



Connection offline

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.	2078866/2
Level	EH
Status	Released for publishing
Release date	Jan 20, 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	P0C7800: Hybrid/EV Battery System Precharge Time Too Long		Intermittent
008C - Hybrid battery management	B1A7BF0: HV insulation measurement faulty		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		*	*	*

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Z24*	2026	E		*	*	*
Z32*	2025	E		*	*	*
Z32*	2026	E		*	*	*

Documents

Document name
master.xml



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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.

Production change

Software enhancement applied in series production.

Measure

Resolve by performing software updates to the following control units:

Previous Software	New Software
DA [008C] HV Battery Management Control Module – 0204	DA [008C] – 0207

DA [06D0] Battery Junction Box - 0207	DA [06D0] – No Change
DA [8104] High Voltage DC/DC Converter – 0002/ 0005	DA [8104] - 0010
DA [0008] HVAC Control module - 0670	DA [0008] - 850

SVM Applicability Table

25MY SVM Codes	26MY SVM Codes
<u>SVM Code Input 1</u> 372BIL10572HV01 (Continental GT/GTC) 373BIL10572HV01 (Flying Spur) <u>SVM Code Input 2</u> 372BIL1057201 (Continental GT/GTC) 373BIL1057201 (Flying Spur)	<u>SVM Code Input 1</u> 372BIL1083HV01 (Continental GT/GTC) 373BIL1083HV01 (Flying Spur) <u>SVM Code Input 2</u> 372BIL108301 (Continental GT/GTC) 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	HVAC	850
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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.