

Injectronics

TECHNICAL BULLETIN

HOLDEN – COMMODORE VS V6

#T0040

Make: Holden

Model: Commodore VS V6

Subject: Oxygen sensors

At Injctronics we often receive calls regarding VS Commodores, from mechanics complaining about one bank of injectors (V6) running richer than the other. Apart from occasional ECM faults, the most common fault is with the oxygen sensor earth points. The VS V6 is fitted with two zirconia tipped oxygen sensors, located in the front engine pipes which should begin to operate in closed loop once exhaust temperature has reached approximately 320°C. Each sensor has its own individual earth point, one being on the DFI module mounting stud and the other being on the engine front cover as seen in diagrams below. These earth points correspond to PCM terminals D14 and D16 (sensor reference grounds) and when tested should always be below 0.1 volts.

It is imperative that these earth points are clean and below 0.1 volts as the ECM compares the O2 sensor voltage signal to the earth point and if this earth point or reference is not at zero volts the ECM will not trim the fuel mixture correctly. If these earth points (PCM terminal D14 or D16) are at a different voltage levels, it will result in a different fuel trim for each bank.

V6 DIS Module mounting stud

(top circle)



V6 Engine front cover

(bottom circle)