

## Technical product information

|                 |                                                                                                           |
|-----------------|-----------------------------------------------------------------------------------------------------------|
| Topic           | DTC B1A7BF0 HV Insulation Fault – Red Electrical System Fault   Continental GT/GTC /Flying Spur   25-26MY |
| Market area     | Bentley: worldwide (2WBE),China 796 VW Import Comp. Ltd (Vico), Beijing (6796)                            |
| Brand           | Bentley                                                                                                   |
| Transaction No. | 2078866/4                                                                                                 |
| Level           | EH                                                                                                        |
| Status          | Released for publishing                                                                                   |
| Release date    | April 10 2026                                                                                             |

### Event memory entries

| Diagnostic address               | Event memory entry                                           | Fault type | Fault status |
|----------------------------------|--------------------------------------------------------------|------------|--------------|
| 008C - Hybrid battery management | P2C8900: Hybrid/EV Battery System Precharge Current Too High |            | Intermittent |
| 008C - Hybrid battery management | B1A7BF0: HV insulation measurement faulty                    |            | Intermittent |
| 008C - Hybrid battery management | P0C7800: Hybrid/EV Battery System Precharge Time Too Long    |            | Intermittent |

### New customer code

| Object of complaint                                                                      | Complaint type                           | Position |
|------------------------------------------------------------------------------------------|------------------------------------------|----------|
| electrical power, electric system, data transfer -> power supply -> high-voltage battery | control units, services -> error message |          |

## Vehicle data

### 25-26MY Continental GT/GTC & Flying Spur

#### Sales types

| Type | MY   | Brand | Designation | Engine code | Gearbox code | Final drive code |
|------|------|-------|-------------|-------------|--------------|------------------|
| Z23* | 2025 | E     |             | *           | *            | *                |
| Z23* | 2026 | E     |             | *           | *            | *                |
| Z24* | 2025 | E     |             | *           | *            | *                |

|      |      |   |  |   |   |   |
|------|------|---|--|---|---|---|
| Z24* | 2026 | E |  | * | * | * |
| Z32* | 2025 | E |  | * | * | * |
| Z32* | 2026 | E |  | * | * | * |

# Documents

| Document name              |
|----------------------------|
| <a href="#">master.xml</a> |



Connection offline

## Technical product information

Transaction No.:

**2078866/4**

DTC B1A7BF0 HV Insulation Fault – Red Electrical System Fault | Continental GT  
/GTC/Flying Spur | 25-26MY

## Customer statement / workshop findings

### Customer Statement

The customer may report that a red warning appears on the Driver's Instrument Panel (DIP) with the message "Safely Stop Vehicle" and an electrical system fault.

### Workshop Findings

The following DTC is stored in the HV Battery Management Unit (diagnostic address 008C):

- **B1A7BF0** (HV insulation measurement faulty – Fault type 2: Passive/sporadic) with symptom 40976 (Status: 00101000)

And/or

- **P0C7800** (Hybrid/EV Battery System Precharge Time too long) with symptom 14417987
- **P2C8900** (Hybrid/EV Battery System Precharge Current Too High) with symptom 14419331



(NOTE: DTC P0C7800 and P2C8900 show a MIL symptom rather than red electrical system fault)

## Technical background

A software update package has been released to address this customer concern and rectify associated diagnostic trouble codes. Performing this vehicles software update will allow the vehicle to return to full operation as intended, and restores full system integrity.

If the customer statement and workshop findings are verified. Refer to the measure section and complete all applicable steps to completion.

### Revision History

2078866/4 – Additional mandatory requirement introduced to complete all relevant outstanding service campaigns prior to carrying out the action in the measure section.

## Production change

Software enhancement applied in series production.

## Measure

Resolve by performing software updates to the following control units:



### CAUTION

If the following campaigns are marked as an outstanding campaign in ElsaPro, they must be completed

before starting this update: ED37, ED39, ED40, ED42, ED54, ED55, ED56, ED85

| Previous Software                                                  | New Software          |
|--------------------------------------------------------------------|-----------------------|
| DA [008C] HV Battery Management Control Module<br>– 0204           | DA [008C] – 0207      |
| DA [06D0] Battery Junction Box - 0207                              | DA [06D0] – No Change |
| DA [8104] High Voltage DC/DC Converter – 0002/<br>0005             | DA [8104] - 0010      |
| DA [0008] HVAC Control module – 0670<br><i>*25MY vehicles only</i> | DA [0008] - 850       |

### SVM Applicability Table

| 25MY SVM Codes                                                                                                                                                                                   | 26MY SVM Codes                                                                                                                                                                               |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <u>SVM Code Input 1</u><br>372BIL10572HV01 (Continental GT/GTC)<br>373BIL10572HV01 (Flying Spur)<br><u>SVM Code Input 2</u><br>372BIL1057201 (Continental GT/GTC)<br>373BIL1057201 (Flying Spur) | <u>SVM Code Input 1</u><br>372BIL1083HV01 (Continental GT/GTC)<br>373BIL1083HV01 (Flying Spur)<br><u>SVM Code Input 2</u><br>372BIL108301 (Continental GT/GTC)<br>373BIL108301 (Flying Spur) |

### Software Update Instructions



#### CAUTION

The Bentley ODIS-S Brand Version **MUST** be at least 2.35.9 (or higher)



#### CAUTION

Before conducting the onward instructions, the operative **MUST** recheck the communication method in ODIS and ensure that DoIP is selected before proceeding. Within ODIS-S, perform the following:

- On the right hand side, select the “Admin” tile (Within ‘Operating modes’)
- Select “GFF sequence” (Within ‘General information’ section)
- Under the “Selection of Communication path” drop-down menu, select “Only permit DoIP communication”.



#### CAUTION

**DO NOT, UNDER ANY CIRCUMSTANCES, ATTEMPT TO CONDUCT THE SOFTWARE UPDATE VIA THE CAN NETWORK. ONLY DoIP SHOULD BE USED WHEN PERFORMING THE SVM UPDATE.**



#### CAUTION

**You MUST ONLY use the Diagnosis Interface VAS 6154 (WiFi Diagnostic Tool) in USB OPERATION or the CABLE-CONNECTED VAS 5055 for the reprogramming (updating) of the control units.**

- If neither of these units are available, the VAS 5054 (A) may be used in USB MODE.
- DO NOT under any circumstances use a Bluetooth connection to conduct the reprogramming (updating) of any control units.

### Battery Charger



#### CAUTION

**ONLY Chargers that meet the approved specification on the Mandatory Equipment List (available on the Bentley Hub) MUST be used.**

- The charger must be set to a mode where a **MINIMUM** of 90a is supplied to the battery during the process. Typically, this is known as 'Power Supply Mode' or 'DIAG+ Mode'.
- A voltage of exactly 14.8v must be set and maintained throughout the process.
- Please refer to the manual to ensure that these requirements are met before beginning any SVM update

### Preparation before update



#### WARNING

**Vehicles using a High voltage system MUST only be worked on by suitably qualified personnel**



#### CAUTION

**During the update, switch off all unnecessary consumers. For example, ventilation, seat heaters, interior illumination, exterior lights ect.**

Conduct a full guided fault find of the vehicle.

Address any unknown faults **BEFORE** conducting any of the below updates, referencing the applicable TPI.

Ensure that the correct battery charger is connected to the vehicle. – Refer to the "Battery Charger" Section above.

### High Voltage Shutdown



## WARNING

De-energise the high-voltage system via ODIS-S. Refer to ElsaPro, Repair Group 93 – “De-energising high-voltage system” to do so.

### SVM Code Input 1



## CAUTION

At this point, a suitable battery charger must be connected to the vehicle.

1. After a suitable battery charger is connected, select the Special Functions tab.
2. Navigate to ‘SVM – Code Input’ and enter the applicable SVM Input 1 code if required from the SVM applicability table.



## NOTICE

Ensure that the Mirror server is connected when running the SVM code.

3. On the next screen, ensure that the SVM code is correct.
4. You will be shown the communication type. This **MUST** be set to “DoIP”.
  - a. If “DoIP” is not selected, select option 3 until the communication type is set to “DoIP”.
5. Ensure that the diagnostic device remains connected for the duration of the update.
6. Follow all on-screen prompts until the program ends.
  - a. You may be required to perform various ignition cycles during the test so ensure that you are situated around the vehicle/ODIS-S device for the full update.
7. If you encounter any errors during the update, please refer to TPI 2078962 - ‘ODIS Error Message – Best Practice When Performing Baseline (BiL) Updates’.
  - a. Please raise a FULL TECHNICAL DISS query.
  - b. Customer Statement: “2078866 Support”
  - c. Workshop Findings: Give a summary of the error encountered and ensure that the latest Guided Fault-Finding log is submitted online.

8. Read the identification data from each ECU in the table below and verify that software versions match the target.

Right click relevant control unit > Guided Functions > Read Identification Data

| Diagnostic Address                 | ECU name        | Target Software version |
|------------------------------------|-----------------|-------------------------|
| 008C                               | BMC             | 207                     |
| 06D0                               | BJB             | 207                     |
| 8104                               | DC/DC Converter | 0010                    |
| 0008<br><i>*25MY vehicles only</i> | HVAC            | 850                     |

If the software does not match the target software. Rerun SVM code input, If the software version cannot be corrected.

- a. Please raise a FULL TECHNICAL DISS query.
- b. Customer Statement: "2078866 Support"
- c. Workshop Findings: Give a summary of the error encountered and ensure that the latest Guided Fault-Finding log is submitted online.

## SVM Code Input 2

9. Navigate to 'SVM – Code Input' and enter the applicable SVM Input 2 code if required from the SVM applicability table.

10. Follow the steps 2-6.

11. If you encounter any errors during the update, please refer to TPI 2078962 - 'ODIS Error Message – Best Practice When Performing Baseline (BiL) Updates'.

- a. Please raise a FULL TECHNICAL DISS query.
- b. Customer Statement: "2078866 Support"
- c. Workshop Findings: Give a summary of the error encountered and ensure that the latest Guided Fault Finding log is submitted online.

12. After successful completion of the update, perform the following.

- a. Turn off the ignition
- b. Remove all equipment from the car (Diagnostic tester/dongle, battery charger, keys)

- c. Close all doors, windows, bonnet and boot lid
- d. Lock the vehicle to perform a CAN-BUS sleep (wait 15 minutes).



#### **WARNING**

**Re-energise the high-voltage system via ODIS-S. Refer to ElsaPro, Repair Group 93 – “Re-energising high-voltage system” to do so.**

13. After 15 minutes, unlock and open the driver's door. Turn on the ignition, re-connect the battery charger and diagnostic dongle.

14. Re-run guided fault finding and clear DTCs. If any faults are present, refer to TPI 2075920. If any other faults are present, please raise a full DISS query with a full GFF log uploaded online stating the error encountered.

15. If in the event the issue is not resolved the operative must respond via an existing DISS query or raise a new technical DISS query and await a response before conducting any further work.

### **Warranty accounting instructions**

Warranty Type – 110 or 910

Damage Service Number – 87 11

Damage Code – 02 02

#### **Time to perform SVM Update**

Labour Operation Code: 01 51 00 00

Time: As per ODIS log (Must not exceed 100 TU)

#### **Additional Time Allowance**

A 100TU allowance may be claimed only if a SVM update fails to complete successfully. This is intended to cover additional diagnostic or recovery work directly resulting from the failed update. It must not be used for unrelated delays or issues.

ODIS logs must be attached to a DISS ticket for evidence of failure. Claims without valid documentation will be rejected. Warranty Adjudicators will review associated ODIS logs and DISS queries to determine actual software update time.