The engine control unit calculates the exact pressure and temperature of the intake air using information from the inlet manifold and boost-pressure sensor. The sensor helps control the fuel quantity while simultaneously reducing raw emissions. The pressure is measured by a silicon membrane that deforms as pressure is applied and changes the value of the pressure-sensitive (piezo-resistive) resistors. A gel on the membrane protects against deposits. The temperature is measured by a temperature-dependent resistor (NTC: Negative Temperature Coefficient). Outstanding media and temperature resistance resulting from many years of experience in the field. Customer-specific solutions for housings and connectors.

Analog or digital – but always accurate

Lower raw emissions through optimal air/fuel mixture composition

0.5% sensor accuracy over service life