

MSI-PG 03.03

Mass airflow sensor for Daimler-Chrysler

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Applications

In gasoline and diesel engines the mass airflow sensor is used to precisely determine the load condition of the engine. It is an essential part in exhaust gas reduction and air mass control.

Technical Data		
Flow rate range:	[kg/h]	
Pressure drop:	[mbar]	

and rear edges of the sensor

element assembly. For forward

flow the front sensor provides a

a correspondingly low signal for

backward flow. The rear sensor

works in the opposite sense. By

simply comparing the signals, the

backward flow can be accurately

calculated.

high signal and for backward flow

Pressure drop: [mbar]	7-15 ²⁾
Temperature range: [°C]	-30 +130
Input voltage: [V]	8 16.5
Power consumption: [mA]	<100
Output voltage: [V]	0-5

Depending on diameter of the air-flow cross-section.
At max. mass airflow, depending on condition of intake flow

Operating principle

The measuring principle is hotfilm anemometry: The probe is heated to a constant

temperature. The incoming air flow cools the probe.

The control electronics balance out the cooling process using a hot air flow. This hot air flow is a measure of the amount of air drawn in. Two separate resistance-measuring bridges are used to detect the forward and backward flow. The

sensor element itself comprises of

resistances in the form of halfbridggde networks. The hot-film sensors are located near the front

Plug view

7-2.500¹⁾

Plug view

- 1 Air temperature signal (optional)
- 2 Supply voltage 12 V
- 3 Ground
- 4 Reference voltage 5 V
- 5 MAF output signal







Dimensions in mm

Vacuum

Fuel

Subject to change of illustrations and text. * The reference numbers given are for the purposes of comparison only and must not appear on invoices or any other correspondence addressed to the final end-user.

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