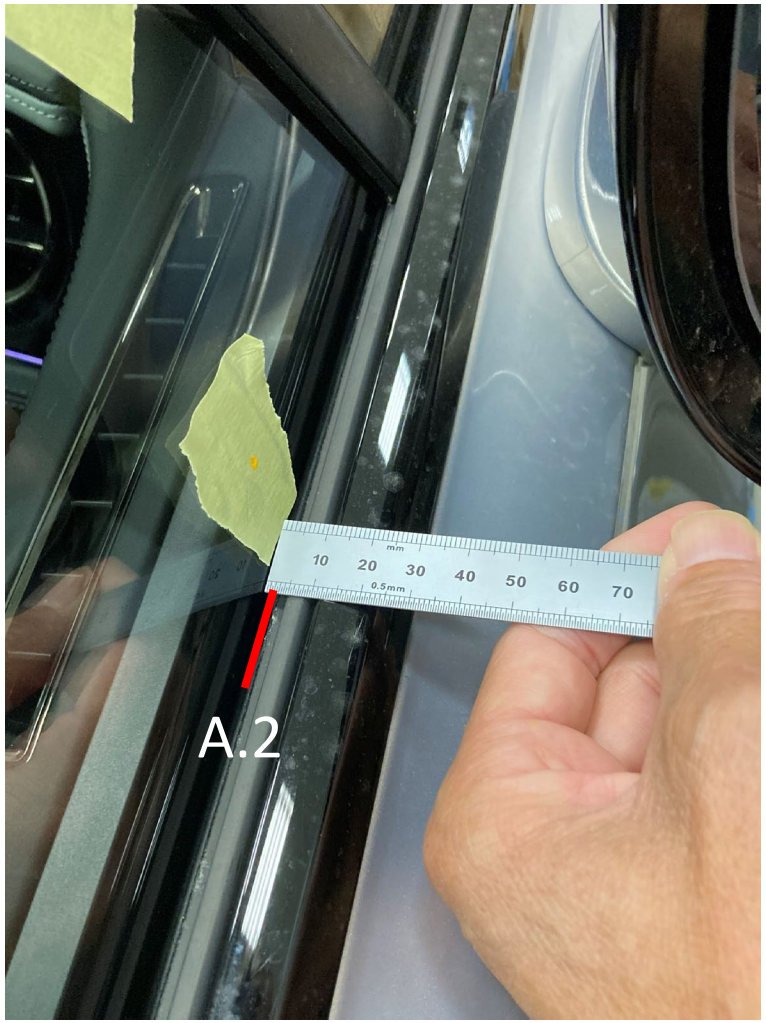
Point A tool against glass = +2mm
Allowable up to 3mm refer to Point B (Profile Tool 17301)

If the measurement is out of specification refer to ElsaPro **Repair Group 64 'Slide glass checking and adjusting'**

WAIST SEAL MEASUREMENT POINT A



Mark on tape 100mm from div bar (A.1)



Measure from first lip rubber seal to window glass (A.2)

Specification

(A.1) 100mm from corner

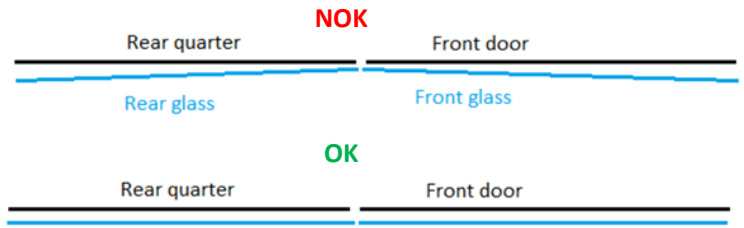
(A.2) 5mm ± 1mm

(Ruler)

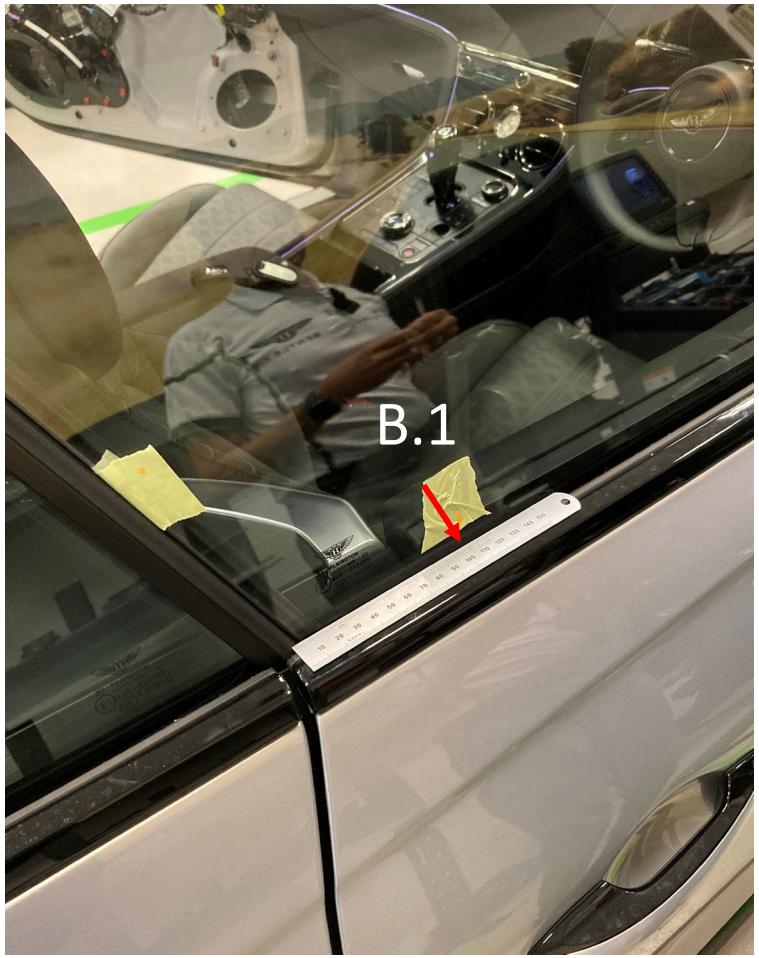
If the measurement is out of specification refer to ElsaPro

Repair Group 64 'Slide glass checking and adjusting'

See image below, for OK and NOK after adjustment/checking



WAIST SEAL MEASUREMENT POINT B



Mark on tape 100mm from div bar (B.1)

Measure from first lip rubber seal to window glass (B.2)

Specification

(B.1) 100mm from corner

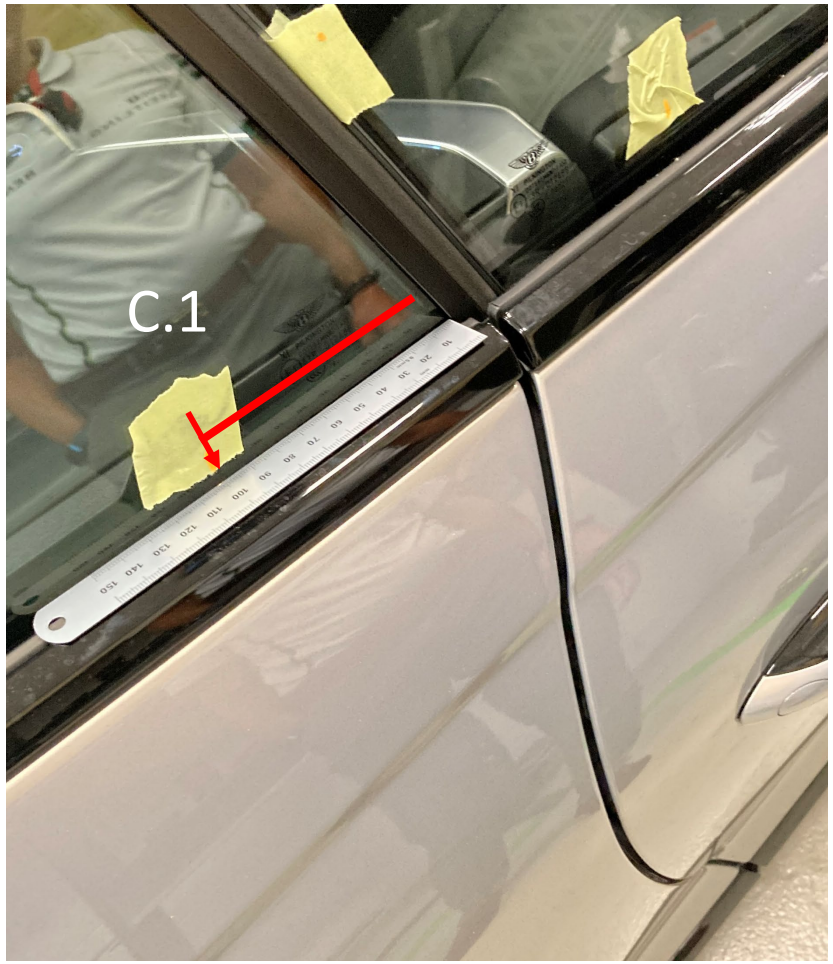
(B.2) 5mm ± 1mm

(Ruler)

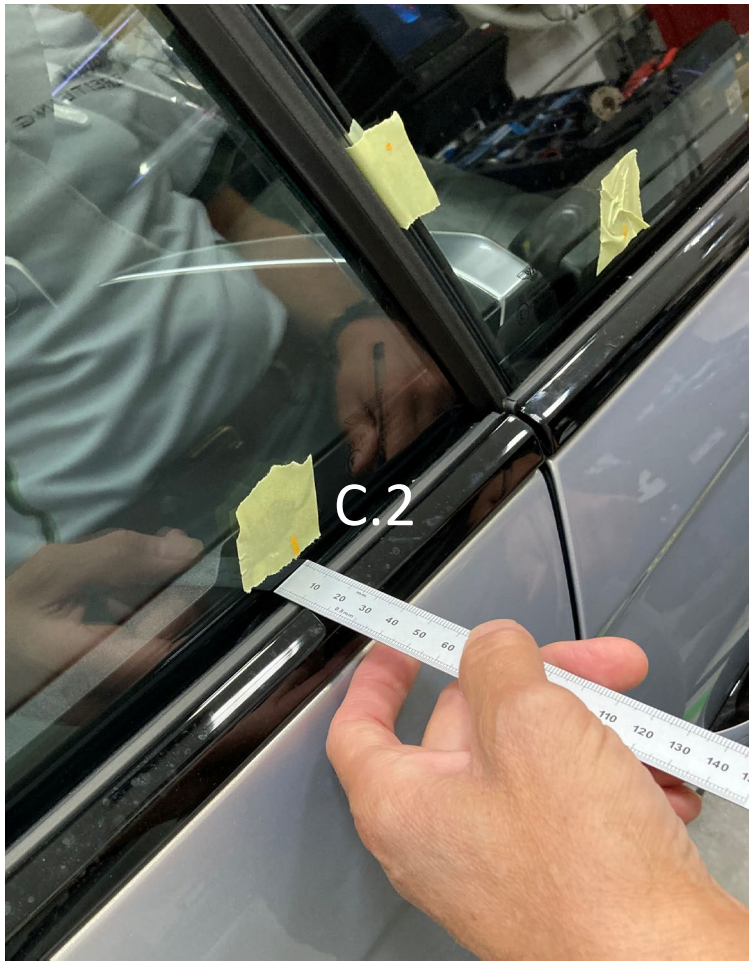
If the measurement is out of specification refer to ElsaPro

Repair Group 64 'Slide glass checking and adjusting'

WAIST SEAL MEASUREMENT POINT C



Mark on tape 100mm from div bar (C.1)



Measure seal to window gap (C.2)

Specification
(C.1) 100mm from corner
(C.2) 5mm ± 2mm
(Ruler)

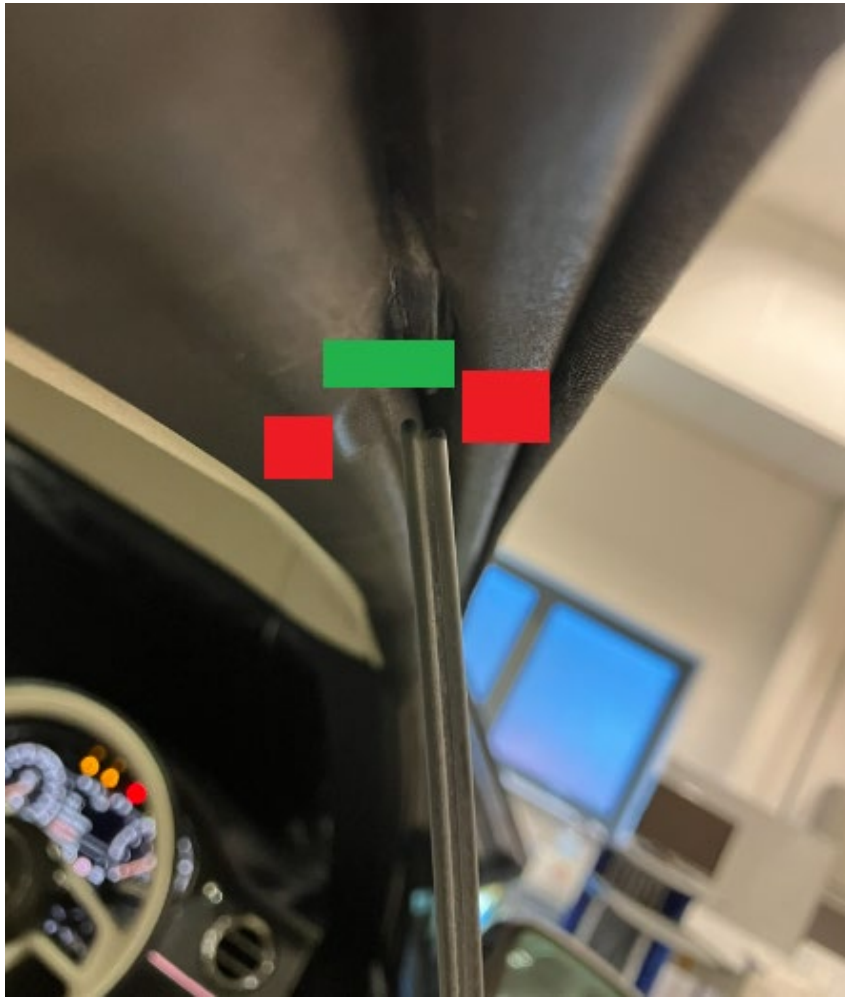
If the measurement is out of specification refer to ElsaPro **Repair Group 64 'Slide glass checking and adjusting'**

RECORDED MEASUREMENTS

Record all measured results as per the table below and attach to existing Technical DISS query if required.

	Point	Position	Specification	Before adjustment	After adjustment	In/Out of specification (Tick/Cross)
Interlock	Interlock Point 1	50mm in front of front div bar	7.5mm ± 1mm			
	Interlock Point 2	100mm in front of front div bar	8.5mm ± 1mm			
	Interlock Point 3	150mm from front corner of window glass	8.5mm ± 1mm			
	Interlock Point 4	50mm from rear edge of the front door glass	8.5mm ± 1mm			
	Interlock Point 5 (Roof up)	50mm from corner	11mm ± 1mm			
	Interlock Point 5 (Roof down)	50mm from top of glass	11mm ± 1mm			
	Interlock Point 6 (Roof up & down)	50mm from corner	11mm ± 1mm			
	Interlock Point 7	50mm behind rear div bar	8.5mm ± 1mm			
	Interlock Point 8	100mm from corner	8.5mm – 16mm			
Profile	Profile Point 1	50mm in front of front div bar	10mm ± 1mm			
	Profile Point 2	50mm in front of front div bar	14mm ± 2mm			
	Profile Point 3 (Roof up)	50mm from upper corner	+0 mm / – 3 mm			
	Profile Point 3 (Roof down)	50mm from upper corner	+0 mm / – 3 mm			
	Profile Point 4	50mm from lower corner	+0 mm / – 3 mm			
Waist Seal	Point A	100mm behind front div bar	5mm ± 1mm			
	Point B	100mm infront of rear div bar	5mm ± 1mm			
	Point C	100mm behind rear div bar	5mm ± 2mm			

WINDOW ENTRY INTO CANT RAIL/ROOF SEAL



Front Window example showing correct operation

Windows should enter cant rail seal smoothly, making contact with green area.

Too far inboard increases the risk of the cant rail seal pinching, too far outboard will clash with cant rail brightware (red squares)

For the front door, poor door profile point is a major contributing factor here and should be checked/adjusted if window found to be entering seal incorrectly.

If this is not correct, it will cause the window to bounce back causing a loss of basic settings.