

Fixing the stuck indicator on a VZ commodore

All info given as is, no responsibility for if your car blows up, however, multiple people have performed this procedure and fixed their car.

Some notes about this fix, it includes desoldering and resoldering a relay on a printed circuit board. If you do not have any experience doing component level repairs it may be better for you to find an electronic repairer and supply them with this guide, the bcm and a replacement relay and get them to swap the relay over rather than risk damaging the pcb.

First step – disconnect the battery in the car. For safety sake, you may want to leave the car for 5 minutes before starting.

Remove the lower kick panel which is just above the accelerator pedal. The panel looks like this,

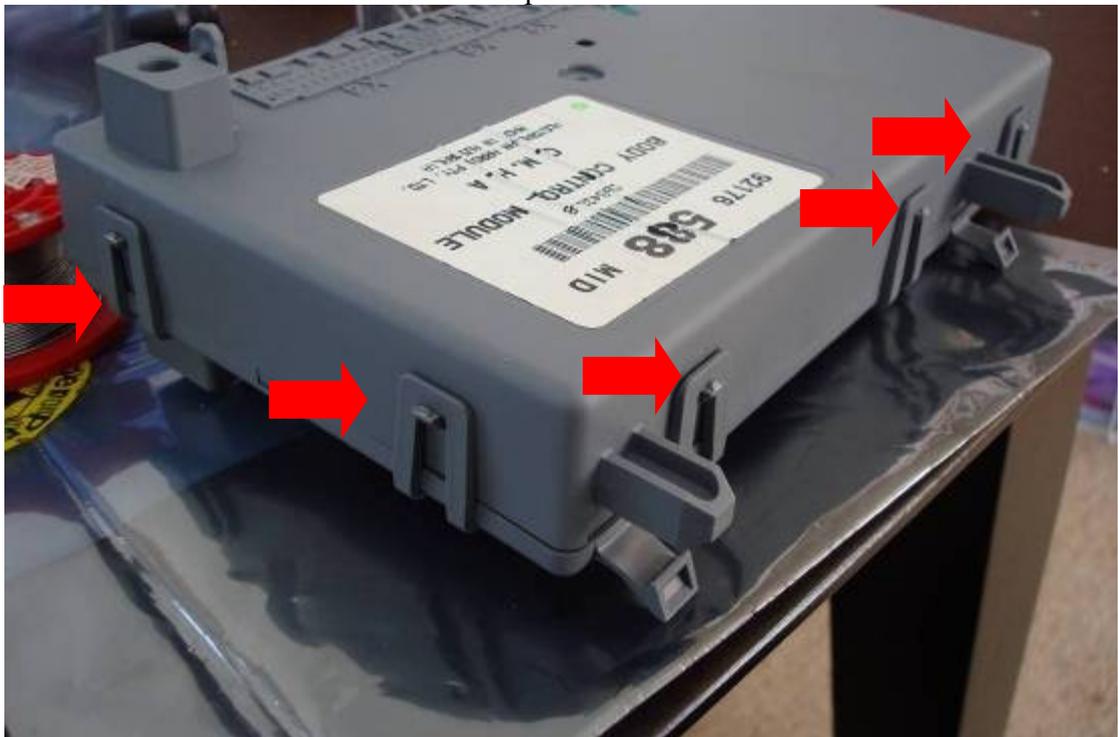


Once you have removed that, the BCM is located directly above the accelerator pedal.

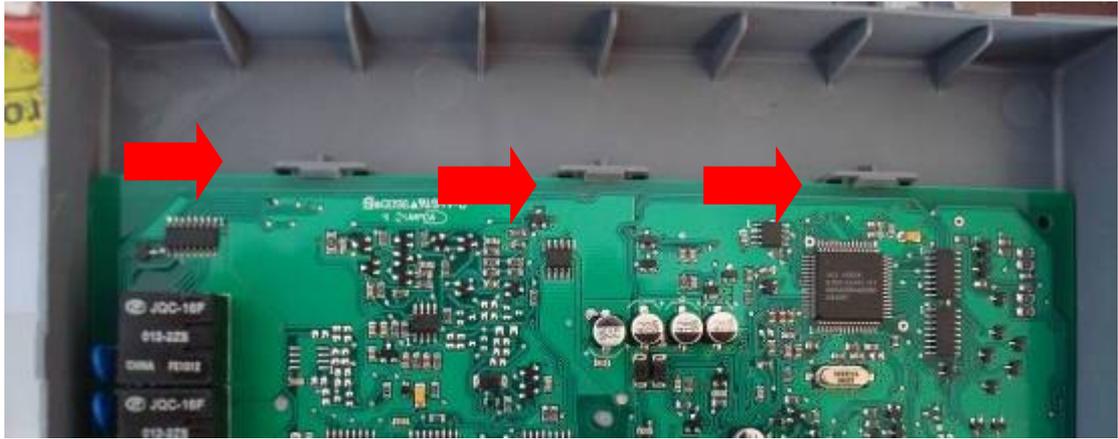


There is a scrivet where the arrow is, remove that and remove the wires that go into the BCM (you squeeze in the middle of the plugs to remove them).

Once you have done that, reach up behind the bcm, and up at the top there are two clips that are holding the bcm in. Squeeze the clips and pull down and the bcm will come loose. This is not a particularly comfortable step... This should free the bcm for the next step.



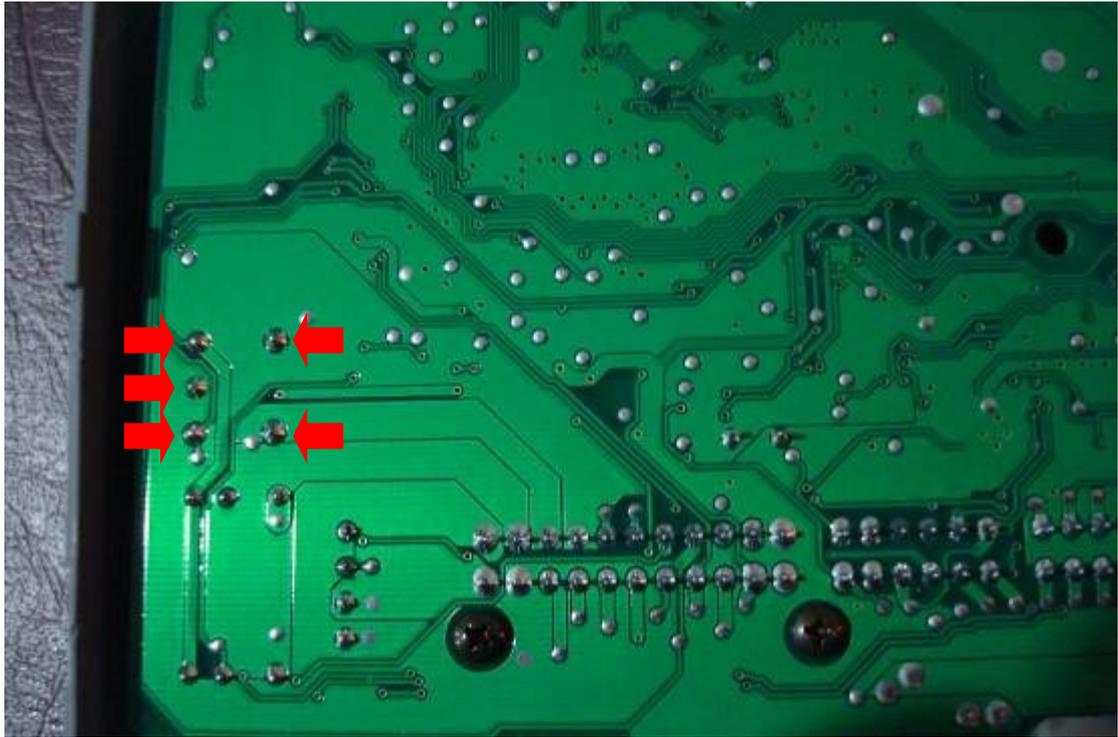
Work your way around the bcm, releasing the clips that hold the top on. There are clips on the other two sides that are not shown.



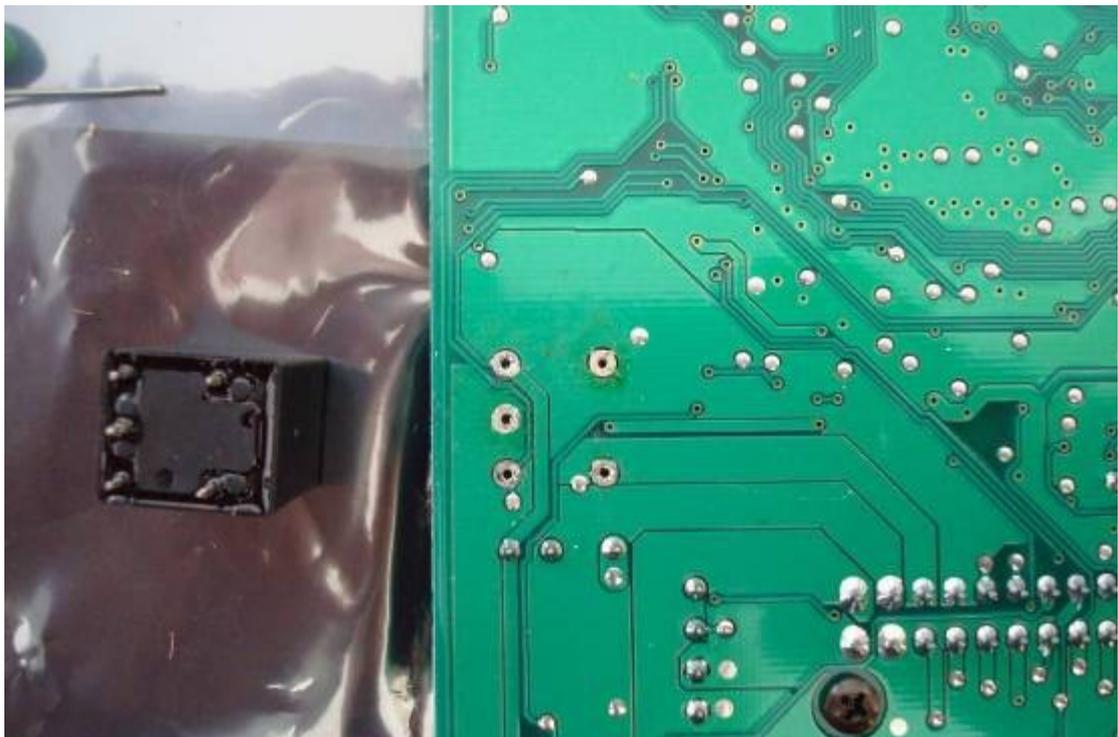
Lift the clips up and pull the pcb up and out of the container



This is the relay that is sticking and causing the indicator to stay on. We will need to remove the relay and replace it.



You need to desolder the relay at the points shown.



Once you have done that, you should replace the relay with a new one. Here's a close up of the relay supplied.



I replaced the relay with a Zettler AZ976-1U-12DET which a direct replacement for the HFKM-012-SHS relay.



Solder the new relay in and reassemble everything and re-attach the battery. You should now have a working relay in there that will not stick and leave the indicator on when you lock or unlock your car.

My replacement relay was sourced from www.relaycenter.com by a member of the justcommodore forum (forums.justcommodore.com.au).

There was a minimum order of 25USD + postage (was 15USD to New Zealand).

Other people are ordering replacement relays so you can look on the site and see if you can get a relay off them to save on shipping costs.

If you haven't obtained a relay before you start, you can just remove the relay while you wait for a replacement. With no relay in the bcm, you will not get the flashing lights when you arm / disarm the alarm, no lights when the alarm goes off, and, no hazard lights, however, you won't have a flat battery caused by a stuck indicator when you do come back to your car either.

One thing to note, without the relay in the bcm, if you leave the hazard light button on, your indicators will not work so make sure it is off.

Again, this guide is provided as is with no warranty implied. I performed these steps and successfully fixed my stuck indicator problem with my VZ Holden Commodore (sadly, not before the heat from the stuck bulb made the right rear light no longer waterproof though).

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