

Indicator lamp-“ changes in exhaust-gas emissions“



One technical problem, which appears to occur with increased frequency on the Z8, is the lighting up of the indicator lamp for "changes to the exhaust-gas emissions", and the defects connected to it.



Several factors may be the trigger, and an inspection of the fault-memory at the BMW dealer is unavoidable.

Possible known causes in the order of frequent occurrence with our Club Members are:

- the sensors of the VANOS-unit
- the lambda-sensors
- the air volume measuring device
- the VANOS-unit and transmission
- the gasonline pump
- the oil quality (see INFO about oil quality for the Z8)?!

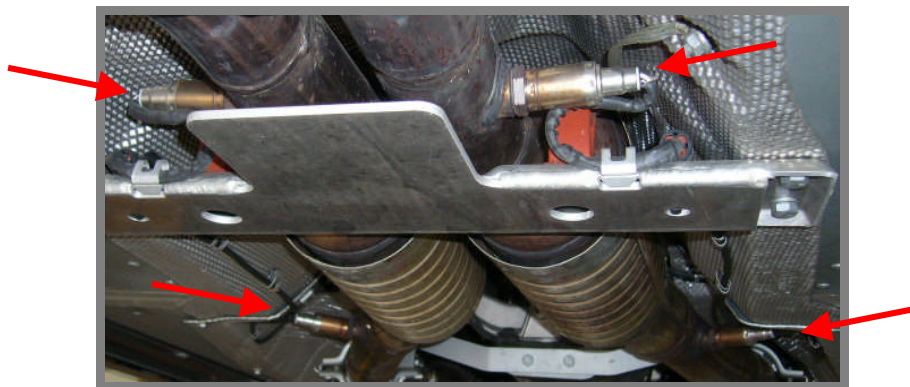
The VANOS-unit sensors

Thus far, the most frequent cause for the lighting up of the indicator lamp. However, the fault-memory usually indicates **several** defects, like, "VANOS-pulse generator (sensors) defect", "VANOS-unit with wrong range of adjustment", Lambda-sensors defect". It has occurred that BMW dealers were given the entire range of defects and "fixed" each and everyone of them. Meaning, the Lambda-sensors, the VANOS-sensors and the VANOS-range of adjustment unit where all exchanged. With a final bill of EUR 5725, incl. installation, plus tax.

Attention needs to be paid! Some accumulations in error-messages are caused by the failure of one single component! When, for example, the VANOS-sensors (approx. EUR 160, incl. installation, plus tax) are defect, it's only natural that the correct range of adjustment can not be indicated, and the fault-memory will automatically indicate a "VANOS-unite with defect range of adjustment", even though there is no defect to the range of adjustment unit itself. The consequence being, that several parameters, which were checked, are outside of the acceptable tolerance and further defects, e.g. to the Lambda-sensor, are being indicated, although they have no defect. In some cases an exchange of the VANOS-sensors would have been sufficient to eliminate the problem of the lighting up of the indicator lamp "worsening of the exhaust-gas emissions".

The Lambda-sensors

Unfortunately the exchange of the Lambda-sensors can often be witnessed on the Z8. One Lambda-sensor costs approx. EUR 130, plus tax and installation. Altogether four Lambda-sensors (two main Lambda-sensors) are built-into the Z8.



The air volume measuring device

It is unfortunate, but now-a-days, defect air measuring devices are common place with all manufacturers. One air measure device costs approx. EUR 300, plus tax and installation. Here as well, two were built-into the Z8. The cleaning of the air measuring device is possible, but not recommended.

VANOS-unit and transmission

If the lighting up of the indicator lamp is connected to a sudden drop of performance, the engine goes into emergency mode as a result, and defects to the VANOS-unit and the transmission occur frequently. The price for one VANOS-unit is approx. EUR 1300, the transmission approx. EUR 475, each without tax. The installation itself will cost about EUR 700, we have two cylinder-blocks in the Z8, so you have to calculate this amount twice.

Coherently, it should be mentioned that, in our experience, the cost for parts and labor at the different BMW dealers can vary regionally by up to 100 %!

The gasoline pump

With one vehicle, so far, the cause for the problems concerning the worsening of the exhaust-gas emissions was a defect gasoline pump. In the Z8, this pump is located inside the plastic gas-tank and in this particular case the pump was corroded! The trigger for this corrosion was the fact that the vehicles gas-tank was nearly empty when it was stored during the Winter and the high humidity being a problem (compare, magazine 1 / 2005, tips for the Z8 during Winter storage, page 24).

To sum it up, it has definitely become obvious that good, well trained mechanics, who are familiar with the S62 engine of the Z8 and M5 can often save high costs and aggravation.

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