

# *Injectronics*

## **TECHNICAL BULLETIN**

### **HOLDEN – COMMODORE - VL**

#T0061

**Make: Holden**

**Model: Commodore VL**

**Subject: Injector cut back**

At Injectronics we have received many calls on automatic VL commodores suffering from intermittent surging problems, caused by injector cutback while driving. We have found the engine ECM going into injector cutback mode may cause this, due to a fault with the transmission ECM or the throttle position switch.

When the ECM sees that the idle contacts are closed or receives a signal from the TCM on pin 18 (light green wire) it will cut injection duration. If this occurs while the car is driving it will cause the engine ECM to cut injector duration and surge.

A fault in the contacts on the throttle position switch or an intermittent fault in the transmission ECM can cause this problem. The easiest way to diagnose which one is causing the fault is to unplug the transmission ECM (the transmission will still work normally, but will lose overdrive) and drive the car. If the fault has gone then the transmission ECM is the likely fault, if the fault is still there then the throttle position switch is the likely fault. The transmission ECM is mounted under the steering column on the right hand side. Remove the plastic cover to access the ECM. Injectronics have exchange transmission units in stock.