

Lambda Sensor LSU 4.9

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- Application: lambda 0.65 to ∞
- Wide band
- Exhaust gas temperature range (max.) for short time $\leq 1,030^{\circ}\text{C}$
- Max. Hexagon temperature 600°C

This sensor is designed to measure the proportion of oxygen in exhaust gases of automotive engines (gasoline or Diesel).

The wide band lambda sensor LSU 4.9 is a planar ZrO_2 dual cell limiting current sensor with integrated heater. Its monotonic output signal in the range of lambda 0.65 to air makes the LSU 4.9 capable of being used as a universal sensor for lambda 1 measurement as well as for other lambda ranges. The connector module contains a trimming resistor, which defines the characteristic of the sensor.

The main benefit of the LSU 4.9 is the robust design combined with the high Bosch production quality standard.

This lambda sensor operates only in combination with a special LSU-IC, used in most Bosch Motorsport ECUs and lambda control units like LT4. You'll find this unit and more on our homepage at Electronics/Sensor Interfaces.

Application

Application	lambda 0.65 to ∞
Fuel compatibility	gasoline/Diesel/E85
Exhaust gas pressure	≤ 2.5 bar (higher with decrease accuracy)

Exhaust gas temperature range (operating)	$< 930^{\circ}\text{C}$
Exhaust gas temperature range (max.) for short time	$< 1,030^{\circ}\text{C}$
Hexagon temperature	$< 600^{\circ}\text{C}$
Wire and protective sleeve temperature	$< 250^{\circ}\text{C}$
Connector temperature	$< 140^{\circ}\text{C}$
Storage temperature range	-40 to 100°C
Max. vibration (stochastic peak level)	300 m/s^2

Technical Specifications

Variations

LSU 4.9 with automotive connector

Connector	1 928 404 687
Mating connector	D 261 205 356-01
Wire length L	95.0 cm

LSU 4.9 with motorsport connector

Connector	AS 6-07-35PN
Mating connector	AS 0-07-35SN
Wire length L	20.0 to 90.0 cm

Mechanical Data

Weight w/o wire	120 g
Thread	M18x1.5
Wrench size	22 mm
Tightening torque	40 to 60 Nm

Electrical Data

Power supply H+ nominal	7.5 V
System supply voltage	10.8 V to 16.5 V
Heater power steady state	7.5 W
Heater control frequency	≥ 100 Hz
Nominal resistance of Nernst cell	300 Ohm
Max current load for Nernst cell	250 µA

Characteristic

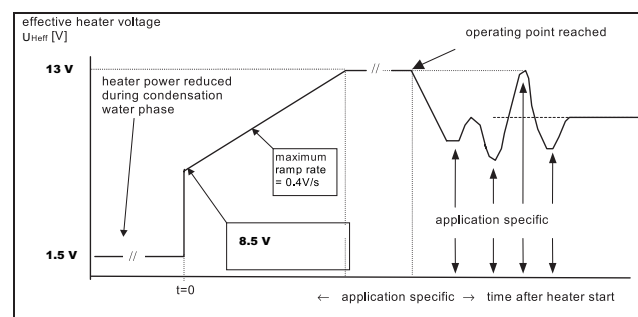
Signal output	I_p meas
Accuracy at lambda 0.8	0.80 ± 0.01
Accuracy at lambda 1	1.016 ± 0.007
Accuracy at lambda 1.7	1.70 ± 0.05

I_p [mA]	lambda	U_A [V], $v=17$	U_A [V], $v=8$
-2.000	0.650	-	0.510
-1.602	0.700	-	0.707
-1.243	0.750	0.192	0.884
-0.927	0.800	0.525	1.041
-0.800	0.822	0.658	1.104
-0.652	0.850	0.814	1.177
-0.405	0.900	1.074	1.299
-0.183	0.950	1.307	1.409
-0.106	0.970	1.388	1.448
-0.040	0.990	1.458	1.480
0	1.003	1.500	1.500
0.015	1.010	1.515	1.507
0.097	1.050	1.602	1.548
0.193	1.100	1.703	1.596
0.250	1.132	1.763	1.624

0.329	1.179	1.846	1.663
0.671	1.429	2.206	1.832
0.938	1.701	2.487	1.964
1.150	1.990	2.710	2.069
1.385	2.434	2.958	2.186
1.700	3.413	3.289	2.342
2.000	5.391	3.605	2.490
2.150	7.506	3.762	2.565
2.250	10.119	3.868	2.614

Please note: U_A is not an output signal of the lambda sensor, but the output of the evaluation circuit. Only I_p correlates with the oxygen content of the exhaust gas. Amplification factor $v=17$ is typically used for lean applications ($\lambda > 1$), amplification factor $v=8$ is typically used for rich applications ($\lambda < 1$).

Heater Strategy



Connectors and Wires

Connector	Please see variations
Mating connector	Please see variations
Sleeve	fiber glass / silicone coated
Pin 1	Pump current APE / IP
Pin 2	Virtual ground IPN / VM
Pin 3	Heater voltage H- / Uh-
Pin 4	Heater voltage H+ / Uh+
Pin 5	Trim resistor RT / IA
Pin 6	Nernst voltage UN / RE
Wire length	Please see variations

Various motorsport and automotive connectors are available on request.

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