

Technical product information

Topic	Window Drop Glass Operation Continental GT/GTC 25-26MY
Market area	Bentley: worldwide (2WBE),China 796 VW Import Comp. Ltd (Vico), Beijing (6796)
Brand	Bentley
Transaction No.	2080372/2
Level	EH
Status	Released for publishing
Release date	May 19 2026

Event memory entries

Diagnostic address	Event memory entry	Fault type	Fault status
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
00BB - Rear drivers side 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 fixtures and fittings -> window opening/closing, window heating -> window return at door-closing	functionality -> without function / defect	front right
body fixtures and fittings -> window opening/closing, window heating -> window return at door-closing	functionality -> without function / defect	rear right
body fixtures and fittings -> window opening/closing, window heating -> window drop at door-opening	functionality -> defective function sequence	rear right
body fixtures and fittings -> window opening/closing, window heating -> window drop at door-opening	functionality -> defective function sequence	rear left
body fixtures and fittings -> window opening/closing, window heating -> window drop at door-opening	functionality -> defective function sequence	front right
body fixtures and fittings -> window opening/closing, window heating -> window return at door-closing	functionality -> without function / defect	rear left
body fixtures and fittings -> window opening/closing, window heating -> window return at door-closing	functionality -> without function / defect	front left

body fixtures and fittings -> window opening/closing, window heating -> window drop at door-opening

functionality -> defective function sequence

front left

Vehicle data

Continental GT/GTC

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		*	*	*

Documents

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



Connection offline

Technical product information

Transaction No.: 2080372/2

Window Drop Glass Operation | Continental GT/GTC | 25-26MY

Customer statement / workshop findings

- 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



CAUTION

The operative must ensure the latest version of this TPI is obtained using the applicable VIN as TPI versions change without notice



Should the issue still be evident after the instructions within this TPI have been conducted or if this is a repeat repair; 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

Revision History

2080372/2 – Updates include added 26MY SVM/TDC information, removal of obsolete labour codes, revised glass measurement specifications, and clarified reset procedure wording to remove non applicable 25MY references.

Production change

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

Measure



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



NOTICE

Should any issues be evident with the 12 volt battery / system this should be rectified first before proceeding any further



The window closing time results (as below) must be attached to a new or existing DISS query

1. 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 – Software update to the rear door control modules 00BB and 00BC – Short drop function elimination

2. Perform the Software update to the rear door control modules 00BB and 00BC – Short drop function elimination, noting the information below:

25MY ONLY If campaigns ED18, ED54, ED55, ED56 have not been completed on the vehicle, perform the software update as described in the campaign and **ENSURE ALL STEPS ARE COMPLETED FULLY.**



NOTICE

25MY ONLY: IF CAMPAIGNS ED18, ED54, ED55, ED56 HAVE ALREADY BEEN COMPLETED ON THE

VEHICLE PROCEED TO SOFTWARE UPDATE BIL 105.7.2.

Once complete, refer to step 3 to perform SVM updates to raise the vehicles baseline integration level (BiL) software to 105.7.2.

26MY ONLY If campaigns ED59, ED65 have not been completed on the vehicle, perform the software update as described in the campaign and **ENSURE ALL STEPS ARE COMPLETED FULLY.**

NOTICE

26MY ONLY: IF CAMPAIGNS ED59, ED65 HAVE ALREADY BEEN COMPLETED ON THE VEHICLE PROCEED TO SOFTWARE UPDATE BIL 108.4

Once complete, refer to refer to step 3 to perform SVM updates to raise the vehicles baseline integration level (BiL) software to 108.4.

SVM Applicability Table

25MY SVM Codes (BIL 105.7.2)	26MY SVM Codes (BIL 108.4)
<u>SVM Code Input 1</u> 372BIL10572HV01 (Continental GT/GTC) 373BIL10572HV01 (Flying Spur)	<u>SVM Code Input 1</u> 372BIL108401 (Continental GT/GTC) 373BIL108401 (Flying Spur)
<u>SVM Code Input 2</u> 372BIL1057201 (Continental GT/GTC) 373BIL1057201 (Flying Spur)	<u>SVM Code Input 2</u> 372BIL108402 (Continental GT/GTC) 373BIL108402 (Flying Spur)

Software Update Instructions

CAUTION

The Bentley ODIS-S Brand Version MUST be at least 2.36.00 (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.

3. After a suitable battery charger is connected, select the Special Functions tab.

4. 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.

5. On the next screen, ensure that the SVM code is correct.

6. 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”.

7. Ensure that the diagnostic device remains connected for the duration of the update.

8. 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.

9. 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: “2080372 Support”

c. Workshop Findings: Give a summary of the error encountered and ensure that the latest Guided Fault-Finding log is submitted online.

10. 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
0008	HVAC Electronics	0850
008C	Hybrid Battery Management	0207
8104	High Voltage Converter	0010
0075	Telematics Control Module	0394

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: "2080372 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

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

12. Follow the steps 3-8.

13. 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: "2080372 Support"
- c. Workshop Findings: Give a summary of the error encountered and ensure that the latest Guided Fault Finding log is submitted online.

14. 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	New Target Data Container [TDC]
0042	Drivers Door	V03935489KA
0052	Passenger Door	V03935489KB
00BB	Drivers Rear Door	V03935489KG
00BC	Passenger Rear Door	V03935489KH

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: "2080372 Support"
- c. Workshop Findings: Give a summary of the error encountered and ensure that the latest Guided Fault-Finding log is submitted online.

15. 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.

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

17. 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.

18. 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.

[Section 2 - Rectification / Check Instructions](#)

19. 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 1 and 2 as examples)



Figure 1



Figure 2

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

20. IMPORTANT: Following the instructions in the attached PDF, the operative must complete all measurement checks and make any necessary adjustments before proceeding to Section 3.



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 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.

21. 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.

Section 3 – Final Checks

22. 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

23. 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

24. 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

25. Raise a technical DISS query ensuring the following is attached

- Explanation of the usage conditions when the issue occurred
- Completed final glass measurements (Post reset / readjust)
- Images of any issues found with seals



Should the issue still be evident after conducting the steps above the operative must raise a new DISS query or respond via the previously opened DISS query and await feedback before conducting any further work



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 accounting instructions

Warranty type: 110 or 910

Damage service number: 64 38

Damage code: 00 12

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

Time – 620 TU

Water leak test

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

Time – 20 TU

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

Labour operation code - 97 09 41 51

Time - 30 TU

Post repair road test

Labour operation code – 01 21 00 01

Time – 30 TU

Time to perform SVM Update (25MY)

Labour Operation Code: 01 51 00 00

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

Time to perform SVM Update (26MY)

Labour Operation Code: 01 51 00 00

Time: As per ODIS log (Must not exceed 150 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.

Parts information

Reference ETKA where required

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

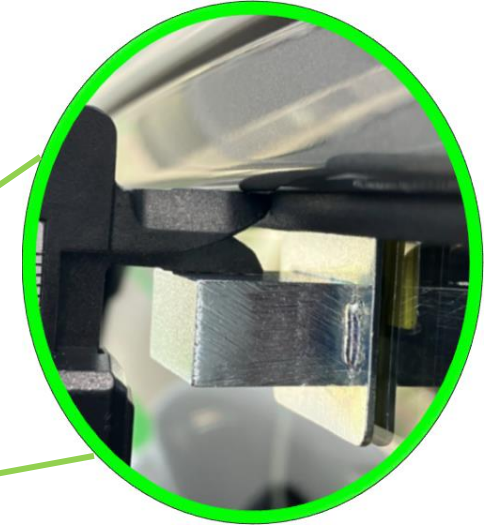
The steel rule shown in the images is for reference purposes only. To avoid potential damage to vehicle surfaces, it is recommended to use a plastic rule when performing measurements or alignments.



Place block 50mm in front of front div bar



Record measurement for all interlock points



From block to bright ware for all interlock points

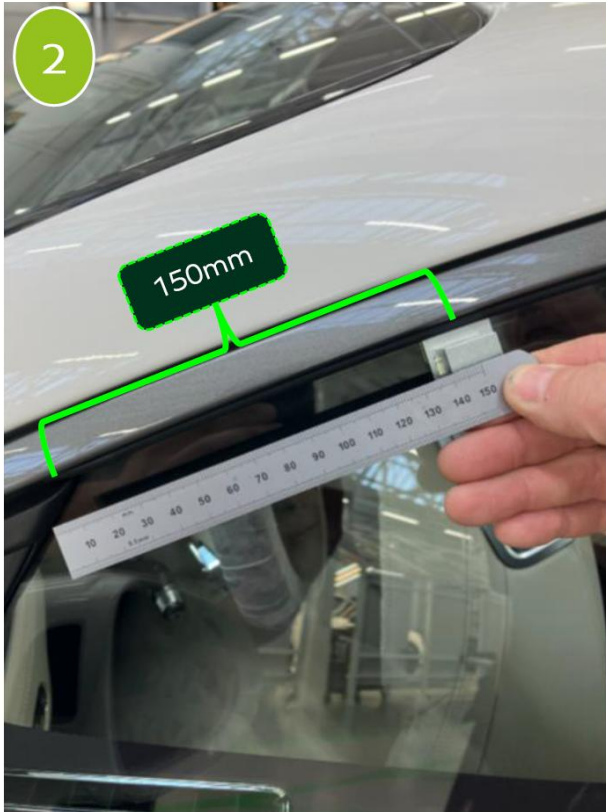
Specification

7.5mm $\pm$ 1mm

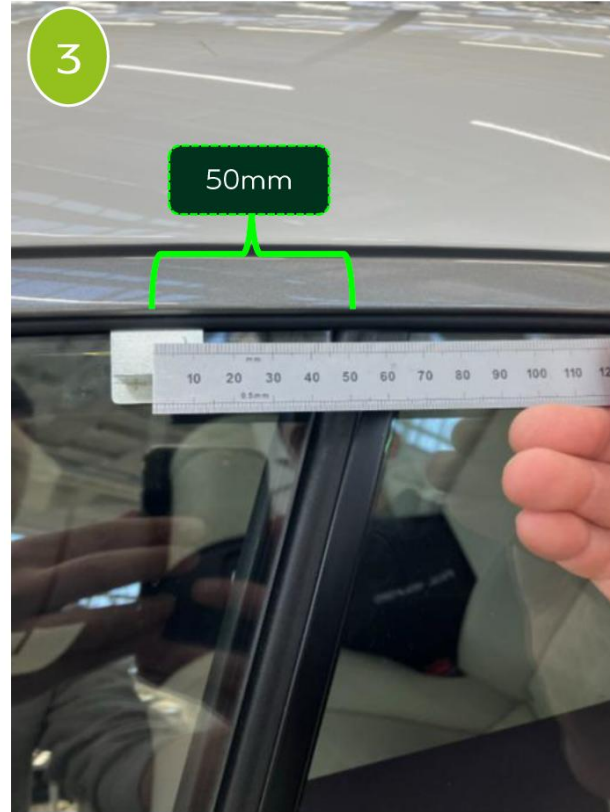
(Interlock Tool WT10549/1)

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

INTERLOCK POINTS 2, 3, 4



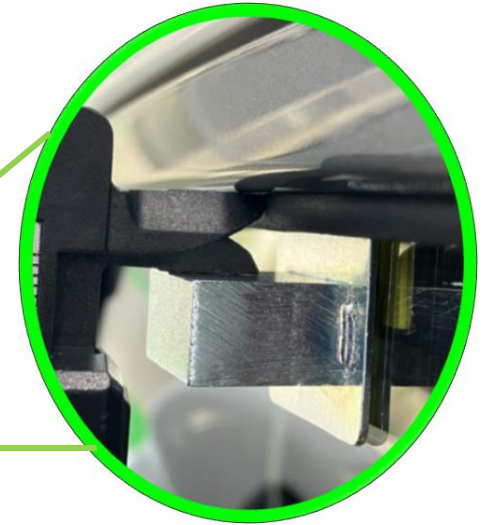
Place block 150mm
behind corner of
front div bar



Place block 50mm
in front of rear div
bar



Place block 50mm
to rear of rear div
bar



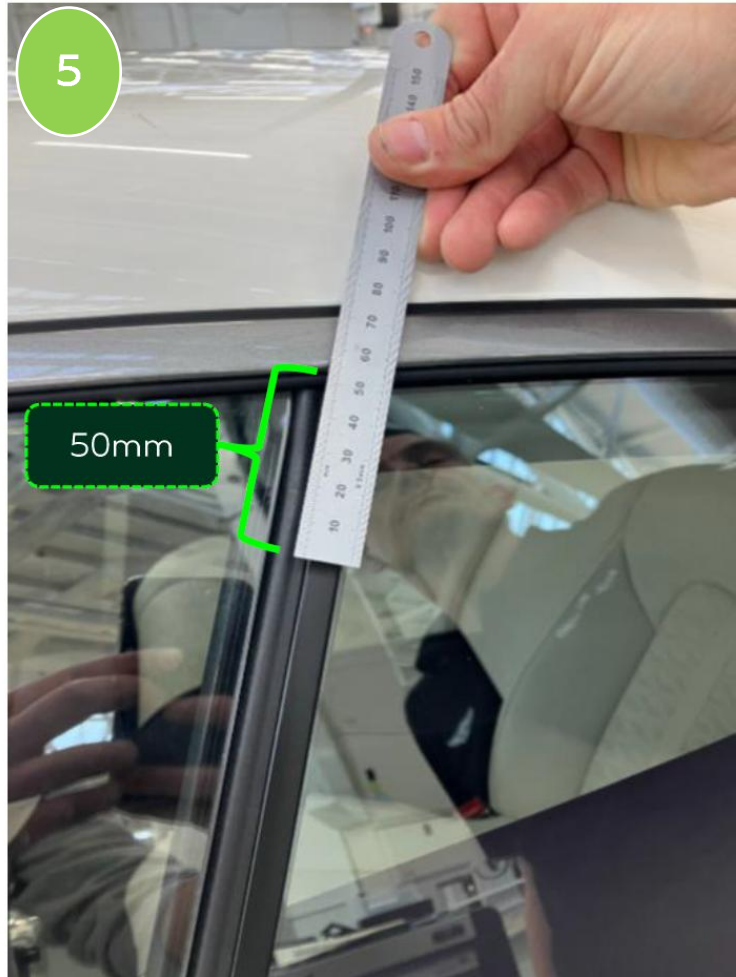
Specification
8mm ± 1mm
(Interlock Tool WT10549)

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



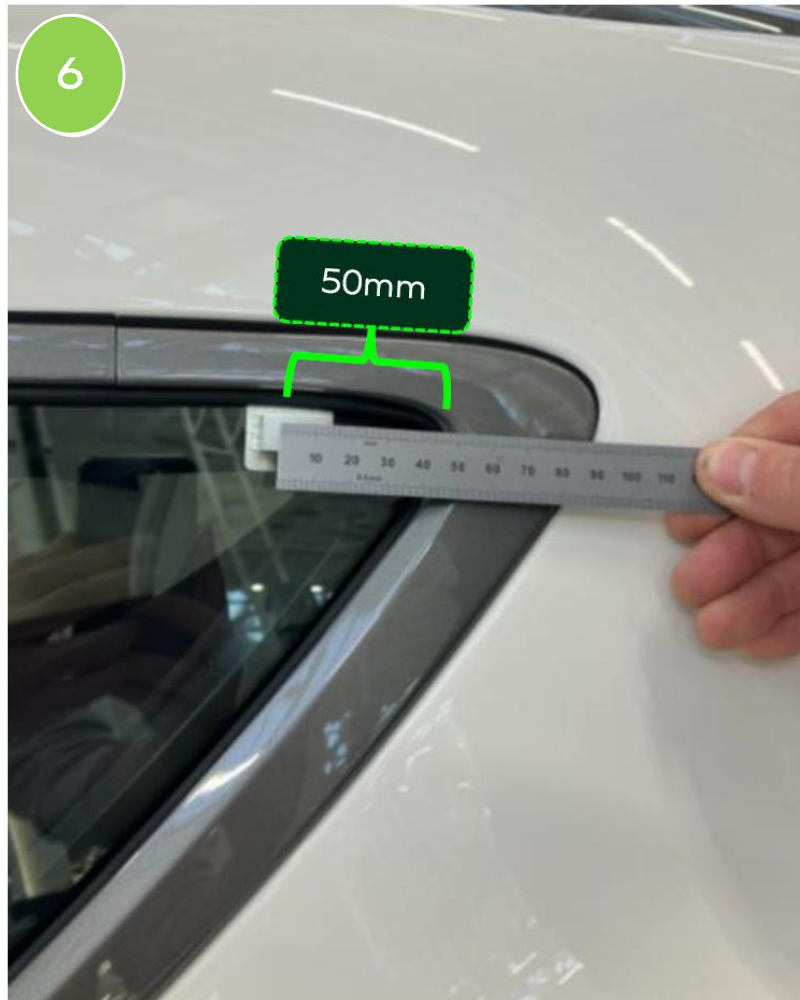
Record measurement

Specification
11mm $\pm$ 1mm
(Ruler/vernier)

If the measurement is
out of specification refer
to ElsaPro

**Repair Group 64 'Slide
glass checking and
adjusting'**

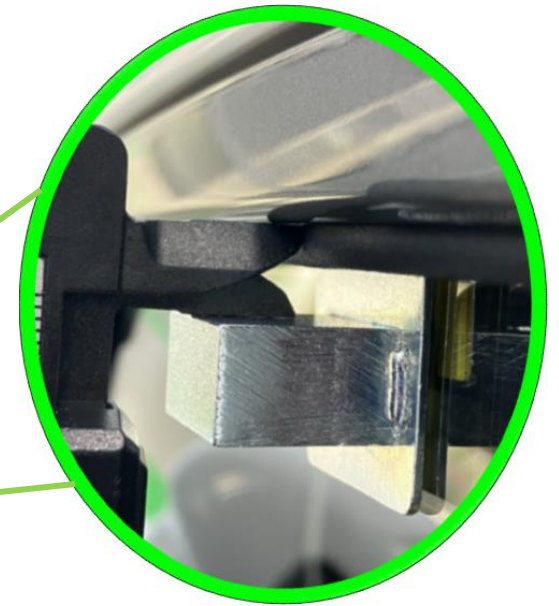
INTERLOCK POINT 6



Place block 50mm from corner point of bright ware



Record measurement for all interlock points



Specification
8mm $\pm$ 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 $\pm$ 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 $\pm$ 1mm
(Profile Tool WT10549/2)

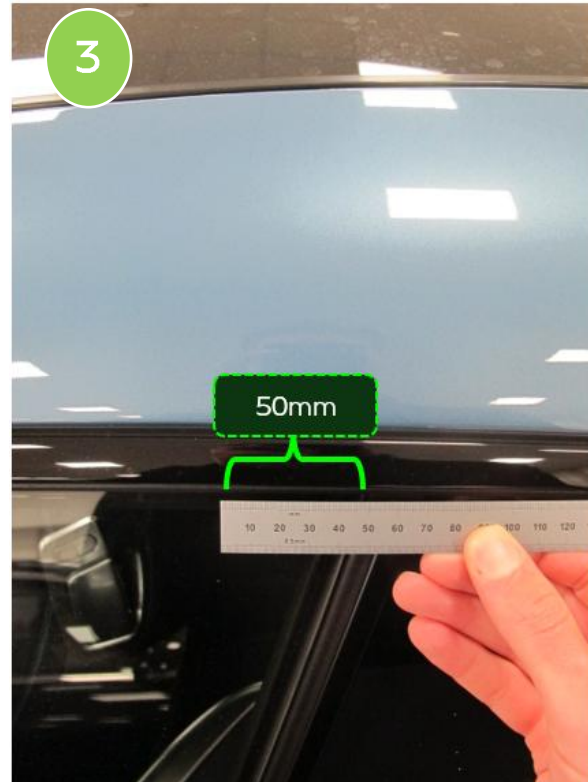
If the measurement is
out of specification refer
to ElsaPro

**Repair Group 64 'Slide
glass checking and
adjusting'**

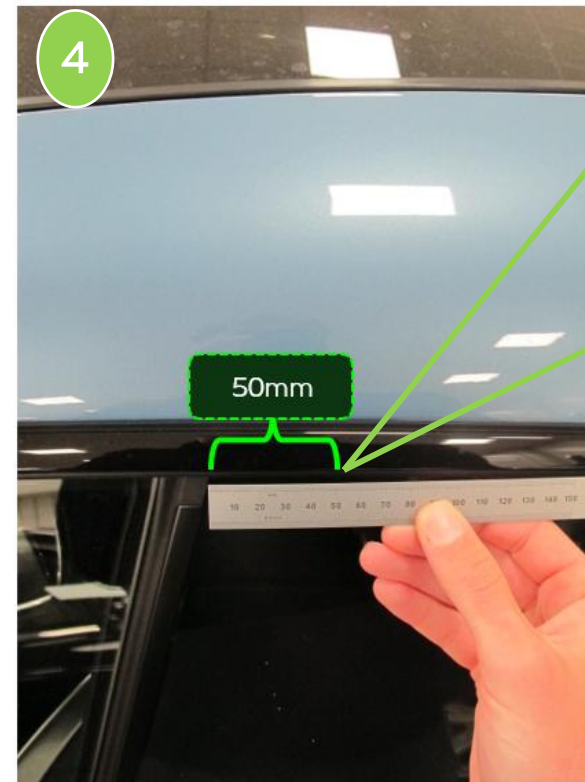
PROFILE POINT 2, 3, 4



150mm behind front
div bar



50mm in front of
rear div bar



50mm behind
rear div bar



Flat against glass to
brightware

Specification

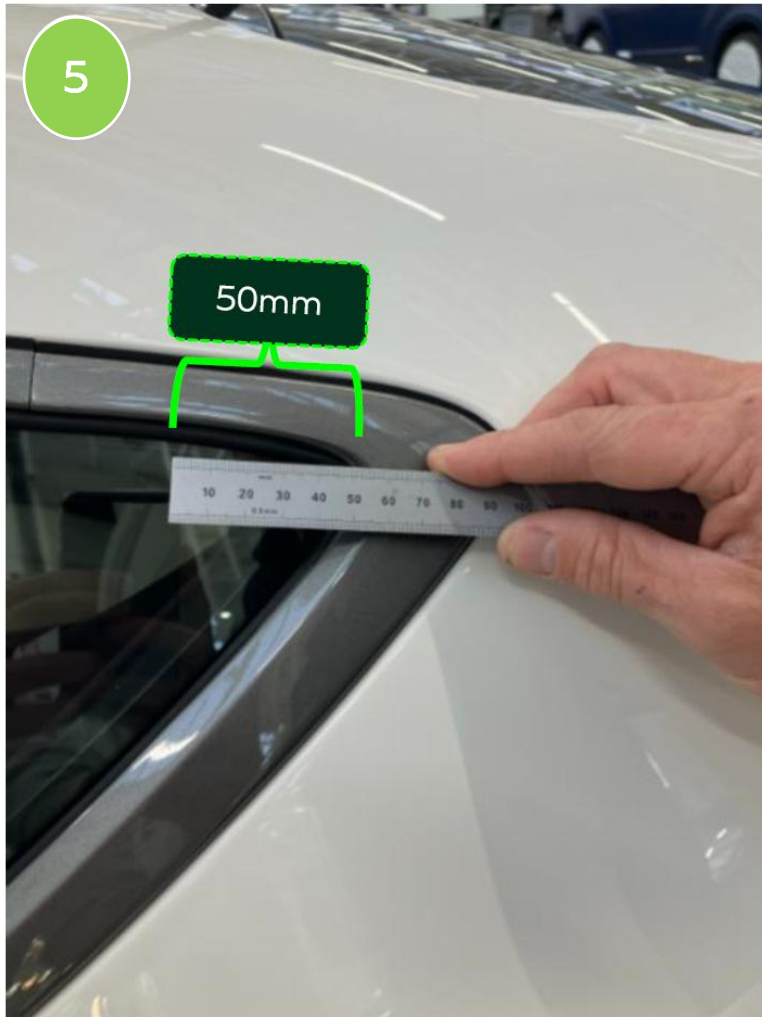
10mm $\pm$ 2mm

(Profile Tool WT10549/2)

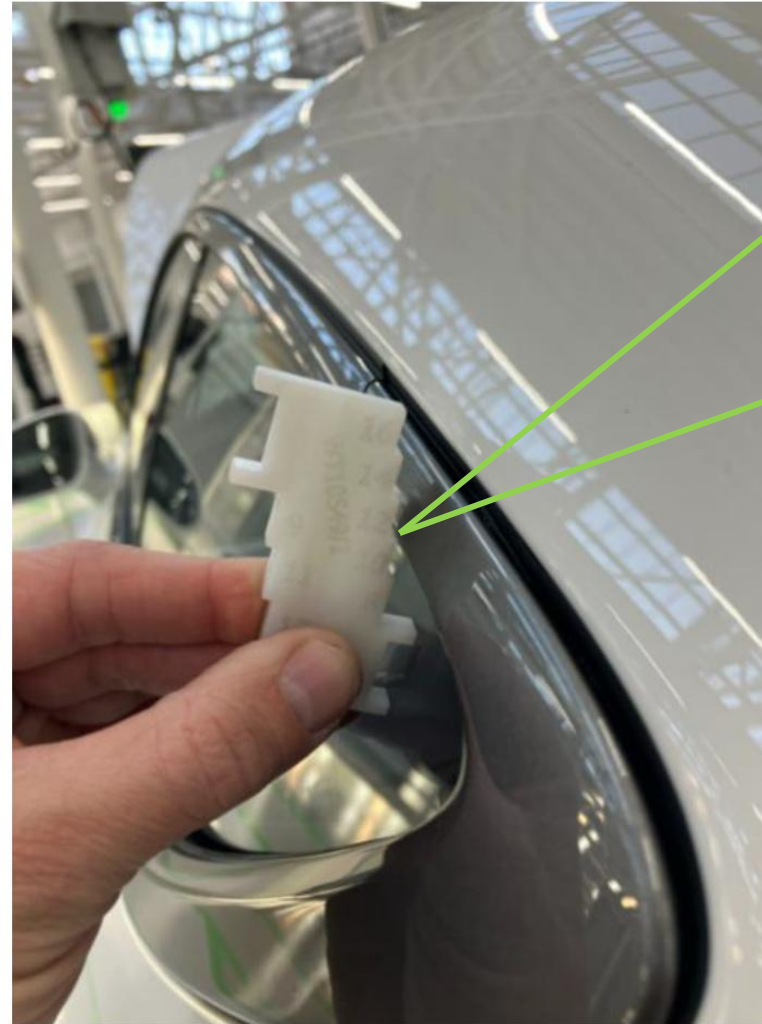
If the measurement is out
of specification refer to
ElsaPro

**Repair Group 64 'Slide
glass checking and
adjusting'**

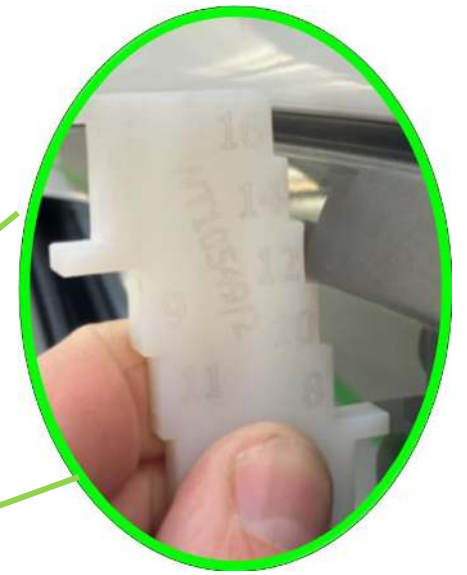
PROFILE POINT 5



50mm from corner
point of bright ware



Flat against glass to
brightware



Flat against glass to
brightware

Specification
10mm $\pm$ 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 (DIGITAL DTI GAUGE - LATEST TOOL)



Align and position the tool on the front window so that its contact face rests flat against the upper bright ware trim, zero the tool.



Then slide it along the surface until it makes full, even contact with the rear glass.
Record the measurement.

Specification
0mm +0 / -2.5mm

Profile Tool
WT10719 RHS
WT10714 LHS

If the measurement is out of specification refer to ElsaPro

Repair Group 64
'Slide glass checking and adjusting'

PROFILE POINT 7 (DIGITAL DTI GAUGE - LATEST TOOL)



Align and position the tool on the front window so that its contact face rests flat against the lower bright ware trim, zero the tool.



Then slide it along the surface until it makes full, even contact with the rear glass.
Record the measurement.

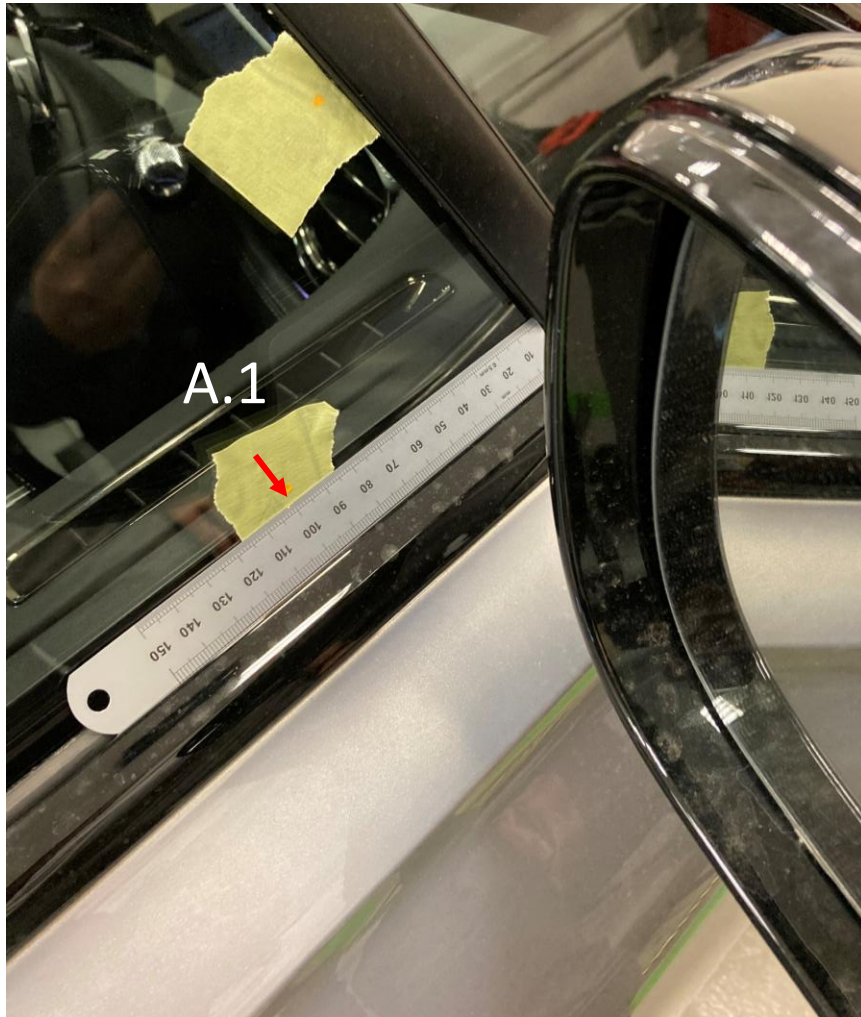
Specification
0mm +0 / -2.5mm

Profile Tool
WT10719 RHS
WT10714 LHS

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 $\pm$ 1mm

(Ruler)

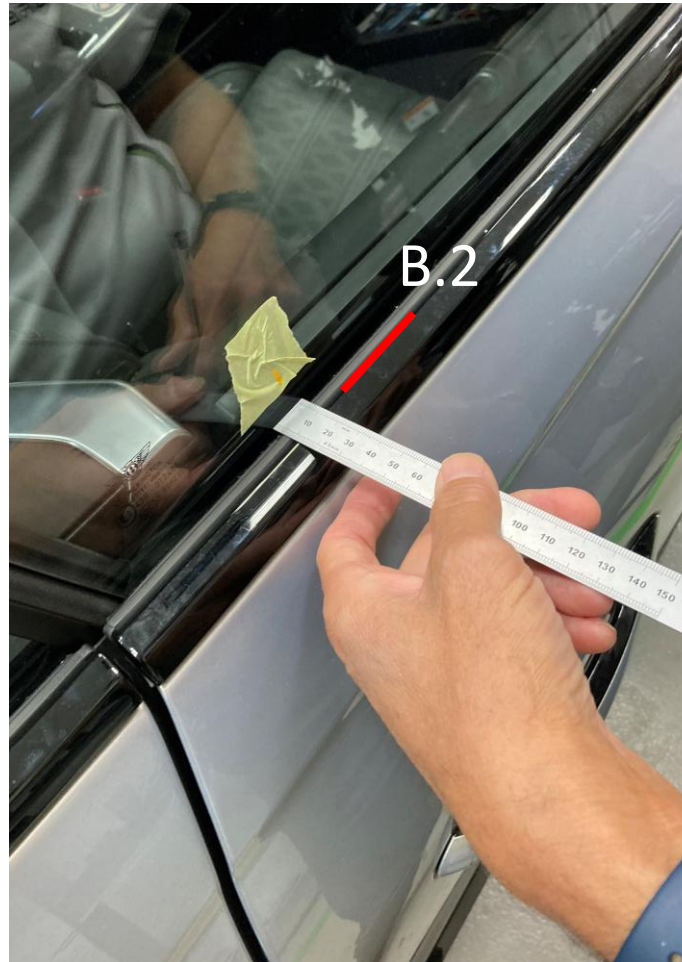
If the measurement is
out of specification
refer to ElsaPro

**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

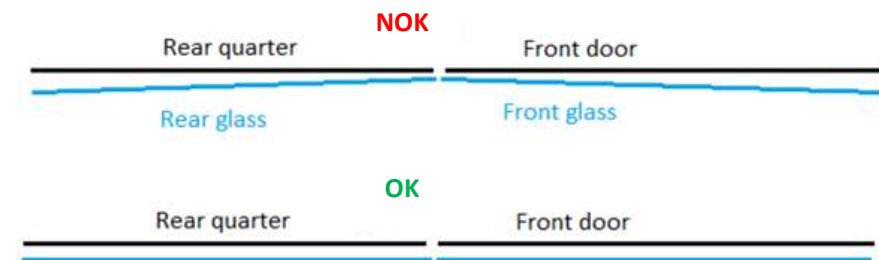
(B.1) 100mm from corner

(B.2) 5mm $\pm$ 1mm
(Ruler)

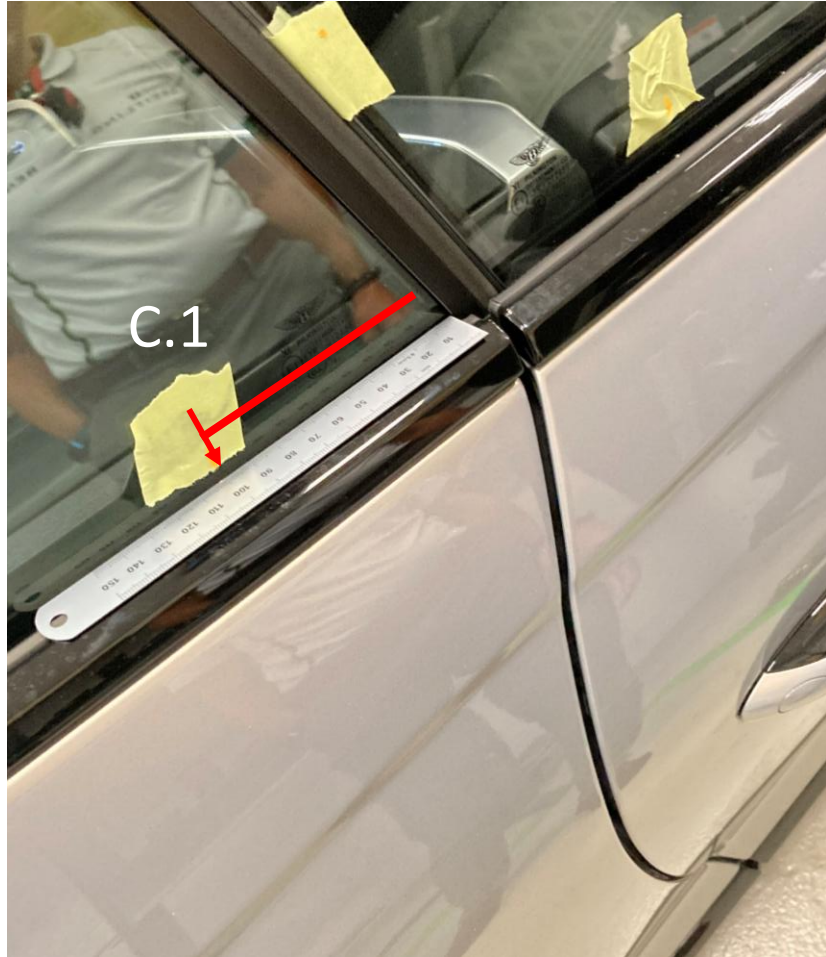
If the measurement is out of specification refer to ElsaPro

Repair Group 64 'Slide glass checking and adjusting'

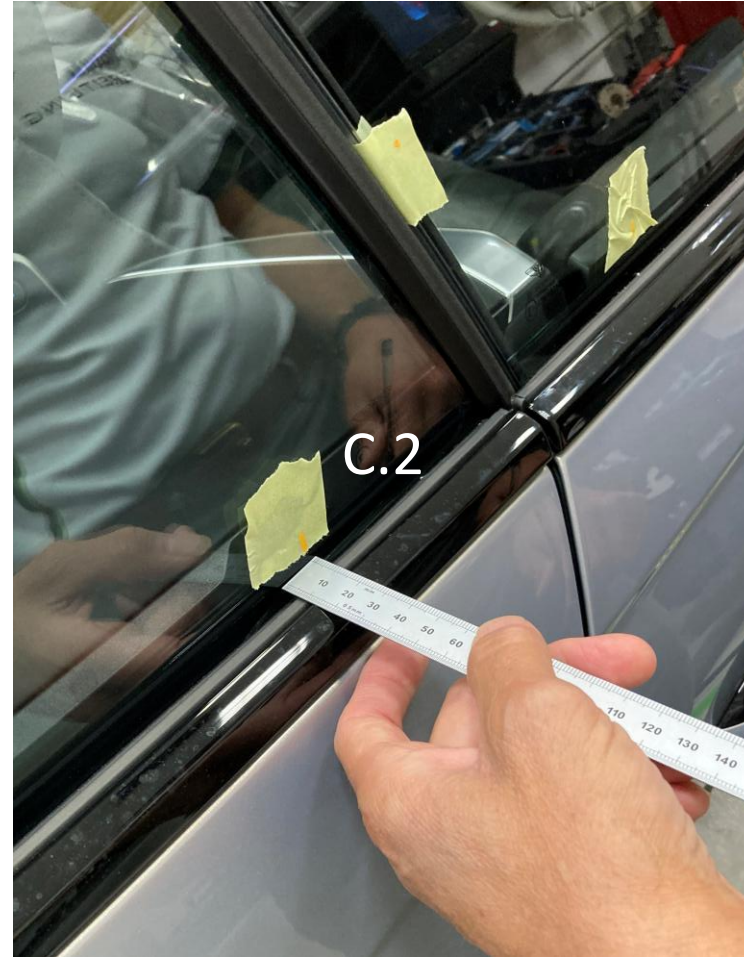
See image below, for OK and NOK after adjustment/checking



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 $\pm$ 2mm

(Ruler)

If the measurement is out of
specification refer to ElsaPro

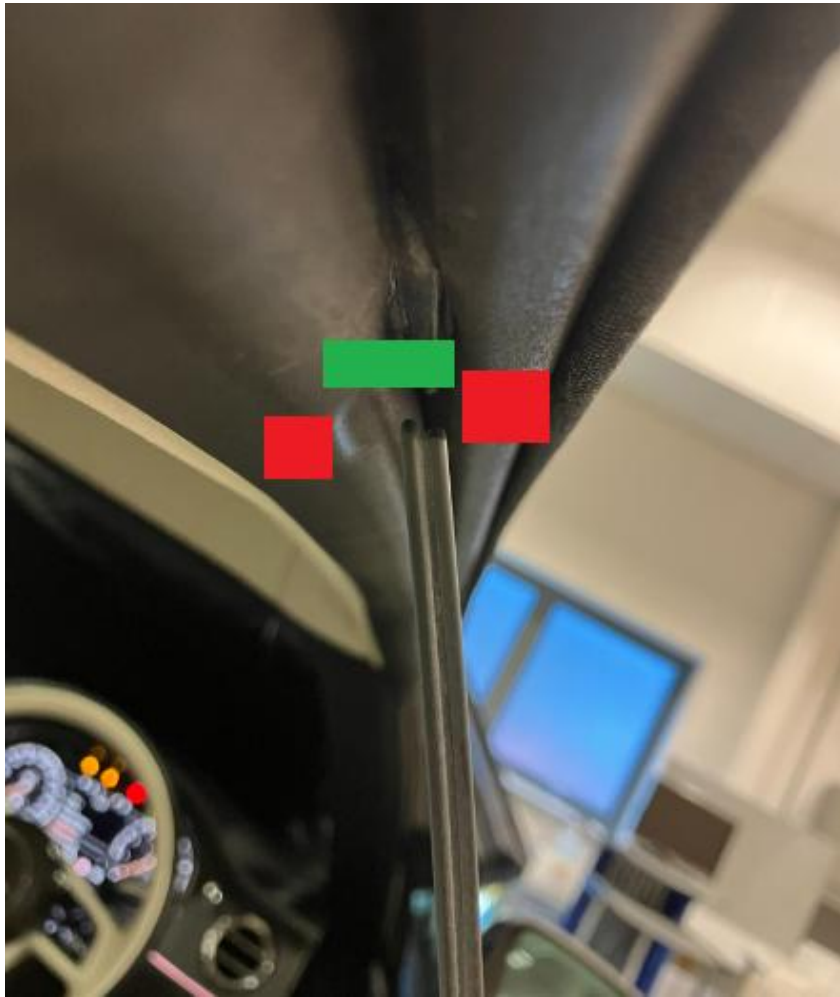
**Repair Group 64 'Slide glass
checking and adjusting'**

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)
				LH	RH	LH	RH	
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	150mm 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	0mm +0 / -2.5mm					
	Profile Point 7	50mm from lower corner	0mm +0 / -2.5mm					
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

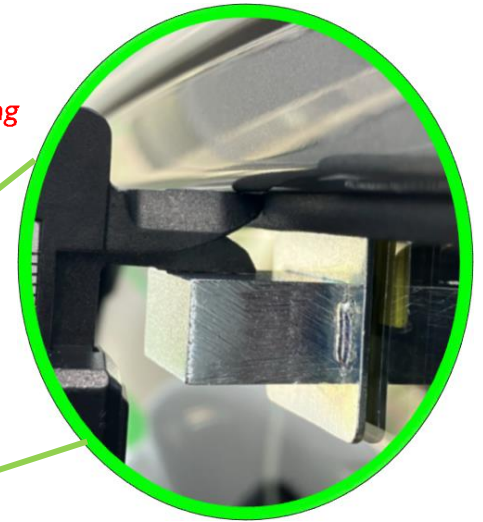
The steel rule shown in the images is for reference purposes only. To avoid potential damage to vehicle surfaces, it is recommended to use a plastic rule or vernier when performing measurements or alignments.



Place block 50mm in front of front div bar



Record measurement for all interlock points

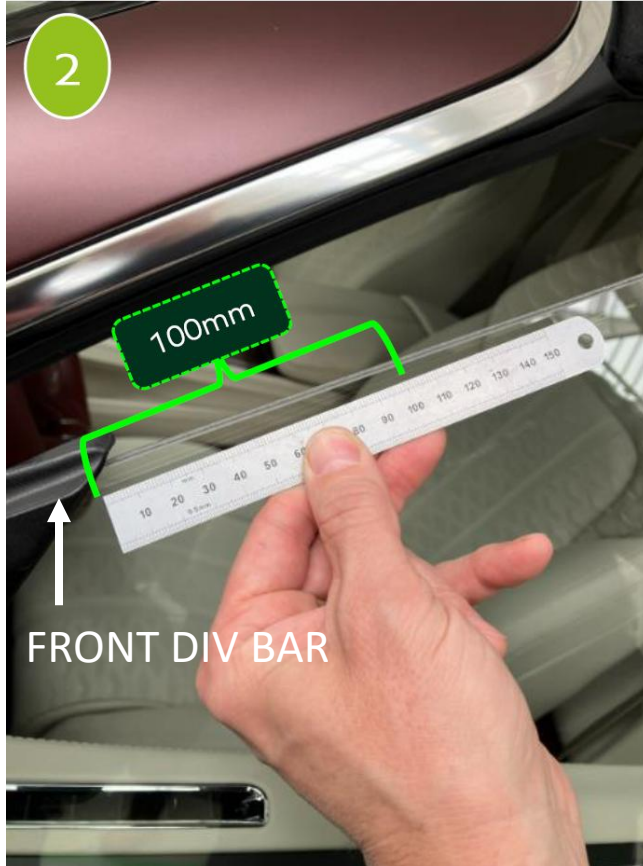


From block to bright ware for all interlock points

Specification
7.5mm $\pm$ 1mm
(Interlock Tool WT10549/1)

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

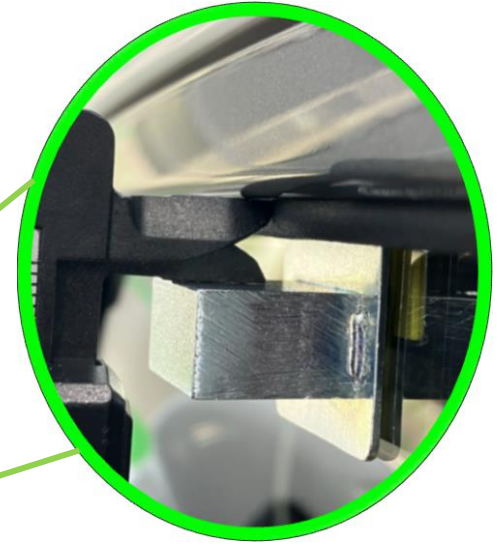
INTERLOCK POINT 2



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 $\pm$ 1mm

(Interlock Tool WT10549/1)

If the measurement is out of specification refer to ElsaPro

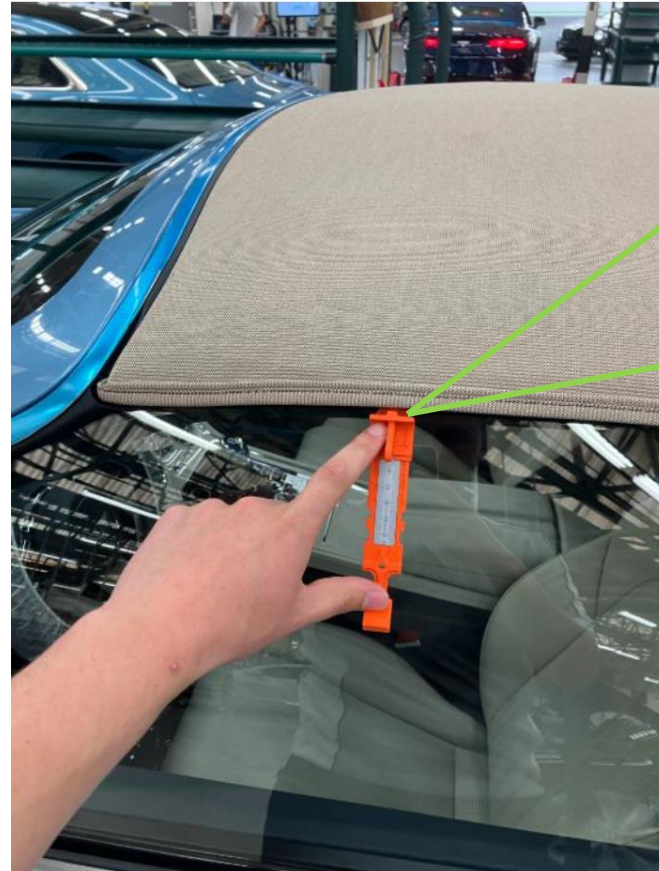
Repair Group 64 'Front door quarter glass – To adjust'

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.

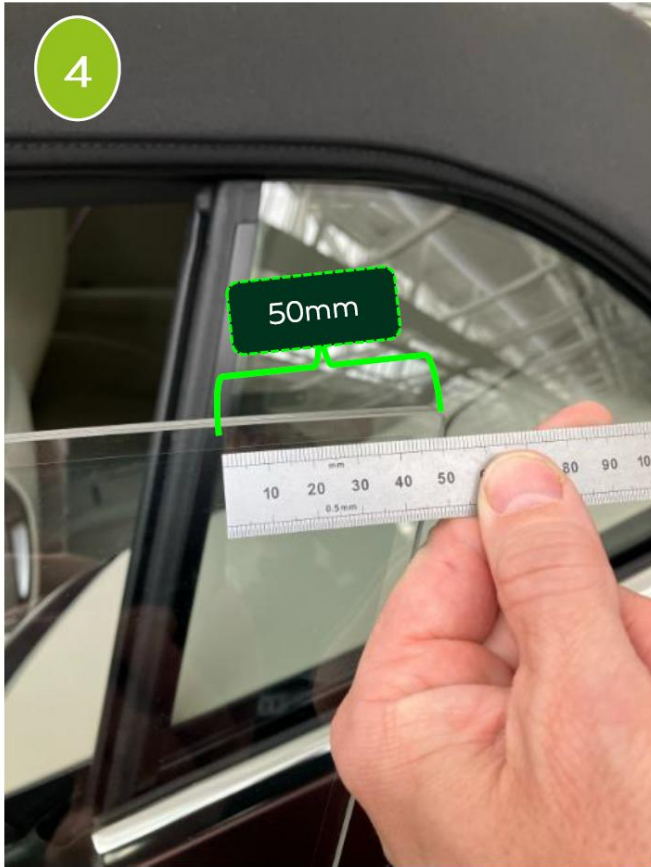


Specification
7mm $\pm$ 1mm
(Interlock Tool WT10554)

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



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



Specification
8.5mm $\pm$ 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.*

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



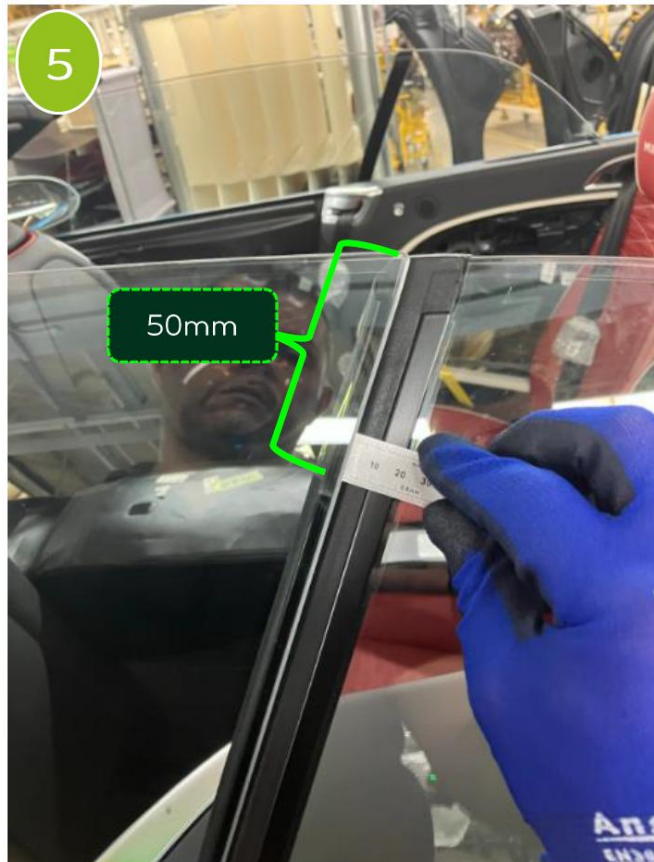
Record measurement

Specification
11mm $\pm$ 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 $\pm$ 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 $\pm$ 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

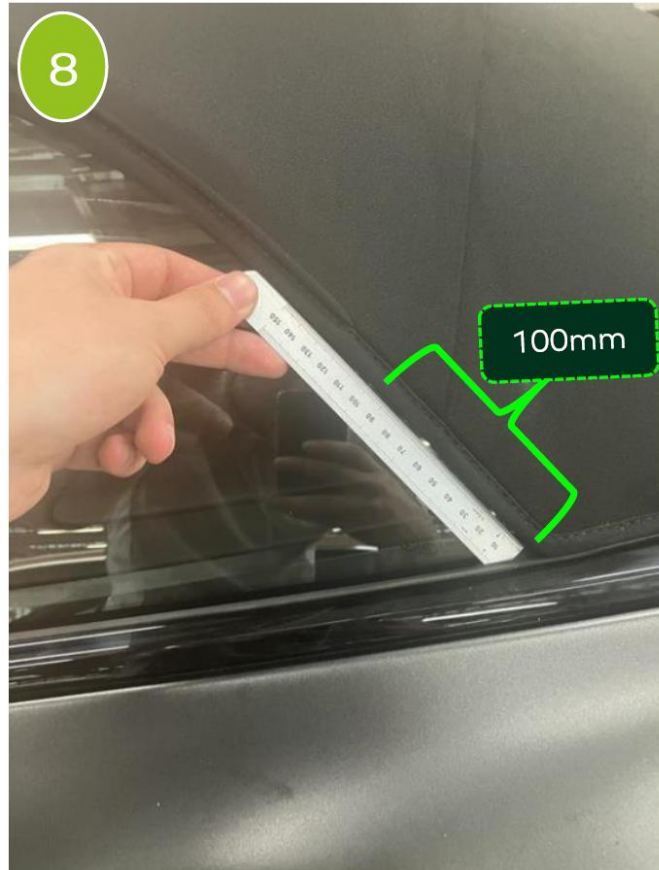


Specification
8.5mm $\pm$ 1mm
(Interlock Tool WT10554)

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

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 8



100mm from corner



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'

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.

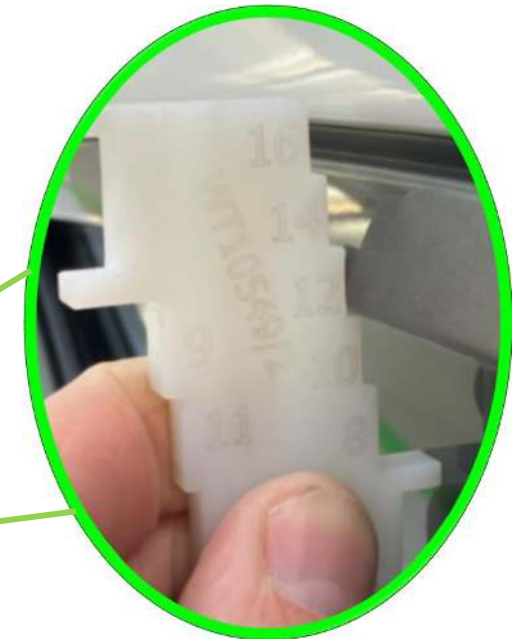
PROFILE POINT 1



50mm in front of front div
bar



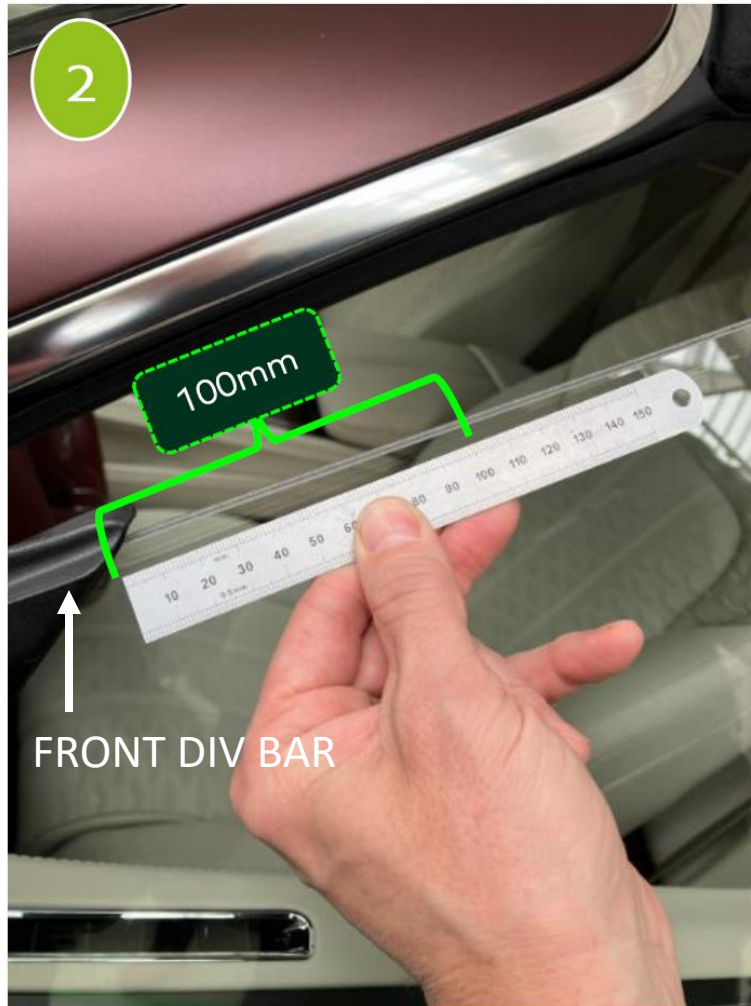
Flat against glass to
brightware



Specification
10mm $\pm$ 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 $\pm$ 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 (DIGITAL DTI GAUGE - LATEST TOOL)



Align and position the tool on the front window so that its contact face rests flat against the roof trim, zero the tool.



Then slide it along the surface until it makes full, even contact with the rear glass. Record the measurement.

Specification
0mm +0 / -2.5mm

Profile Tool
WT10719 RHS
WT10714 LHS

If the measurement is out of specification refer to ElsaPro

Repair Group 64
'Slide glass checking and adjusting'

PROFILE POINT 3 ROOF DOWN (DIGITAL DTI GAUGE - LATEST TOOL)



Align and place the tool on the front window, ensuring the contact face sits level with the top of the glass, zero the tool.



Then slide it along the surface until it makes full, even contact with the rear glass.
Record the measurement.

Specification
0mm +0 / -3mm

Profile Tool
WT10719 RHS
WT10714 LHS

If the
measurement is
out of
specification
refer to ElsaPro

Repair Group
64 'Slide glass
checking and
adjusting'

PROFILE POINT 4 ROOF UP (DIGITAL DTI GAUGE - LATEST TOOL)



Align and position the tool on the front window so that its contact face rests flat against the lower bright ware trim, zero the tool.



Then slide it along the surface until it makes full, even contact with the rear glass.
Record the measurement.

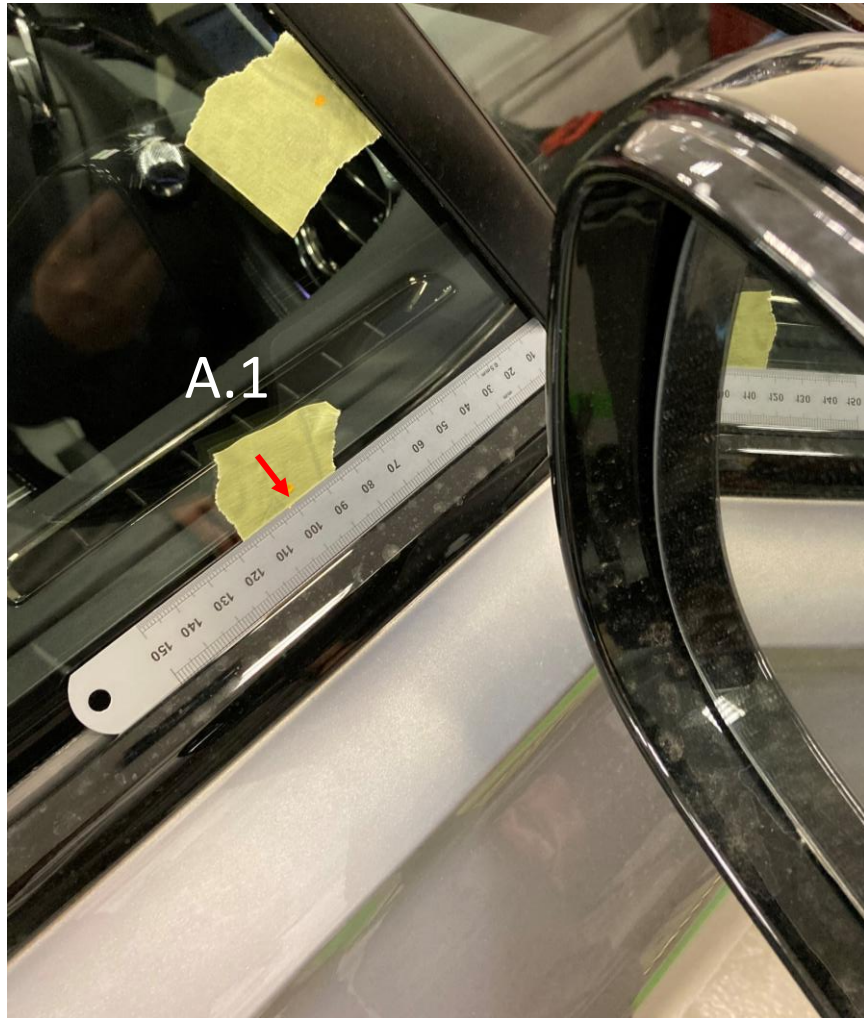
Specification
0mm +0 / -2.5mm

Profile Tool
WT10719 RHS
WT10714 LHS

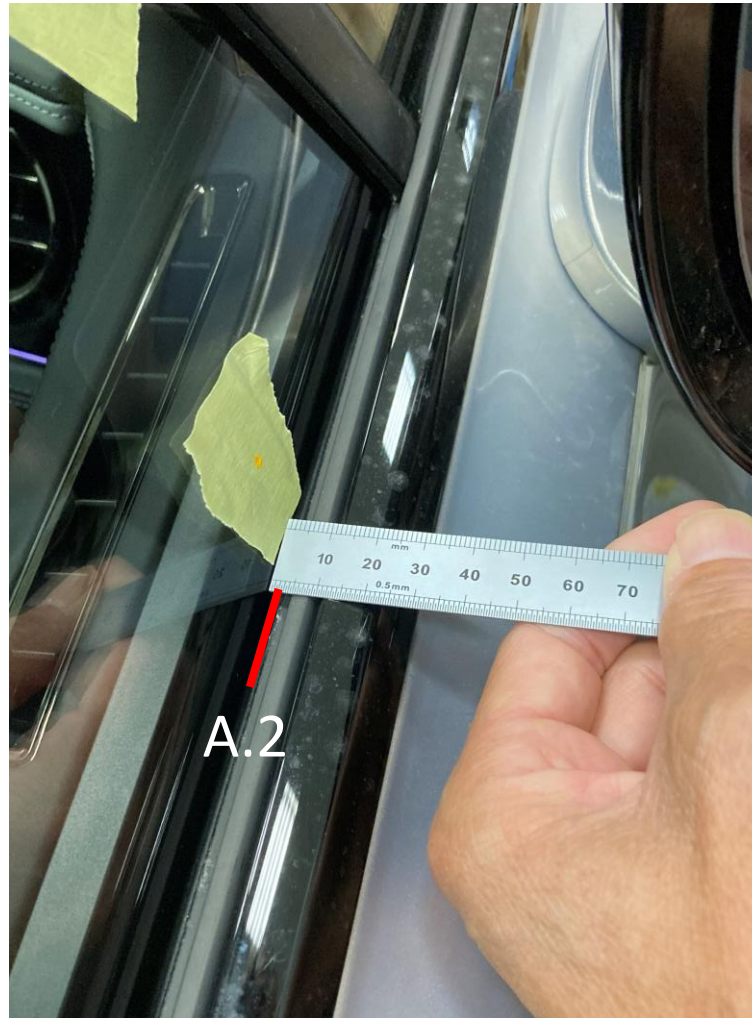
If the
measurement is
out of
specification refer
to ElsaPro

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) $5\text{mm} \pm 1\text{mm}$
(Ruler)

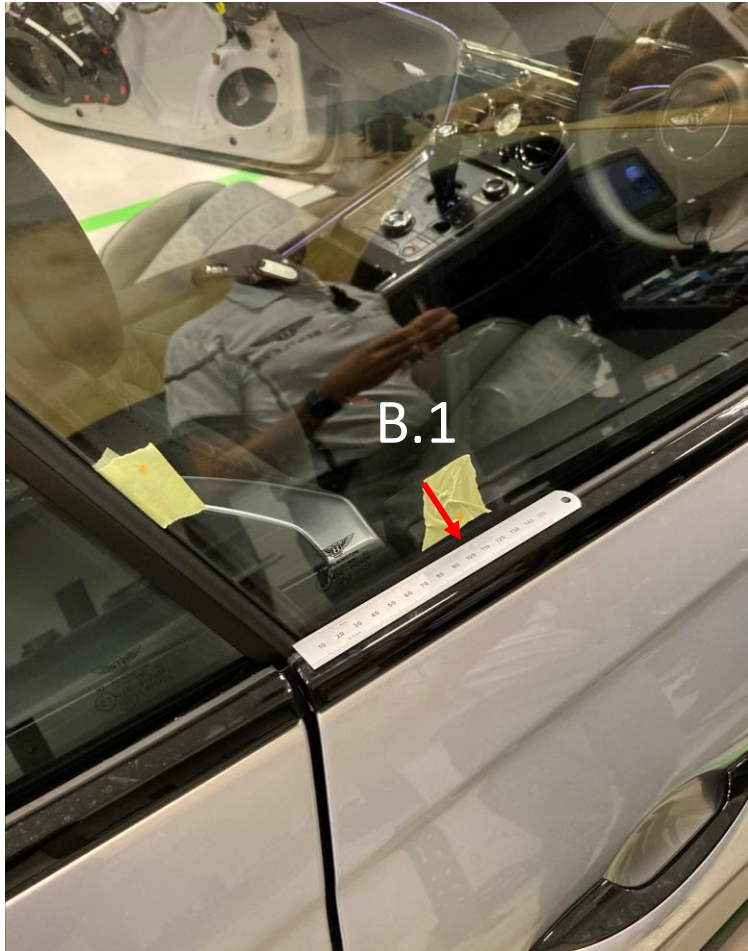
If the measurement is out of specification refer to ElsaPro

Repair Group 64 'Slide glass checking and adjusting'

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

Rear quarter	NOK	Front door
Rear glass		Front glass
Rear quarter	OK	Front door

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

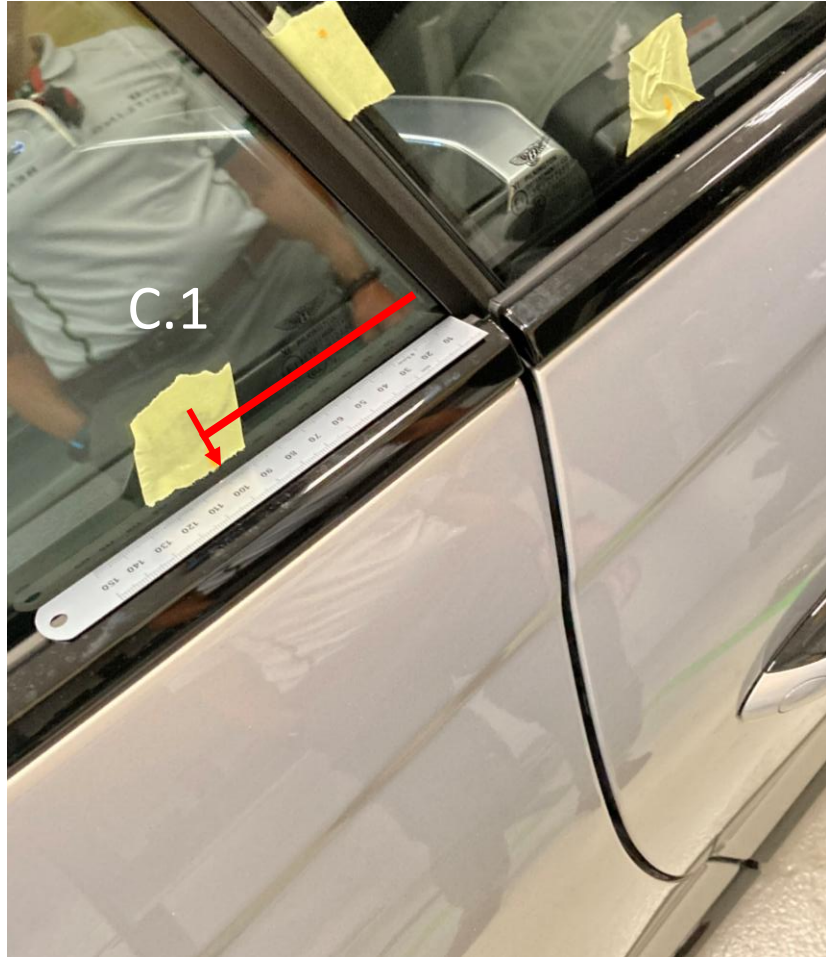
(B.1) 100mm from corner

(B.2) 5mm $\pm$ 1mm
(Ruler)

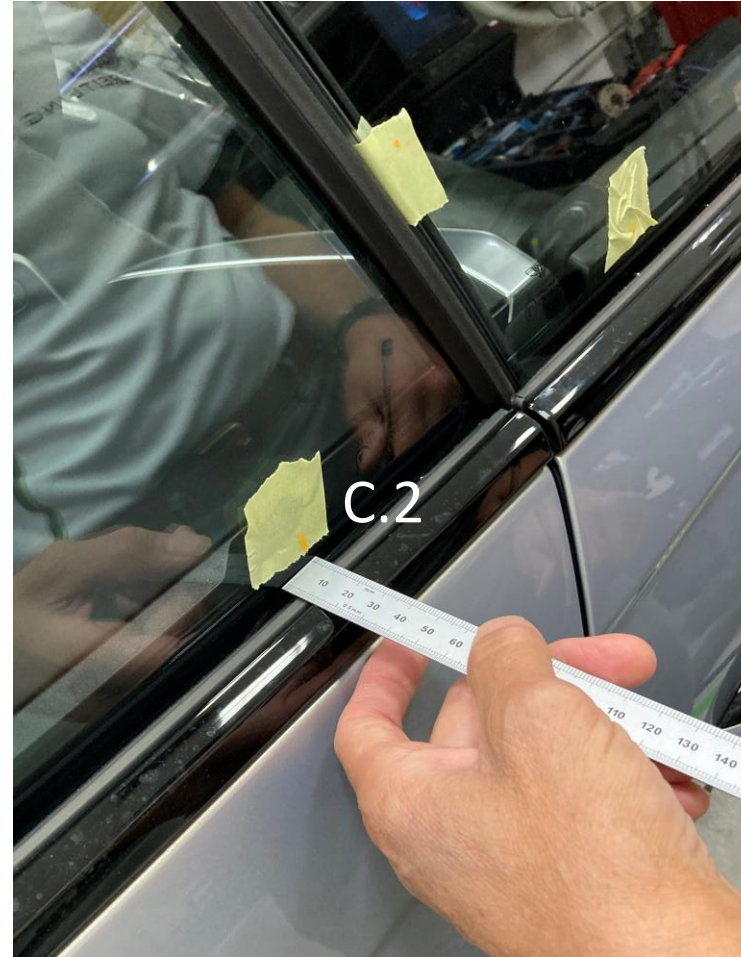
If the measurement is out of
specification refer to ElsaPro

**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) $5\text{mm} \pm 2\text{mm}$
(Ruler)

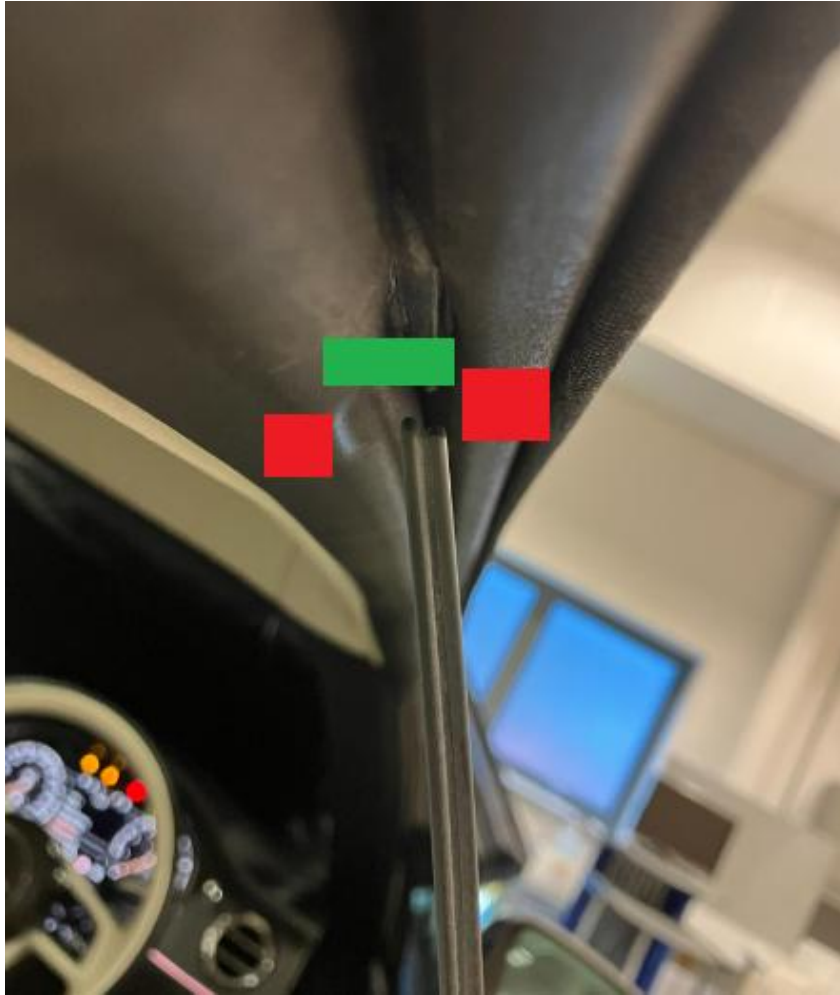
If the measurement is out
of specification refer to
ElsaPro **Repair Group 64**
**'Slide glass checking and
adjusting'**

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)
				LH	RH	LH	RH	
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	7mm ± 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	0mm +0 / -2.5mm					
	Profile Point 3 (Roof down)	50mm from upper corner	0mm +0 / -3mm					
	Profile Point 4 (Roof up)	50mm from lower corner	0mm +0 / -2.5mm					
Waist Seal	Point A	100mm behind front div bar	5mm ± 1mm					
	Point B	100mm in front 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 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

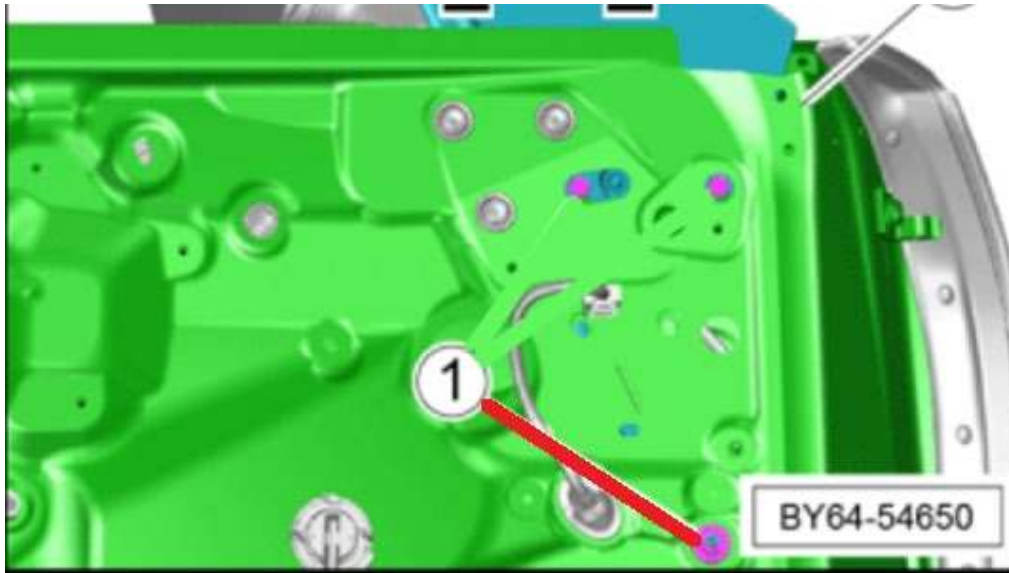


Figure 1. Image for reference, glass does not require removal from vehicle

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

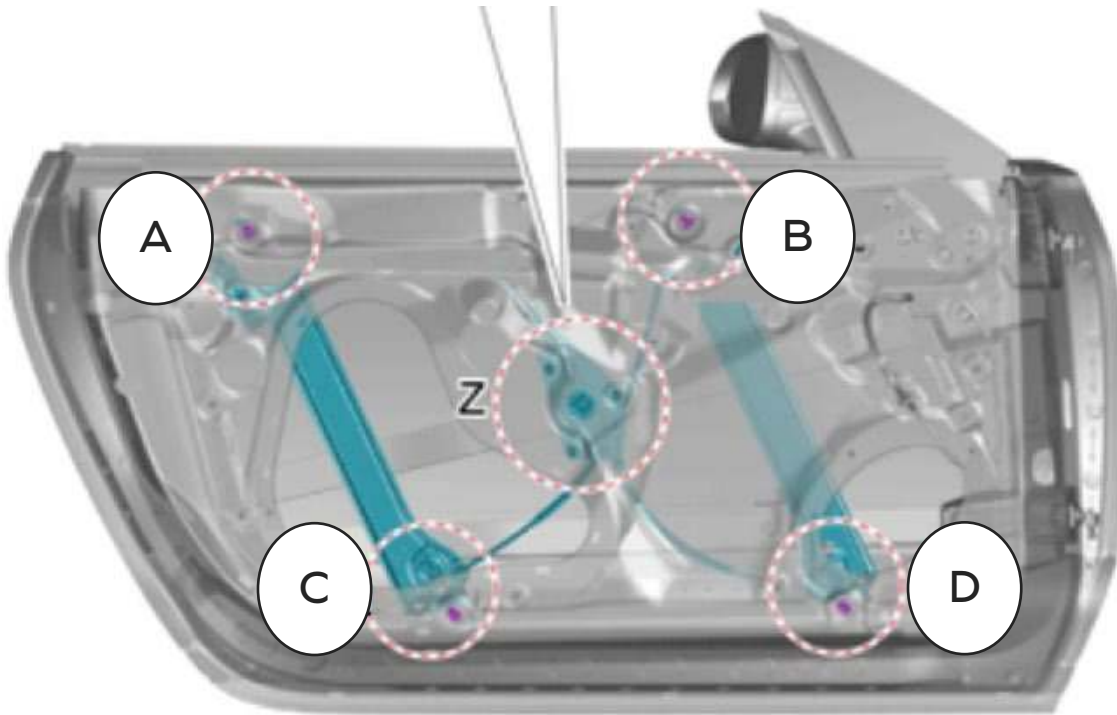


Figure 2

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 +2mm

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

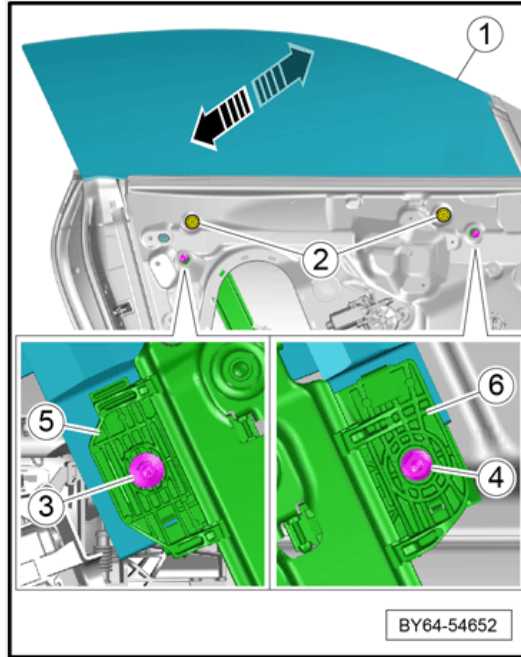


Figure 3

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.

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 $\pm$ 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.

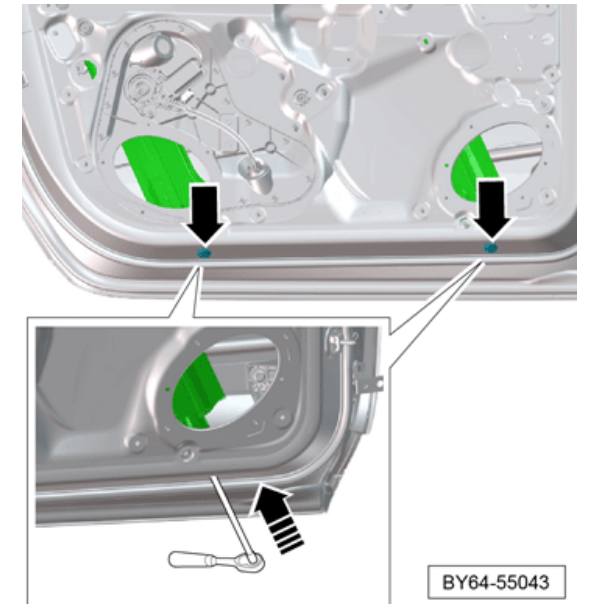


Figure 4

Rear quarter regulator adjuster reset

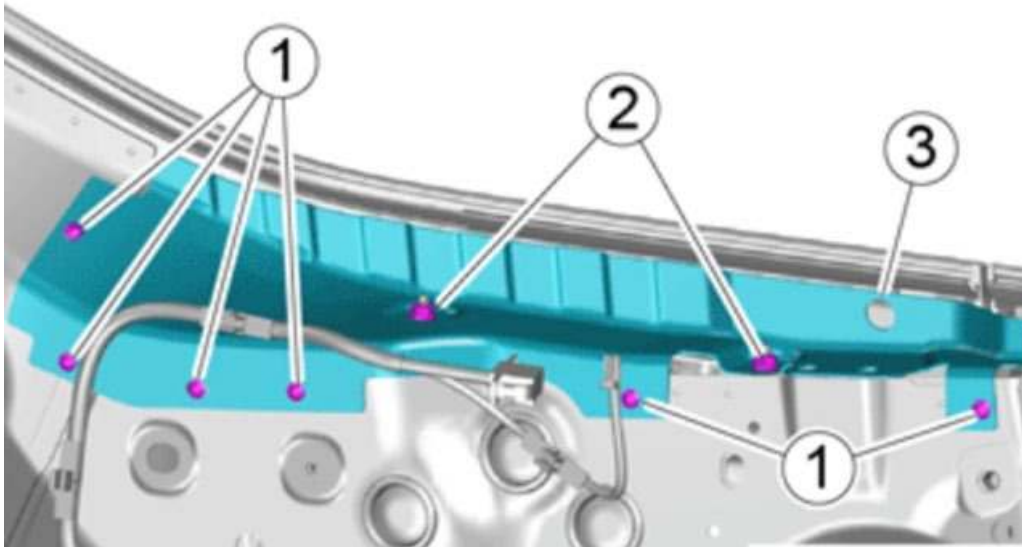


Figure 6

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

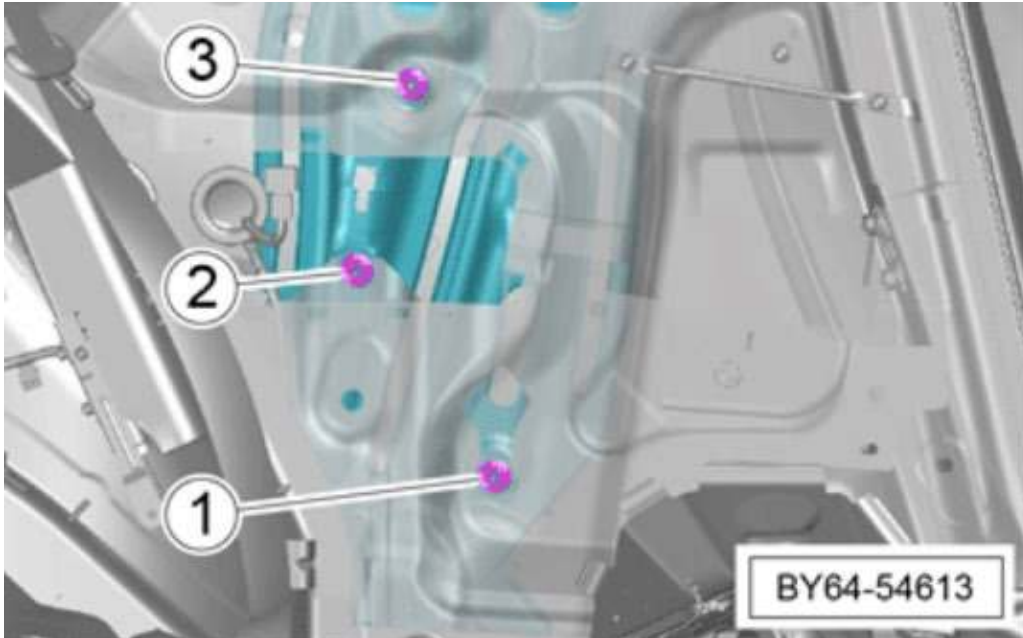


Figure 7

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

After completing the regulator reset procedure, measure the diameter of the motor-to-door ECU feed wires at the motor connector.

If the wires are 1.5mm diameter, carry out the replacement of the original motor-to-door ECU feed wires (yellow in the photograph) with the 2.5mm diameter 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 in 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.

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.