

Technical Bulletin

Model
6 Cyl.

Group
2

Subject

Oxygen Sensor Connections

Part Identifier

2469

Number

9603

ATTENTION: Service Manager / Service Technician

Models Affected: **911 Carrera (993) and 911 Turbo (993)**
Model Year 1995 on-

Concern: Malfunction of the oxygen sensor system and/or incorrect failure modes in the control unit memory, results in the MIL light coming on.

General Information: The conditions mentioned above can occur if the connector in the engine compartment for the oxygen sensor is cleaned or treated with contact cleaners or other sprays, oil, grease, water etc.

The reference air for the oxygen sensor is pulled through the cable harness and the electrical connector. Cleaners or sprays will cause contamination of the reference air and/or limit the amount of reference air that reaches the oxygen sensor. This will create faults in the oxygen sensor system and may ruin the oxygen sensor.

It is therefore extremely important that the oxygen sensor connector be installed clean and dry. Contact cleaners, sprays, oils or any other liquids must be kept away from the oxygen sensor connections.

Important: Before attempting diagnosis of the oxygen sensor's performance, disconnect the affected sensor and test drive the vehicle to operating temperature with an engine RPM of 3500 to 4000 for approximately 10 minutes. This should burn off any sensor contamination which may have occurred, and yield better test results.

Possible stored failure modes in OBD II cars (Model year 1996 911 Carrera and 911 Turbo) are P0130 (Oxygen sensor ahead of catalyst) through P0160 (Oxygen sensor behind catalyst) with the MIL light on.

Possible stored failure modes for OBD I cars (Prior to model year 1996) are:

- Oxygen Sensor: Signal Unplausible
- Oxygen Sensor: Open Circuit

Literature: Refer to the 911 Turbo On-Board Diagnostic Troubleshooting (OBD II) Handbook, the 993 Workshop Manual, Vol. VIII (OBD I), or the 911 Carrera On-Board Diagnostic Troubleshooting (OBD II) Handbook.

Important Notice: Porsche Cars N.A Technical Bulletins are intended for use by professional technicians, not a "Do-it-yourselfer." They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Special tools may be required to perform certain operations identified in these bulletins. Use of tools and procedures other than those recommended in these bulletins may be detrimental to the safe operation of your vehicle. Properly trained technicians have the equipment, tools, safety instructions and know-how to do a job properly and safely. If a condition is described, do not assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. See your Porsche Dealer for information on whether your vehicle may benefit from the information. Part numbers listed in these bulletins are for reference only. Always check with your authorized Porsche dealer to verify correct part numbers. ©1996 Porsche Cars North America, Inc.

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Page 1 of 1
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