

TIPS AND TRICKS

Exhaust Gas Differential Pressure sensor



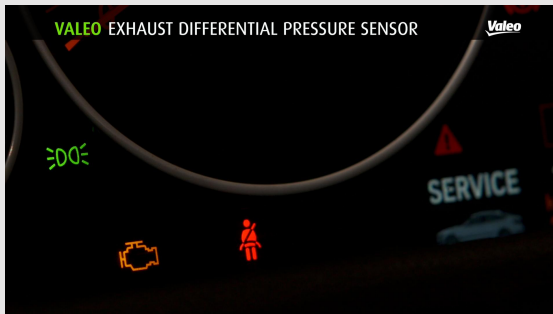
Models

-
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Reference number

00000000000000

Sensor working test



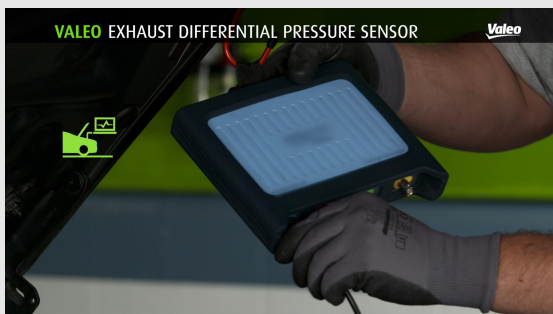
Step 1

1. MIL (Malfunction Indicator Lamp) can be seen on the dashboard. Depending on the car manufacturer's strategy, the MIL may or may not be displayed, but in case of a malfunction, a DTC will be stored in the ECU.



Step 2

2. Plug the OBD device in order to check DTC.



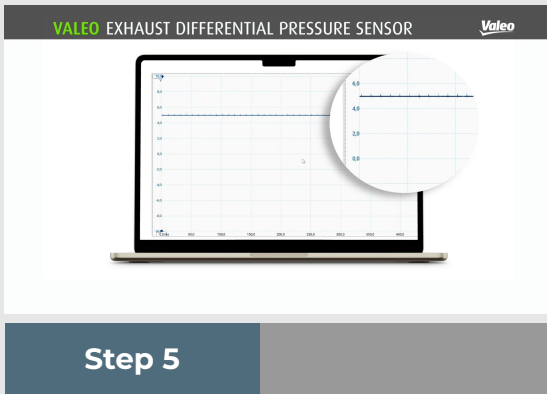
Step 3

3. Install the oscilloscope interface to perform the sensor test.

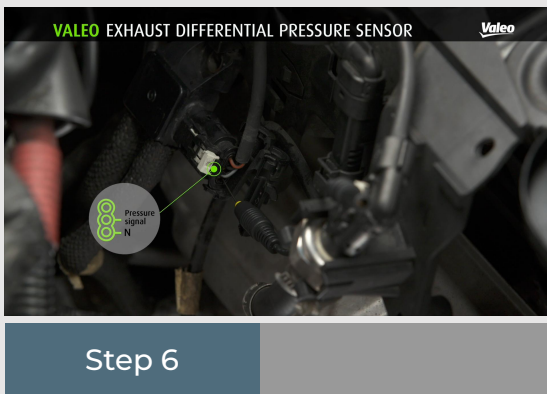




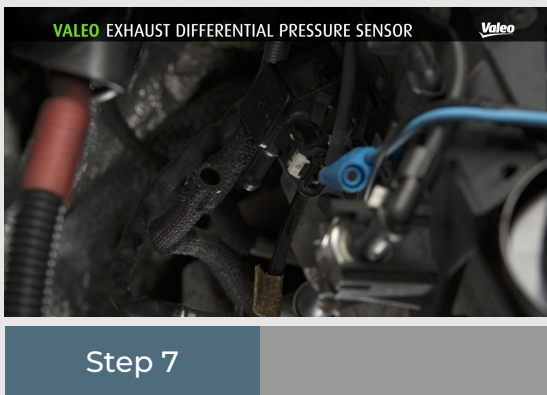
4. Check the car maker wiring diagrams, depending on the car manufacturer, the power supply may be $\pm 5V$ or $\pm 12V$.



5. The chart shows a voltage of 4.5V → Power supply is OK.

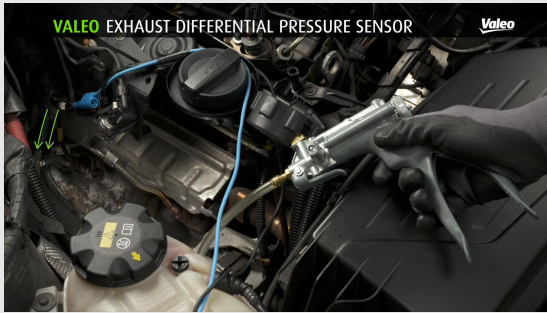


6. Next step will be checking the sensor signal.



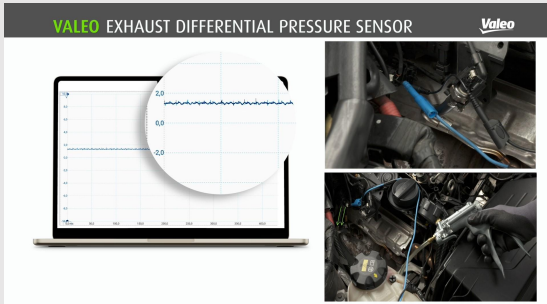
7. Detach one of the DPF measuring pipes





Step 8

8. Connect the hose from the vacuum tool to the sensor.



Step 9

9. In this scenario, the measured value may vary depending on:

- a) Degree of DPF saturation
- b) RPM range
- c) Temperature

The specific measurement value can be found in the repair manual.

