

Sensors



Angular-position, battery sensing, inertial, rotational-speed, structure-borne sound, pressure, temperature, air-mass, lambda

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General remark: Please note that this catalogue is for information only. The listed products do not constitute binding purchase offers. We reserve the right to update the products and the information given herein. Please feel free to contact our sales department in case of any questions, or if you would like to receive an individual offer.”

0 General Information

Sensor IP degrees

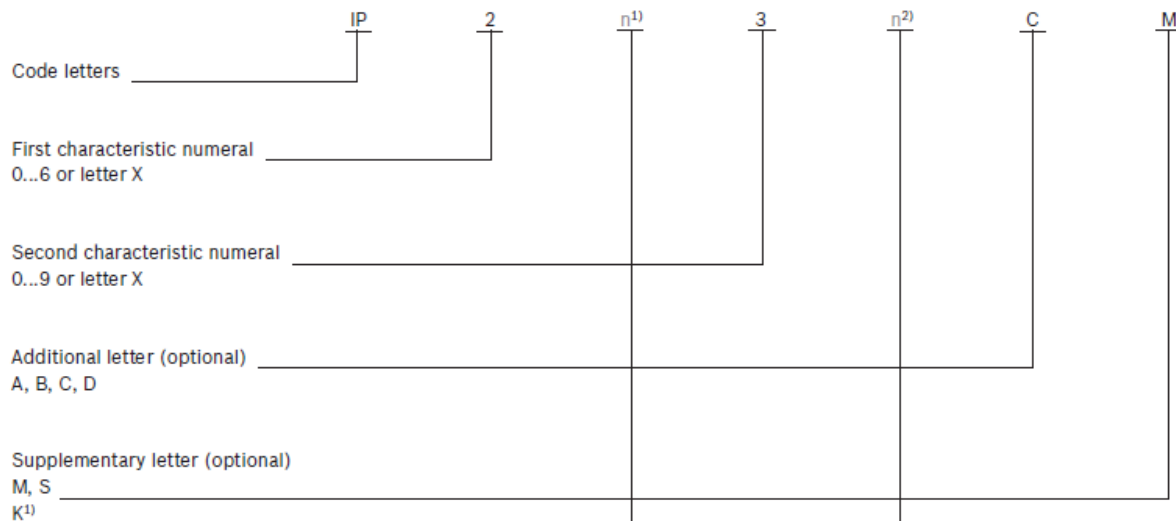


IP degrees of protection

Valid for the electrical equipment of road vehicles as per DIN 40 050 (Part 9).

- ▶ Protection of the electrical equipment inside the enclosure against the effects of solid foreign objects including dust.
- ▶ Protection of the electrical equipment inside the enclosure against the ingress of water.
- ▶ Protection of persons against contact with dangerous parts, and rotating parts, inside the enclosure.

Structure of the IP code



If a characteristic numeral is not given, it must be superseded by the letter "X" (i. e. "XX" if both characteristic numerals are not given). The supplementary and/or additional letters can be omitted at will, and need not be superseded by other letters.

¹⁾ The supplementary letter "K" is located either directly after the first characteristic numerals 5 and 6, or directly after the second characteristic numerals 4, 6 and 9.

²⁾ During the water test. Example: IP16KB protection against the ingress of solid foreign bodies with diameter ≥ 50 mm, protection against high-pressure hose water, protection against access with a finger.

0 General Information

Sensor IP codes



1st characteristic numeral and supplementary letter K	Protection of electrical equipment against ingress of solid foreign objects	Persons	2nd characteristic numeral and supplementary letter K	Protection of electrical equipment against the ingress of water	Additional letter (optional)	Protection of persons against contact with hazardous parts	Additional letter (optional)
0	Non-protected	Non-protected	0	Non-protected	A	Protection against contact with back of hand	M Movable parts of the equipment are in motion ²⁾
1	Protection against foreign bodies Ø ≥ 50 mm	Protection against contact with back of hand	1	Protection against vertically dripping water	B	Protection against contact with finger	S Movable parts of the equipment are stationary ²⁾
2	Protection against foreign bodies Ø ≥ 12.5 mm	Protection against contact with finger	2	Protection against dripping water (at an angle of 15°)	C	Protection against contact with tool	K For the electrical equipment of road vehicles
3	Protection against foreign bodies Ø ≥ 2.5 mm	Protection against contact with tool	3	Protection against splash water	D	Protection against contact with wire	
4	Protection against foreign bodies Ø ≥ 1.0 mm	Protection against contact with wire	4	Protection against spray water			
5K	Dust-protected	Protection against contact with wire	4K	Protection against high- pressure spray water			
6K	Dust-proof	Protection against contact with wire	5	Protection against jets of water			
			6	Protection against powerful jets of water			
			6K	Protection against high-pressure jets of water			
			7	Protection against temporary immersion			
			9	Protection against continuous immersion			
			9K	Protection against high-pressure/ steam-jet cleaners			

0 General Information

CAN-Bus - Controller Area Network



Present-day motor vehicles are equipped with a large number of electronic control units (ECUs) which have to exchange large volumes of data with one another in order to perform their various functions. The conventional method of doing so by using dedicated data lines for each link is now reaching the limits of its capabilities. On the one hand, it makes the wiring harnesses so complex that they become unmanageable, and on the other the finite number of pins on the connectors becomes the limiting factor for ECU development. The solution is to be found in the use of specialized, vehicle-compatible serial bus systems among which the CAN has established itself as the standard.

Applications

There are four areas of application for CAN in the motor vehicle, each with its own individual requirements:

Real-time applications

Real-time applications, in which electrical Systems such as Motronic, transmission-shift control, electronic stability-control systems are networked with one another, are used to control vehicle dynamics. Typical data transmission rates range from 125 kbit/s to 1 Mbit/s (high-speed CAN) in order to be able to guarantee the realtime characteristics demanded.

Multiplex applications

Multiplex applications are suitable for situations requiring control and regulation of body-component and luxury/convenience systems such as air conditioning, central locking and seat adjustment. Typical data transmission rates are between 10 kbits and 125 kbit/s (low-speed CAN).

Mobile-communications applications

Connect components such as the navigation system, cellular phone or audio system with central displays and controls. The basic aim is to standardize control operations and to condense status information so as to minimize driver distraction. Data transmission rates are generally below 125 kbit/s; whereby direct transmission of audio or video data is not possible.

Diagnostic applications

Diagnostic applications for CAN aim to make use of existing networking for the diagnosis of the ECUs incorporated in the network. The use of the “K” line (ISO 9141), which is currently the normal practice, is then no longer necessary. The data rate envisaged is 500 kbit/s.

Bus configuration

CAN operates according to the multi-master principle, in which a linear bus structure connects several ECUs of equal priority rating (Fig. 1). The advantage of this type of structure lies in the fact that a malfunction at one node does not impair bus-system access for the remaining devices. Thus the probability of a total system failure is substantially lower than with other logical architectures (such as ring or active star structures). When a ring or active star structure is employed, failure at a single node or at the CPU is sufficient to cause a total failure.

Content-based addressing

Addressing is message-based when using CAN. This involves assigning a fixed identifier to each message. The identifier classifies the content of the message (e.g., engine speed). Each station processes only those messages whose identifiers are stored in its acceptance list (message

filtering, Fig. 2). Thus CAN requires no station addresses for data transmission, and the nodes are not involved in administering system configuration. This facilitates adaptation to variations in equipment levels.

Logical bus states

The CAN protocol is based on two logical states: The bits are either “recessive” (logical 1) or “dominant” (logical 0). When at least one station transmits a dominant bit, then the recessive bits simultaneously sent from other stations are overwritten.

Priority assignments

The identifier labels both the data content and the priority of the message being sent. Identifiers corresponding to low binary numbers enjoy a high priority and vice versa.

Bus access

Each station can begin transmitting its most important data as soon as the bus is unoccupied. When several stations start to transmit simultaneously, the system responds by employing “Wired-AND” arbitration to sort out the resulting contentions over bus access. The message with the highest priority is assigned first access, without any bit loss or delay. Transmitters respond to failure to gain bus access by automatically switching to receive mode; they then repeat the transmission attempt as soon as the bus is free again.

Message format

CAN supports two different data-frame formats, with the sole distinction being in the length of the identifier (ID). The standard-format ID is 11 bits, while the extended version consists of 29 bits. Thus the transmission data frame contains a maximum of 130 bits in standard format, or 150 bits in the extended format. This 150 bits

in the extended format. This ensures minimal waiting time until the subsequent transmission (which could be urgent). The data frame consists of seven consecutive bit fields (Fig. 3):

“Start of frame”

indicates the beginning of a message and synchronizes all stations.

“Arbitration field”

consists of the message’s identifier and an additional control bit. While this field is being transmitted, the transmitter accompanies the transmission of each bit with a check to ensure that no higher-priority message is being transmitted (which would cancel the access authorization). The control bit determines whether the message is classified under “data frame” or “remote frame”.

“Control field”

contains the code for number of data bytes in „Data Field“.

“Data field’s”

information content comprises between 0 and 8 bytes. A message of data length 0 can be used to synchronize distributed processes.

“CRC field”

(Cyclic Redundancy Check) contains the check word for detecting possible transmission interference.

“Ack field”

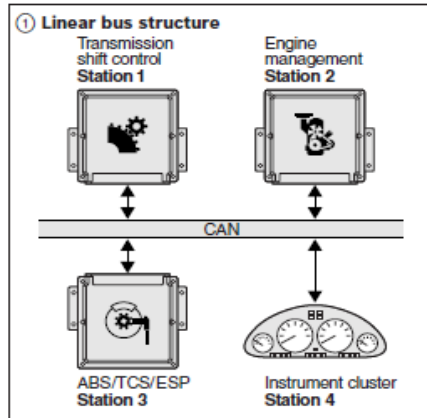
contains the acknowledgement signals with which all receivers indicate receipt of non-corrupted messages.

“End of frame”

marks the end of the message.

0 General Information

CAN-Bus - Controller Area Network



Transmitter initiative

The transmitter will usually initiate a data transfer by sending a data frame. However, the receiver can also request data from the transmitter. This involves the receiver sending out a "remote frame". The "data frame" and the corresponding "remote frame" have the same identifier. They are distinguished from one another by means of the bit that follows the identifier.

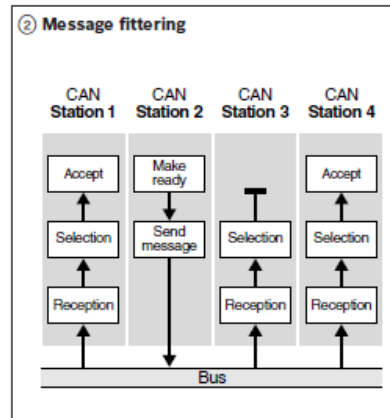
Error detection

CAN incorporates a number of monitoring features for detecting errors. These include:

- ▶ 15 Bit CRC (Cyclic Redundancy Check): Each receiver compares the CRC sequence which it receives with the calculated sequence.
- ▶ Monitoring: Each transmitter compares transmitted and scanned bit.
- ▶ Bit stuffing: Between "start of frame" and the end of the "CRC field", each "data frame" or "remote frame" may contain a maximum of 5 consecutive bits of the same polarity.
- ▶ Frame check: The CAN protocol contains several bit fields with a fixed format for verification by all stations.

Error handling

When a CAN controller detects an error, it aborts the current transmission by sending an "error flag". An error flag consists of 6 dominant bits; it functions by deliberately violating the conventions governing stuffing and/or formats.

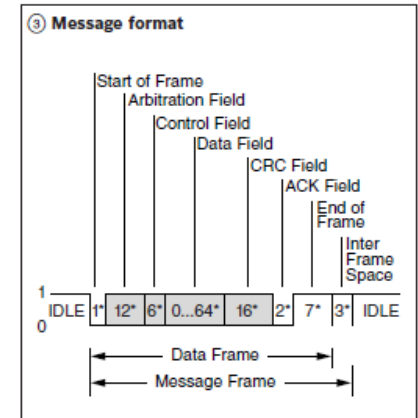


Fault confinement with local failure

Defective stations can severely impair the ability to process bus traffic. Therefore, the CAN controllers incorporate mechanisms which can distinguish between intermittent and permanent errors and local station failures. This process is based on statistical evaluation of error conditions.

Implementations

In order to provide the proper CPU support for a wide range of different requirements, the semiconductor manufacturers have introduced implementations representing a broad range of performance levels. The various implementations differ neither in the message they produce, nor in their arrangements for responding to errors. The difference lies solely in the type of CPU support required for message administration. As the demands placed on the ECU's processing capacity are extensive, the interface controller should be able to administer a large number of messages and expedite data communications



with, as far as possible, no demands on the CPU's computational re-sources. Powerful CAN controllers are generally used in this type of application. The demands placed on the controllers by multiplex systems and present-day mobile communications are more modest. For that reason, more basic and less expensive chips are preferred for such uses.

Standardization

CANs for data exchange in automotive applications have been standardized both by the ISO and the SAE – in ISO 11519-2 for low-speed applications ≤ 125 kbit/s and in ISO 11898 and SAE J 22584 (cars) and SAE J 1939 (trucks and busses) for high-speed applications >125 kbit/s. There is also an ISO standard for diagnosis via CAN (ISO 15765 – Draft) in the course of preparation.

▶ [Product groups](#)

0 General Information

CE-Identification and manufacturer declaration with EU directive



BOSCH

As under the EU Directive all electrically-powered machines, devices and systems, which are manufactured, imported and sold within the borders of the European Union must have a CE-label attached to them. The EU Directive also includes the following individual guidelines, which are of significance for sensor users.

1. Machine Directive

It is valid for self-contained operational machines or any interlinking of machines to form integral systems. It is not valid for machine components however, such as, for example, electrical control systems or sensors which have no independent function. The entire machine or system must always comply with the Directive.

2. EMC Directive

This Directive is valid for all electrical and electronic devices, installations and systems. However, this Directive is also valid for complex components such as, e.g. sensors, although this only applies were they are openly available for purchase by the public. The sensors listed in this catalogue are solely shipped as supplied parts or replacement parts, and are not subject to § 5 paragraph 5 of the EMC Act regarding a mandatory CE label. The limits for the relaying and the radiation of high-frequency interference are specified in EN 55014 of the EMC Act. Because of the previously-mentioned reasons, Bosch sensors are on no account subject to mandatory CE labeling. We will gladly assist you with information in all matters relating to the acceptance of your application.



0 General Information

Liability disclaimer



For applications listed in the catalogue, prior clarification of the technical suitability is imperative. All listed products are designed for automotive vehicles in its intended use. If you use these products within specification, but outside its intended use, you are responsible for establishing the suitability of our products for your intended purpose, if other than for its approved application (in particular, if subjected to different loads or under different technical conditions) by taking suitable action (especially testing). We would like to point out to you that the responsibility for the overall system also lies solely with you.

If your application cannot be solved with this range of products or in case you need our consultancy, please inform us about your requirements and contact us via e-mail address contact.i.business@de.bosch.com .



1.1 Angular-position sensors

Steering angle sensor

- ▶ „True Power on“ function
- ▶ Multiturn capability
- ▶ CAN interface



Application

The steering-angle sensor was developed for use in electronic stability programs (ESP). Integrated plausibility checks and special self-diagnosis functions make the steering-wheel angle sensor suitable for use in safety systems.

Design and operation

The steering column drives two measurement gears by way of a gear wheel. Magnets are incorporated into the measurement gears. AMR elements, the resistance of which changes as a function of the magnetic field direction, detect the angular position of the magnets. The analog measured values are supplied to the microprocessor via an A/D converter. The measurement gears have different numbers of teeth and their rotational position thus changes at different rates. The total steering angle can be calculated by combining the two current angles. After several turns of the steering wheel, the two measurement gears have returned to their original positions. This measurement principle can therefore be used to cover a measuring range of several turns of the steering wheel without the need for a revolution counter.

The steering angle is output as an absolute value over the total angle range (turning range) of the steering column. A special feature of the sensor is the correct angle output immediately after switching on the ignition without moving the steering wheel (True Power On). Steering angle and velocity are output via CAN.

Further areas of application

Using the standardized CAN bus, the steering wheel angle information can be utilized, for example for chassis control, navigation and electrical power-steering systems. Different types of mechanical connection and electrical interface versions are available on request.

1.1 Angular-position sensors

Steering angle sensor



Product type

LWS 7.3.6

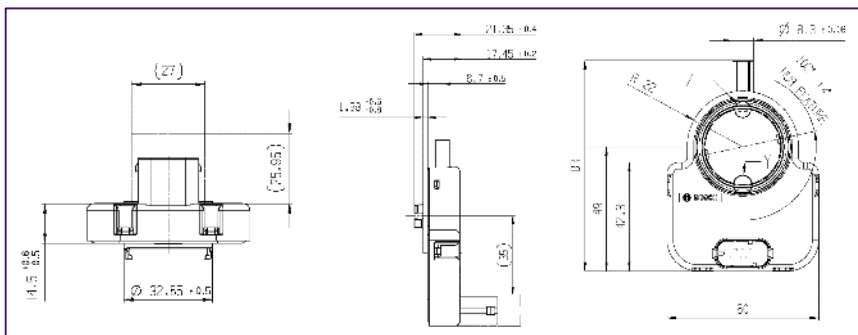
Part number

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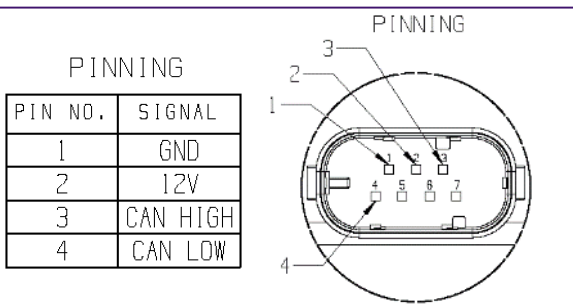
Picture



Dimensional drawings



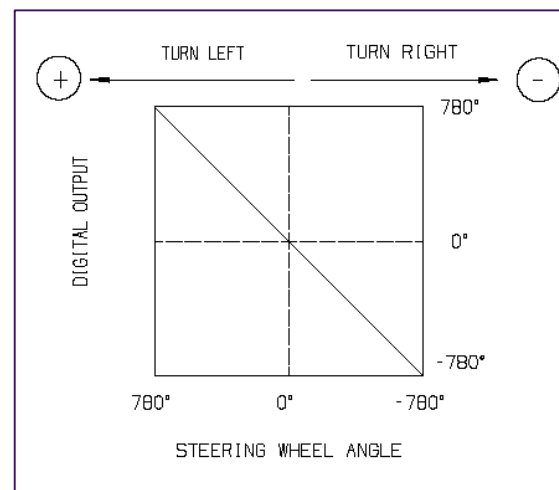
Pinning



Technical data

Operating voltage	7 to 16 V	
Reverse voltage protection	up to -13,5 V	
Current consumption at 12V at CAN load resistance 60 Ω	< 150 mA	
CAN specification	ISO 11898	500 kbps
Nominal angle measuring range and resolution	±780°	0,1°
Nominal velocity measuring range and resolution	0 to 1016°/s	4°/s
Mating connector	Robert Bosch	1 928 404 025
Ingress protection	IP5K0	
Operating temperature	-40 to + 85° C	

Output definition



1.2 Angular-position sensors

Throttle valve angle sensor

- ▶ Potentiometric angular-position sensors with linear characteristic curve
- ▶ Sturdy design for exacting demands
- ▶ Compact size



Application

Sensors of this type are used in motor vehicles to record the angle of rotation of the throttle valve. They are exposed to extreme operating conditions, being attached directly to the throttle valve housing by means of an extended throttle valve shaft in the engine compartment. To maintain reliable operation under such conditions, the sensors are resistant to fuels, oils, saline fog and industrial atmospheres.

Design and operation

The throttle-valve angular-position sensor is a potentiometric sensor with a linear characteristic curve. It is used with fuel-injection engines to convert the angle of rotation of the throttle valve into a proportional voltage ratio. To do so, the rotor with its special wipers connected to the throttle-valve shaft travels along corresponding resistance tracks, with the position of the throttle valve being converted into the above-mentioned voltage ratio. The throttle-valve angular-position sensors have no return spring.

Explanation of characteristic data

U_A	Output voltage
U_V	Supply voltage
φ	Angle of rotation
U_{A1}	Output –voltage characteristic curve 2
U_{A2}	Output –voltage characteristic curve 2

1.2 Angular-position sensors

Throttle valve angle sensor



Product type

DKG

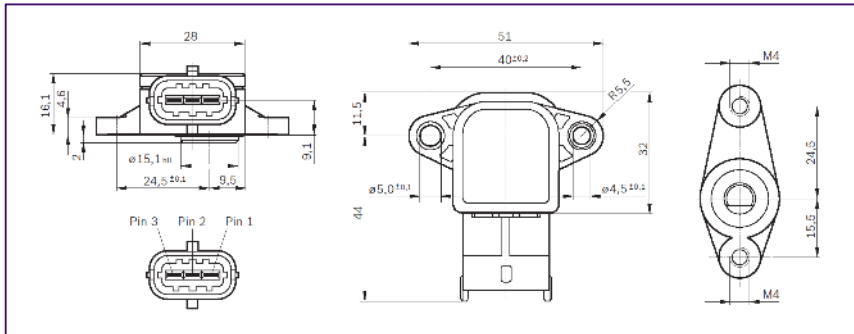
Part number

0 280 122 024

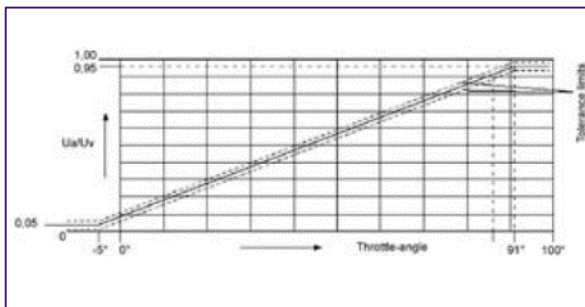
Picture



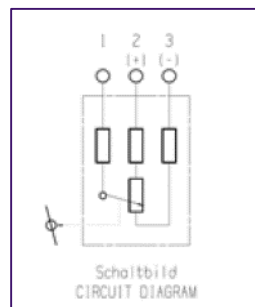
Dimensional drawings



Characteristic curve



Circuit diagram



Technical data

Useful electrical angle range	degrees	≤ 86
Useful mechanical angle range	degrees	≤ 96
Angle between internal stops (must not be reached when fitted)	degrees	≥ 96
Direction of rotation		Any
Total resistance (term. 1-2)	k Ω	$2 \pm 20 \%$
Wiper protective resistor (wiper in zero position, term. 2-3)	Ω	710 ... 1380
Operating voltage U_v	V	5
Load		5 Ohmic res.
Permissible wiper current	μA	≤ 10
Voltage ratio from stop to stop – characteristic curve 1		$0,05 = U_a / U_v = 0,95$
Slope of nominal characteristic curve	deg ⁻¹	0,009375
Operating temperature		- 40 °C ... + 130 °C
Approximate value for permissible vibration acceleration	m/s ²	≤ 800
Service life (rotary cycles)	Mill.	2

2 Battery sensing

Electronic battery sensor



- ▶ Measures current, voltage and temperature via ASIC
- ▶ Robust, protected housing
- ▶ Battery state detection algorithm



Application

Equipping a vehicle/machine with EBS from Bosch is a precondition to increase vehicle reliability, lengthen battery life and provide intelligent energy management features like load reduction or alternator recuperation. These features help reducing equipment downtime and promote user comfort as well as fuel saving and reduced emission.

Design and operation

The electronic battery sensor supplies information about the vehicle's battery state: current, voltage and temperature are measured on the batteries negative pole niche. This creates the basis for numerous functions that prevent battery problems or optimize energy consumption and battery charging. When using lead-acid batteries with a capacity up to 120Ah, the EBS can also supply advanced battery state signals to predict battery behavior.

The EBS measures physical variables of the battery, such as U, I and T with high accuracy. An internal Battery State Detection (BSD) software provides information about the current battery states as well as the predicted future electrical behavior to a master Electronic Control Unit (ECU). An Electric Energy Management (EEM) run on this ECU can decide if actions are needed to protect the vehicle against power loss and a low battery, hence preventing equipment breakdown.

2 Battery sensing

Electronic battery sensor



Product type

EBS3.AA

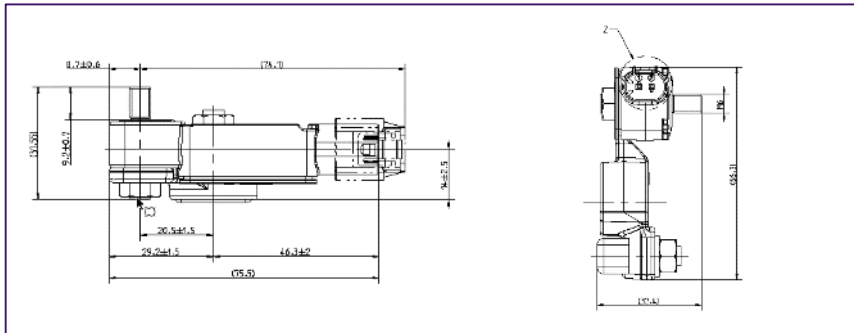
Part number

0 199 300 057

Picture



Dimensional drawings



Technical data

Measuring range	V	6 to 18
Resolution	V	0,03
Date Rate	Hz	1000
Relative error		± 0,3 %
Noise	mV	± 1
Cranking current		1500 A < 0,5 s
Nominal current	A	200
Resolution (nominal A)	mA	0,5
Relative error		± 1 %

Temperature

Measuring range		- 40 °C ... + 125 °C
Update rate	s	60
Tolerance	K	< ± 3

Battery State Detection

Max battery size	Ah	120
Battery types		AGM, Flooded, EFB
Operating temperature range		- 40 °C ... + 105 °C
Supply voltage range	V	6 to 18
Current consumption at 12 V	mA	10
LIN interface		LIN 2.2
Weight	g	130
Dust and water protection		IP6K9K (needs protection against corrosive substances)

3 Inertial sensor

Inertial sensor with CAN interface



- ▶ Flexible and cost-effective sensor cluster with highly integrated electronics
- ▶ Modular concept for different integration stages
- ▶ Optimized performance



Application

The introduction of the ESP system, the link with other chassis convenience systems and the development of advanced vehicle stabilization systems gave rise to the need for inertial signals to meet with exacting demands, particularly in terms of signal quality and stability, as well as additional measurement axes with a high degree of reliability. Bosch therefore developed many generations of inertial sensors. The versatile and inexpensive sensor cluster MM7.zC meets the requirements of simpler functions using only accelerations on two axis and one angular rate. For applications with higher complexity, Bosch can also deliver the MM5.10 to provide 3 accelerations and 2 angular rates. Both share the same housing.

Design

Bosch inertial sensors a new generation of micromechanical elements for the measurement and digital processing of angular velocity and acceleration.

Measuring angular rate

The angular rate sensor is based on the Coriolis vibratory gyroscope principle: High-frequency electrostatic forces generate an oscillation of two seismic masses controlled by a closed loop drive system. When rotating around the axis, the Coriolis forces acting on the oscillators can be measured by capacity changes in the detection system.

Measuring acceleration

The acceleration sensor consists of movable comb-like seismic masses suspended from silicon spring bars and fixed counter electrodes.

As a result of external forces acting on the sensor, deflections of the seismic masses along the sensitive axis generate changes in the capacity of the system.

Explanation of characteristic data

Ω	Yaw rate
g	Acceleration in relation to gravity 9.8065 m/s ²

3 Inertial sensor

3-dimensional sensor with CAN interface



Product type

MM7.zC

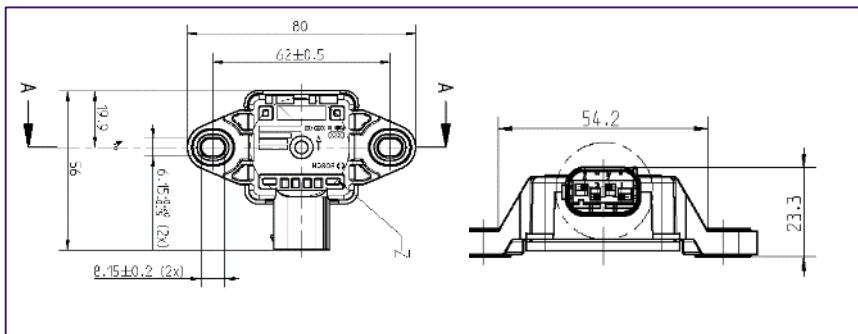
Part number

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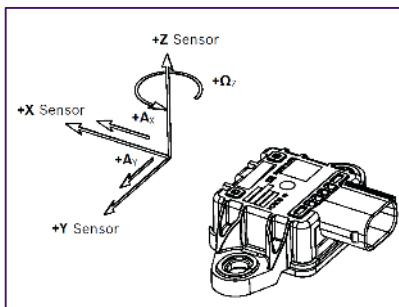
Picture



Dimensional drawings



Available axis



Pin connection

PIN CONFIGURATION Steckerbelegung	
PIN 1	GND
PIN 2	CANL
PIN 3	CANH
PIN 4	UBAT

Technical data

	Sensing axes	
	(Ωz), min/max values	Longitudinal acceleration sensor (ax, ay)
Measuring range	± 100 °/s	± 1,8 g
Resolution	± 0,1 °/s	
Digital resolution	200 LSB/°/s	
Sensitivity errors	≤ ± 4 % (typically ± 2.5 %)	≤ ± 3 % (typically ± 2.0 %)
Offset	≤ ± 3 % (typically ± 2.0 °/s)	≤ ± 0,06 % (typically ± 0,03 °/s)
Non-linearity	≤ ± 1 % (typically ± 0.5 °/s)	≤ ± 0,04 % (typically ± 0,02 °/s)
Technical characteristics		
Operating temperature range		-40°C ... +85°C
Supply voltage range	V	7 to 16
Current consumption at 12 V	mA	65
CAN Interface		in acc. with ISO 11898

3 Inertial sensor 5-dimensional sensor with CAN interface



Product type

MM5.10

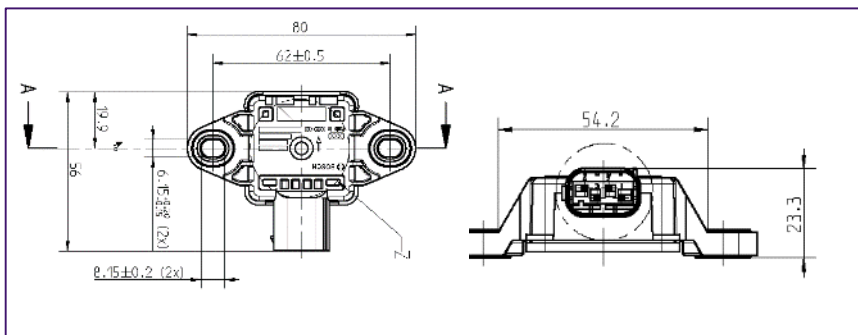
Part number

F 037 000 002

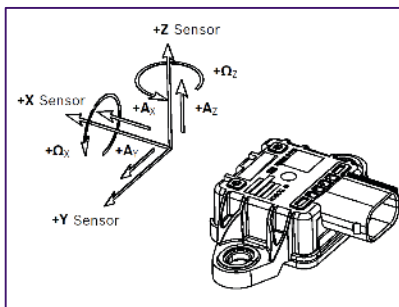
Picture



Dimensional drawings



Available axis



Pin connection

PIN CONFIGURATION Steckerbelegung	
PIN 1	GND
PIN 2	CANL
PIN 3	CANH
PIN 4	UBAT

Technical data

Sensing axes

	(Ω), min/max values	Longitudinal acceleration sensor (ax, ay, az)
Measuring range	± 163 °/s	± 4,2 g
Resolution	± 0.1 °/s	
Digital resolution	200 LSB/°/s	
Sensitivity errors	≤ ±4 % (typically ±2.5 %)	≤ ±3 % (typically ±2.0 %)
Offset	≤ ±3 °/s (typically ±1.5 °/s)	≤ ±0.1 g (typically ±0.05 °/s)
Non-linearity	≤ ±1 °/s (typically ±0.5 °/s)	≤ ±0.072 g (typically ±0.036 g)

Technical characteristics

Operating temperature range		-40°C ... +85°C
Supply voltage range	V	7 to 16
Current consumption at 12 V	mA	65
CAN Interface		in acc. With ISO 11898

4.1 Rotational-speed sensors

Hall speed sensor

- ▶ Precise and reliable digital measurement of speeds and angles
- ▶ Non-contacting measurement
- ▶ Hall IC in sensor with open collector output
- ▶ Not susceptible to dirt
- ▶ Resistant to mineral oil products (fuel, engine oil)
- ▶ Transmission of information on sensor signal quality



Application

Hall speed sensors are suitable for non-contacting and thus wear-free speed measurement of crank speed, cam speed or wheel speed.

Design and operation

Hall sensors consist of a semiconductor chip with integrated driver circuits (e.g. Schmitt trigger) for signal conditioning and a transistor as output driver as well as a permanent magnet. These are hermetically sealed into a plastic connector housing. With an active speed sensor, magnets assume the function of the sensor ring teeth. The magnets are integrated for example into a multi-pole ring and are arranged with alternating polarity around its circumference. The measurement cell of the active speed sensor is exposed to the constantly changing magnetic field of these magnets. There is thus a constant change in the magnetic flux through the measurement cell as the multi-pole ring rotates.

The principal sensor components are either Hall elements or magneto resistive elements. Both elements generate a voltage which is governed

by the magnetic flux through the measuring element. The voltage is conditioned in the active speed range. In contrast to an inductive sensor, the voltage to be evaluated is not a function of wheel speed. The wheel speed can thus be measured almost down to zero. A typical feature of the active speed sensor is the local amplifier. This is integrated into the sensor housing together with the measurement cell. A two-core cable forms the connection to the control unit. The speed information is transmitted in the form of a load-independent current. As with an inductive speed sensor, the frequency of the current is proportional to the wheel speed. This form of transmission employing conditioned digital signals is not susceptible to inductive disturbance voltages as is the case with the type of transmission with inductive speed sensors.

Explanation of characteristic data

$n_{min.}=0$	Static operation possible.
$n_{min.}>0$	Dynamic operation only.
U_V	Max. output voltage at LOW with output current = 20 mA.
I_V	Supply current for Hall sensor.
t_f	Fall time (trailing signal edge).
T_r	Rise time (leading signal edge).

Installation instructions

- Standard Installation conditions guarantee full sensor functioning.
- Route the connecting cables in parallel to minimize interference.
- Protect the sensor against the destructive action of static discharge (CMOS components).

4 Rotational-speed sensors

Hall speed sensor



Product type

DG-23

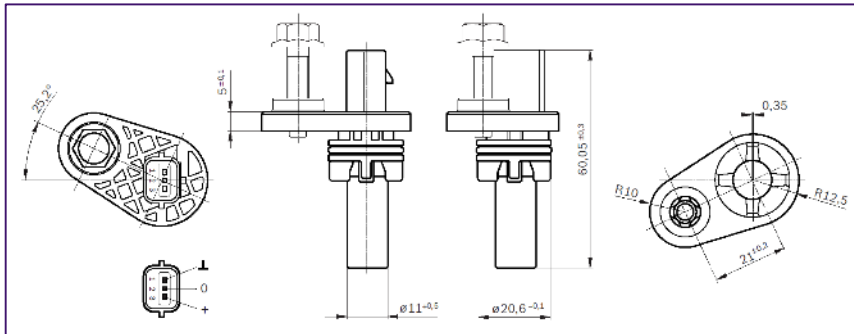
Part number

0 261 210 303

Picture



Dimensional drawings



Technical data

Minimum trigger-wheel speed	$n_{min.}$	0 min. ⁻¹
Maximum trigger-wheel speed	$n_{max.}$	8000 min. ⁻¹
Maximum working air gap		1,5 mm
Minimum working air gap		0,3 mm
Rated supply voltage	U_N	5 V
Supply voltage range	U_V	4,5 ... 18V
Supply current	I_V	Typically 6.7
Output current	I_A	0 ... 20 mA
Output saturation voltage	U_s	≤ 0,5 V
Switching time	$t_f^{1)}$	≤ 1,3 μs
Switching time	$t_r^{2)}$	≤ 20 μs
Steady-state temperature in sensor and transition zone		-40°C...+150°C
Steady-state temperature in connector zone		-40°C...+130°C

μA) At ambient temperature 23 ± 5 °C.

- 1) Time from HIGH to LOW, measured between connections (0) and (-) from 90% to 10%.
- 2) Time from LOW to HIGH, measured between connections (0) and (-) from 10% to 90%.
- 3) -40...+150 °C permissible for brief period.
- 4) -40...+130 °C permissible for brief period.

4 Rotational-speed sensors

Hall speed sensor



Product type

DG-23-I

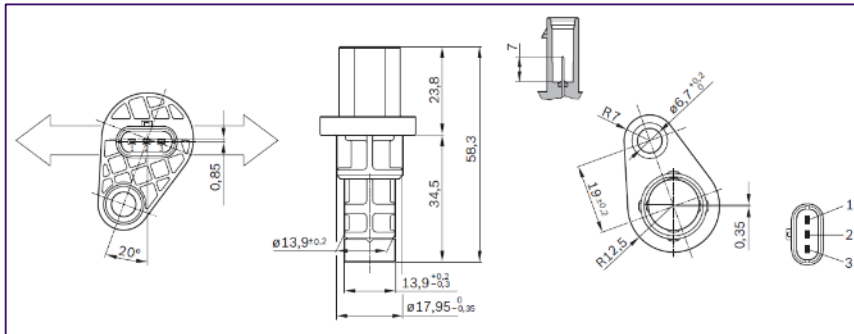
Part number

0 261 210 318

Picture



Dimensional drawings



Technical data

Minimum trigger-wheel speed	$n_{min.}$	0 min. ⁻¹
Maximum trigger-wheel speed, forwards	$n_{max.}$	8000 1/min
Maximum trigger-wheel speed, reverse	$n_{max.}$	4000 1/min
Maximum working air gap		1,5 mm
Minimum working air gap		0,5 mm
Rated supply voltage	U_N	5 V
Supply voltage range	U_V	4,5...5,5 V
Supply current	I_V	Typically 5.0 mA
Output current	I_A	0 ... 20 mA
Output saturation voltage	U_s	≤ 0,5 V
Switching time	$t_f^{1)}$	≤ 1,3 μs
Switching time	$t_f^{2)}$	≤ 17 μs
Steady-state temperature in sensor and transition zone		-40°C...+150°C
Steady-state temperature in connector zone		-40°C...+130°C

¹⁾ Time from HIGH to LOW, measured between connections (0) and (-) from 90% to 10%.

²⁾ Time from LOW to HIGH, measured between connections (0) and (-) from 10% to 90%.

³⁾ -40...+150 °C permissible for brief period.

⁴⁾ -40...+130 °C permissible for brief period.

4 Rotational-speed sensors

Hall speed sensor



Product type

DG-23-I

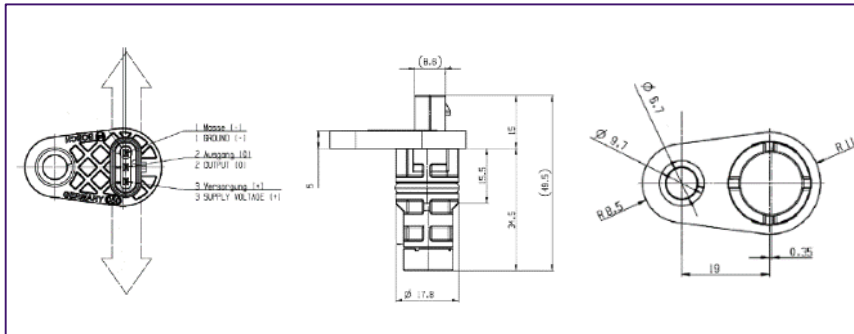
Part number

0 261 210 325

Picture



Dimensional drawings



Technical data

Minimum trigger-wheel speed	$n_{min.}$	0 min. ⁻¹
Maximum trigger-wheel speed, forwards	$n_{max.}$	8000 1/min
Maximum trigger-wheel speed, reverse	$n_{max.}$	1200 1/min
Maximum working air gap		1,5 mm
Minimum working air gap		0,5 mm
Rated supply voltage	U_N	5 V
Supply voltage range	U_V	4,75...5,25 V
Supply current	I_V	Typically 5.0 mA
Output current	I_A	4 ... 15 mA
Output saturation voltage	U_s	≤ 0,5 V
Switching time	$t_f^{1)}$	≤ 1,3 μs
Switching time	$t_f^{2)}$	≤ 17 μs
Steady-state temperature in sensor and transition zone		-40°C...+150°C
Steady-state temperature in connector zone		-40°C...+130°C

- 1) Time from HIGH to LOW, measured between connections (0) and (-) from 90% to 10%.
- 2) Time from LOW to HIGH, measured between connections (0) and (-) from 10% to 90%.
- 3) -40...+150 °C permissible for brief period.
- 4) -40...+130 °C permissible for brief period.

4 Rotational-speed sensors

Hall speed sensor



Product type

DG-23-I

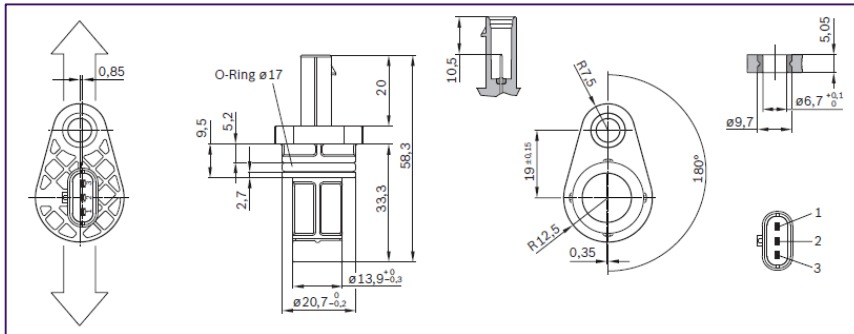
Part number

0 261 210 385

Picture



Dimensional drawings



Technical data

Minimum trigger-wheel speed	$n_{min.}$	0 min. ⁻¹
Maximum trigger-wheel speed	$n_{max.}$	5000 min. ⁻¹
Maximum working air gap		1,8 mm
Minimum working air gap		0,2 mm
Rated supply voltage	U_N	5 V
Supply voltage range	U_V	4,5...18V
Supply current	I_V	Typically 10 mA
Output current	I_A	0 ... 20 mA
Output saturation voltage	U_s	≤ 0,5 V
Switching time	$t_f^{1)}$	≤ 1,3 μs
Switching time	$t_f^{2)}$	≤ 17 μs
Steady-state temperature in sensor and transition zone		-40°C...+150°C
Steady-state temperature in connector zone		-40°C...+130°C

- 1) Time from HIGH to LOW, measured between connections (0) and (-) from 90° to 10%.
- 2) Time from LOW to HIGH, measured between connections (0) and (-) from 10% to 90%.
- 3) -40...+150 °C permissible for brief period.
- 4) -40...+130 °C permissible for brief period.

4 Rotational-speed sensors

Hall speed sensor



Product type

DG-23-I

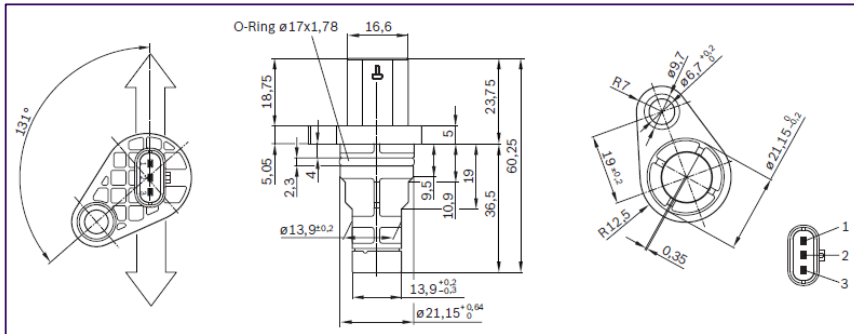
Part number

0 281 006 101

Picture



Dimensional drawings



Technical data

Minimum trigger-wheel speed	$n_{\min.}$	0 min. ⁻¹
Maximum trigger-wheel speed, forwards	$n_{\max.}$	8000 1/min
Maximum trigger-wheel speed, reverse	$n_{\max.}$	4000 1/min
Maximum working air gap		1,8 mm
Minimum working air gap		0,2 mm
Rated supply voltage	U_N	5 V
Supply voltage range	U_V	4,5...18 V
Supply current	I_V	Typically 10 mA
Output current	I_A	0 ... 20 mA
Output saturation voltage	U_s	≤ 0,5 V
Switching time	$t_f^{1)}$	≤ 1,3 μs
Switching time	$t_f^{2)}$	≤ 17 μs
Steady-state temperature in sensor and transition zone		-40°C...+150°C
Steady-state temperature in connector zone		-40°C...+130°C

1) Time from HIGH to LOW, measured between connections (0) and (-) from 90% to 10%.

2) Time from LOW to HIGH, measured between connections (0) and (-) from 10% to 90%.

3) -40...+150 °C permissible for brief period.

4) -40...+130 °C permissible for brief period.

4 Rotational-speed sensors

Hall speed sensor



Product group

PG-3-8

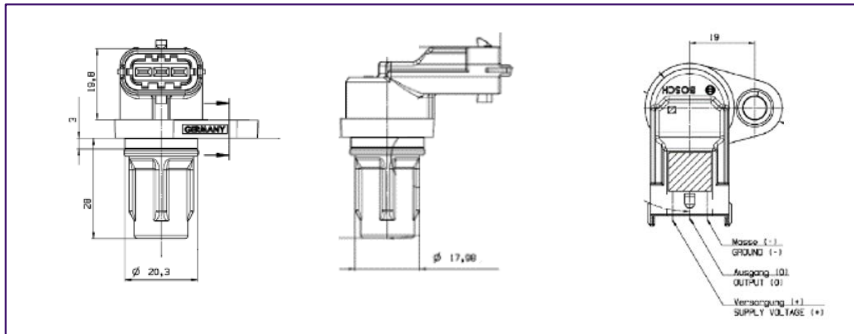
Part number

0 232 103 048

Picture



Dimensional drawings



Technical data

Minimum trigger-wheel speed	$n_{min.}$	0 min. ⁻¹
Maximum trigger-wheel speed	$n_{max.}$	4500 min. ⁻¹
Maximum working air gap		1,8 mm
Minimum working air gap		0,2 mm
Rated supply voltage	U_N	5 V
Supply voltage range	U_V	4,5 ...16V
Supply current	I_V	Typically 5.6
Output current	I_A	0 ... 20 mA
Output saturation voltage	U_s	$\leq 0,5$ V
Switching time	$t_f^{1)}$	≤ 1 μ s
Switching time	$t_r^{2)}$	≤ 15 μ s
Steady-state temperature in sensor and transition zone		-40°C...+150°C
Steady-state temperature in connector zone		-40°C...+130°C

- 1) Time from HIGH to LOW, measured between connections (0) and (-) from 90% to 10%.
- 2) Time from LOW to HIGH, measured between connections (0) and (-) from 10% to 90%.
- 3) -40...+150 °C permissible for brief period.
- 4) -40...+130 °C permissible for brief period.

Accessories

Connector housing	3-pin	1 928 403 966
Contact pins (gold plated)	For $\phi 0.5...1.0$ mm ² ; Contents: 100 x	1 928 498 054
Contact pins (gold plated)	For $\phi 1.5...2.5$ mm ² ; Contents: 100 x	1 928 498 055
Single-wire seal	For $\phi 0.5...1.0$ mm ² ; Contents: 10 x	1 928 300 599
Single-wire seal	For $\phi 1.5...2.5$ mm ² ; Contents: 10 x	1 928 300 600
Dummy plug		1 928 300 601

Accessories are not included in the scope of delivery of the sensor and therefore to be ordered separately as required.

4 Rotational-speed sensors

Hall speed sensor



Product group

PG-3-8

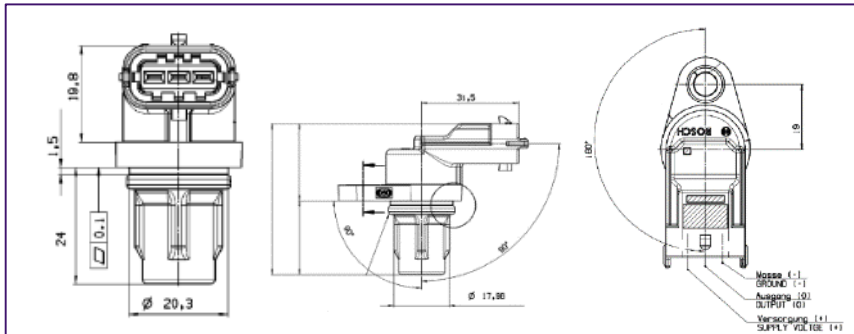
Part number

0 232 103 063

Picture



Dimensional drawings



Technical data

Minimum trigger-wheel speed	$n_{min.}$	0 min. ⁻¹
Maximum trigger-wheel speed	$n_{max.}$	4500 min. ⁻¹
Maximum working air gap		1,8 mm
Minimum working air gap		0,2 mm
Rated supply voltage	U_N	5 V
Supply voltage range	U_V	4,5 ...16V
Supply current	I_V	Typically 5.6 mA
Output current	I_A	0 ... 20 mA
Output saturation voltage	U_s	≤ 0,5 V
Switching time	$t_r^{1)}$	≤ 1 μs
Switching time	$t_f^{2)}$	≤ 15 μs
Steady-state temperature in sensor and transition zone		-40°C...+150°C
Steady-state temperature in connector zone		-40°C...+130°C

- 1) Time from HIGH to LOW, measured between connections (0) and (-) from 90% to 10%.
- 2) Time from LOW to HIGH, measured between connections (0) and (-) from 10% to 90%.
- 3) -40...+150 °C permissible for brief period.
- 4) -40...+130 °C permissible for brief period.

Accessories

Connector housing	3-pin	1 928 403 966
Contact pins (tin plated)	For Ø 0.5...1.0 mm ² ; Contents: 100 x	1 928 498 056
Contact pins (tin plated)	For Ø 1.5...2.5 mm ² ; Contents: 100 x	1 928 498 057
Single-wire seal	For Ø 0.5...1.0 mm ² ; Contents: 10 x	1 928 300 599
Single-wire seal	For Ø 1.5...2.5 mm ² ; Contents: 10 x	1 928 300 600
Dummy plug		1 928 300 601

Accessories are not included in the scope of delivery of the sensor and therefore to be ordered separately as required.

4 Rotational-speed sensors

Hall speed sensor



Product group

PG-3-8

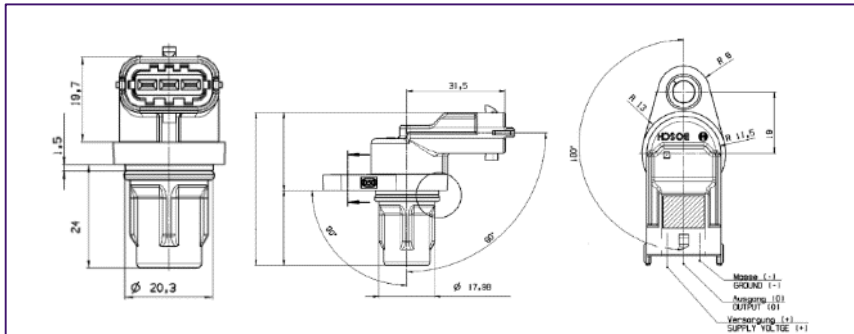
Part number

0 232 103 067

Picture



Dimensional drawings



Technical data

Minimum trigger-wheel speed	$n_{min.}$	0 min. ⁻¹
Maximum trigger-wheel speed	$n_{max.}$	4500 min. ⁻¹
Maximum working air gap		1,8 mm
Minimum working air gap		0,2 mm
Rated supply voltage	U_N	5 V
Supply voltage range	U_V	4,5 ...16V
Supply current	I_V	Typically 5.6 mA
Output current	I_A	0 ... 20 mA
Output saturation voltage	U_s	≤ 0,5 V
Switching time	$t_r^{1)}$	≤ 1 μs
Switching time	$t_f^{2)}$	≤ 15 μs
Steady-state temperature in sensor and transition zone		-40°C...+150°C
Steady-state temperature in connector zone		-40°C...+130°C

- 1) Time from HIGH to LOW, measured between connections (0) and (-) from 90% to 10%.
- 2) Time from LOW to HIGH, measured between connections (0) and (-) from 10% to 90%.
- 3) -40...+150 °C permissible for brief period.
- 4) -40...+130 °C permissible for brief period.

Accessories

Connector housing	3-pin	1 928 403 966
Contact pins (tin plated)	For Ø 0.5...1.0 mm ² ; Contents: 100 x	1 928 498 056
Contact pins (tin plated)	For Ø 1.5...2.5 mm ² ; Contents: 100 x	1 928 498 057
Single-wire seal	For Ø 0.5...1.0 mm ² ; Contents: 10 x	1 928 300 599
Single-wire seal	For Ø 1.5...2.5 mm ² ; Contents: 10 x	1 928 300 600
Dummy plug		1 928 300 601

Accessories are not included in the scope of delivery of the sensor and therefore to be ordered separately as required.

4 Rotational-speed sensors

Hall speed sensor



Product group

PG-3-8

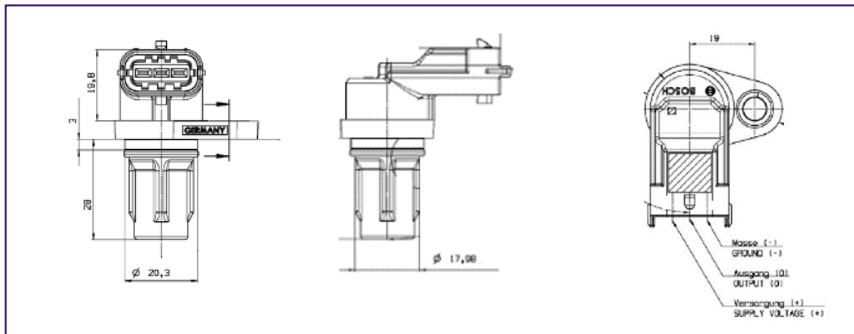
Part number

0 232 103 097

Picture



Dimensional drawings



Technical data

Minimum trigger-wheel speed	$n_{min.}$	0 min. ⁻¹
Maximum trigger-wheel speed	$n_{max.}$	4500 min. ⁻¹
Maximum working air gap		1,8 mm
Minimum working air gap		0,2 mm
Rated supply voltage	U_N	5 V
Supply voltage range	U_V	4,5 ...16V
Supply current	I_V	Typically 5.6 mA
Output current	I_A	0 ... 20 mA
Output saturation voltage	U_s	≤ 0,5 V
Switching time	$t_f^{1)}$	≤ 1 μs
Switching time	$t_r^{2)}$	≤ 15 μs
Steady-state temperature in sensor and transition zone		-40°C...+150°C
Steady-state temperature in connector zone		-40°C...+130°C

- 1) Time from HIGH to LOW, measured between connections (0) and (-) from 90% to 10%.
- 2) Time from LOW to HIGH, measured between connections (0) and (-) from 10% to 90%.
- 3) -40...+150 °C permissible for brief period.
- 4) -40...+130 °C permissible for brief period.

Accessories

Connector housing	3-pin	1 928 403 966
Contact pins (gold plated)	For Ø 0.5...1.0 mm ² ; Contents: 100 x	1 928 498 054
Contact pins (gold plated)	For Ø 1.5...2.5 mm ² ; Contents: 100 x	1 928 498 055
Single-wire seal	For Ø 0.5...1.0 mm ² ; Contents: 10 x	1 928 300 599
Single-wire seal	For Ø 1.5...2.5 mm ² ; Contents: 10 x	1 928 300 600
Dummy plug		1 928 300 601

Accessories are not included in the scope of delivery of the sensor and therefore to be ordered separately as required.

4 Rotational-speed sensors

Hall speed sensor



Product type

PG-3-8

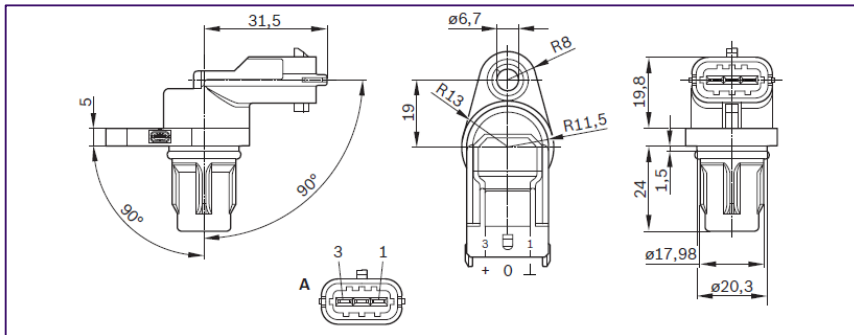
Part number

0 281 002 667

Picture



Dimensional drawings



Technical data

Minimum trigger-wheel speed	$n_{min.}$	0 min. ⁻¹
Maximum trigger-wheel speed	$n_{max.}$	4500 min. ⁻¹
Maximum working air gap		1,8 mm
Minimum working air gap		0,2 mm
Rated supply voltage	U_N	5 V
Supply voltage range	U_V	4,75 ...18V
Supply current	I_V	Typically 5.0 mA
Output current	I_A	0 ... 20 mA
Output saturation voltage	U_s	≤ 0,5 V
Switching time	$t_f^{1)}$	≤ 1 μs
Switching time	$t_r^{2)}$	≤ 15 μs
Steady-state temperature in sensor and transition zone		-40°C...+150°C
Steady-state temperature in connector zone		-40°C...+130°C

- 1) Time from HIGH to LOW, measured between connections (0) and (-) from 90% to 10%.
- 2) Time from LOW to HIGH, measured between connections (0) and (-) from 10% to 90%.
- 3) -40...+150 °C permissible for brief period.
- 4) -40...+130 °C permissible for brief period.

Accessories

Connector housing	3-pin	1 928 403 966
Contact pins (tin plated)	For Ø 0.5...1.0 mm ² ; Contents: 100 x	1 928 498 056
Contact pins (tin plated)	For Ø 1.5...2.5 mm ² ; Contents: 100 x	1 928 498 057
Single-wire seal	For Ø 0.5...1.0 mm ² ; Contents: 10 x	1 928 300 599
Single-wire seal	For Ø 1.5...2.5 mm ² ; Contents: 10 x	1 928 300 600
Dummy plug		1 928 300 601

Accessories are not included in the scope of delivery of the sensor and therefore to be ordered separately as required.

4 Rotational-speed sensors

Hall speed sensor



Product group

PG-3-9

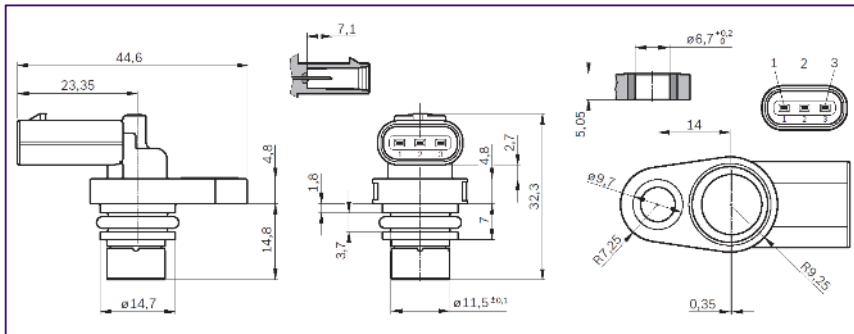
Part number

0 232 103 099

Picture



Dimensional drawings



Technical data

Minimum trigger-wheel speed	$n_{min.}$	0 min. ⁻¹
Maximum trigger-wheel speed	$n_{max.}$	4500 min. ⁻¹
Maximum working air gap		1,8 mm
Minimum working air gap		0,2 mm
Rated supply voltage	U_N	5 V
Supply voltage range	U_V	4,75 ... 18V
Supply current	I_V	Typically 5,6 mA
Output current	I_A	0 ... 20 mA
Output saturation voltage	U_s	≤ 0,52 V
Switching time	$t_f^{1)}$	≤ 1 μs
Switching time	$t_r^{2)}$	≤ 17 μs
Steady-state temperature in sensor and transition zone		-40°C...+150°C
Steady-state temperature in connector zone		-40°C...+150°C

μA) At ambient temperature 23 ± 5 °C.

- 1) Time from HIGH to LOW, measured between connections (0) and (-) from 90% to 10%.
- 2) Time from LOW to HIGH, measured between connections (0) and (-) from 10% to 90%.
- 3) -40...+150 °C permissible for brief period.
- 4) -40...+130 °C permissible for brief period.

4 Rotational-speed sensors

Hall speed sensor



Product group

PG-3-9

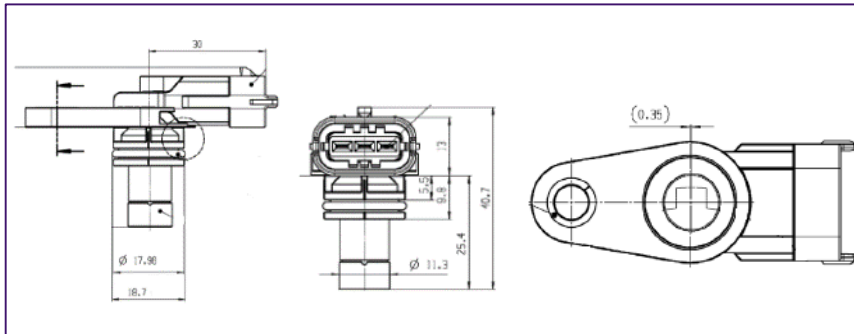
Part number

0 232 103 122

Picture



Dimensional drawings



Technical data

Minimum trigger-wheel speed	$n_{min.}$	0 min. ⁻¹
Maximum trigger-wheel speed	$n_{max.}$	4500 min. ⁻¹
Maximum working air gap		1,8 mm
Minimum working air gap		0,2 mm
Rated supply voltage	U_N	5 V
Supply voltage range	U_V	4,75 ...18V
Supply current	I_V	Typically 5,6 mA
Output current	I_A	0 ... 20 mA
Output saturation voltage	U_s	≤ 0,52 V
Switching time	$t_r^{1)}$	≤ 1 μs
Switching time	$t_f^{2)}$	≤ 17 μs
Steady-state temperature in sensor and transition zone		-40°C...+150°C
Steady-state temperature in connector zone		-40°C...+130°C

μA) At ambient temperature 23 ± 5 °C.

- 1) Time from HIGH to LOW, measured between connections (0) and (-) from 90% to 10%.
- 2) Time from LOW to HIGH, measured between connections (0) and (-) from 10% to 90%.
- 3) -40...+150 °C permissible for brief period.
- 4) -40...+130 °C permissible for brief period.

Accessories

Connector housing	3-pin	1 928 403 968
Contact pins (silver plated)	For Ø 0.5...1.0 mm ² ; Contents: 100 x	1 928 498 058
Contact pins (silver plated)	For Ø 1.5...2.5 mm ² ; Contents: 100 x	1 928 498 059
Single-wire seal	For Ø 0.5...1.0 mm ² ; Contents: 10 x	1 928 300 599
Single-wire seal	For Ø 1.5...2.5 mm ² ; Contents: 10 x	1 928 300 600
Dummy plug		1 928 300 601

Accessories are not included in the scope of delivery of the sensor and therefore to be ordered separately as required.

4.2 Rotational-speed sensors

Inductive speed sensor

- ▶ Precise and reliable measurement of speeds
- ▶ Non-contacting measurement
- ▶ Not susceptible to dirt
- ▶ Resistant to mineral oil products (fuel, engine oil)



Application

Inductive speed sensors of this type are suitable for a variety of speed recording applications. Depending on design, they use completely non-contacting and wear-free methods to measure engine speeds or wheel speeds for the ABS system and convert these speeds into electrical signals.

Design and operation

The soft iron core of the speed sensor, surrounded by a winding, is positioned directly opposite a rotating trigger wheel and only separated from this by a narrow air gap. The soft iron core is connected to a permanent magnet, the magnetic field of which extends into the ferromagnetic trigger wheel, by which it is influenced. A tooth directly opposite the sensor concentrates the magnetic field and thus intensifies the magnetic flux in the coil. A gap on the other hand attenuates the flux in the coil. These two states alternate constantly due to the rotation of the ring gear. The transition from gap to tooth (leading tooth edge) and from tooth to gap (trailing tooth edge) produces changes in the magnetic flux which induce an alternating voltage in the coil in line with Faraday's law. The frequency of this voltage can be used for speed determination.

Per tooth the sensor supplies an output pulse, the magnitude of which is governed by the speed, the size of the air gap, the tooth shape and the rotor materials used. Together with the frequency, the amplitude of the output signal also increases with the speed. A minimum speed is therefore necessary to permit reliable evaluation of even very low voltages. A reference mark on the trigger wheel in the form of a large "tooth gap" permits determination of the position of the trigger wheel in addition to the actual speed measurement. The trigger wheel sensor ring forms part of the speed detection system. Sensor rings must be of a high technical standard to provide reliable speed information. Trigger wheel sensor ring specifications are available on request.

Explanation of characteristic data

U	Output voltage
n	Speed
s	Air gap

Installation instructions

- Standard Installation conditions guarantee full sensor functioning.
- Route the connecting cables in parallel to minimize interference.
- Protect the sensor against the destructive action of static discharge (CMOS components).

4 Rotational-speed sensors

Inductive speed sensor



Product group

DG-6-K

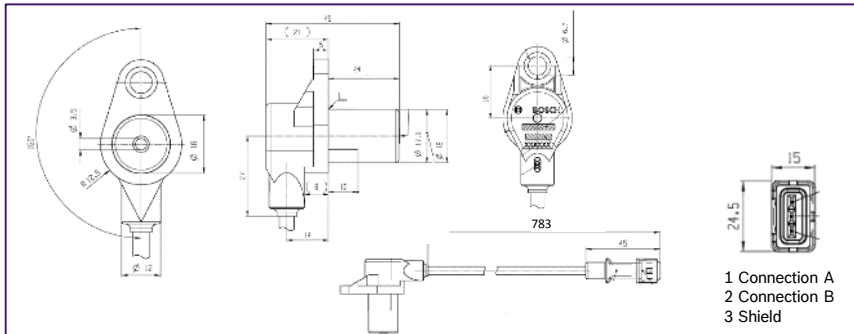
Part number

0 261 210 361

Picture



Dimensional drawings



Technical data

Rotational-speed measuring range ¹⁾ n	min ⁻¹	20 ... 7000
Sustained ambient temperature/coil zone	°C	- 40 ... + 150
Sustained ambient temperature/cable zone	°C	- 40 ... + 130
Max. vibration	m/s ²	300
Number of turns		4300 turns/windings
Winding resistance at 20 °C ²⁾ U_A	Ω	860 ±10%
Inductance at 1 kHz	mH	370 ±60
Degree of protection	IP	IPx9K
Output voltage ²⁾ U_A	V/mV	210 V (0.3mm air-gap, 7000 RPM) 170 mV (1.5mm air-gap, 50 RPM)
Signal frequency	Hz	7000 (for 60-2 type wheel)

¹⁾ Referenced to corresponding trigger wheel.

²⁾ Change factor $k = 1 + 0.004 (v_w - 20°C)$; v_w Winding temperature.

Accessories

Connector housing	3-pin	1 928 402 412
Contact pins (tin-plated)	For Ø 0.5...1.0 mm ²	AMP 929 939 3
Contact pins (tin-plated)	For Ø 1.5...2.5 mm ²	AMP 929 937 3
Single-wire seal	For Ø 0.5...1.0 mm ²	AMP 828 904
Single-wire seal	For Ø 1.5...2.5 mm ²	AMP 828 905
Dummy plug		AMP 828 922

Accessories are not included in the scope of delivery of the sensor and therefore to be ordered separately as required.

4 Rotational-speed sensors

Inductive speed sensor



Product group

DG-6-K

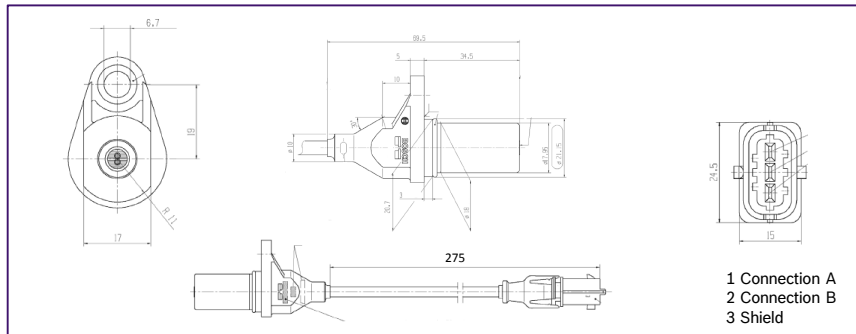
Part number

0 281 002 629

Picture



Dimensional drawings



Technical data

Rotational-speed measuring range ¹⁾ n	min ⁻¹	20 ... 7000
Sustained ambient temperature/coil zone	°C	- 40 ... + 150
Sustained ambient temperature/cable zone	°C	- 40 ... + 130
Max. vibration	m/s ²	300
Number of turns		4300 turns/windings
Winding resistance at 20 °C ²⁾ U_A	Ω	860 ±10%
Inductance at 1 kHz	mH	370 ±60
Degree of protection	IP	IPx9K
Output voltage ²⁾ U_A	V/mV	210 V (0.3mm air-gap, 7000 RPM) 170 mV (1.5mm air-gap, 50 RPM)
Signal frequency	Hz	7000 (for 60-2 type wheel)

¹⁾ Referenced to corresponding trigger wheel.

²⁾ Change factor $k= 1+0.004 (v_w -20°C)$; v_w Winding temperature.

Accessories

Connector housing	3-pin	1 928 404 073
Contact pins	For Ø 0.5...1.0 mm ²	1 928 498 056
Contact pins	For Ø 1.5...2.5 mm ²	1 928 498 057
Single-wire seal	For Ø 0.5...1.0 mm ²	1 928 300 599
Single-wire seal	For Ø 1.5...2.5 mm ²	1 928 300 600
Dummy plug		1 928 300 601

Accessories are not included in the scope of delivery of the sensor and therefore to be ordered separately as required.

4 Rotational-speed sensors

Inductive speed sensor



Product group

DG-6-S

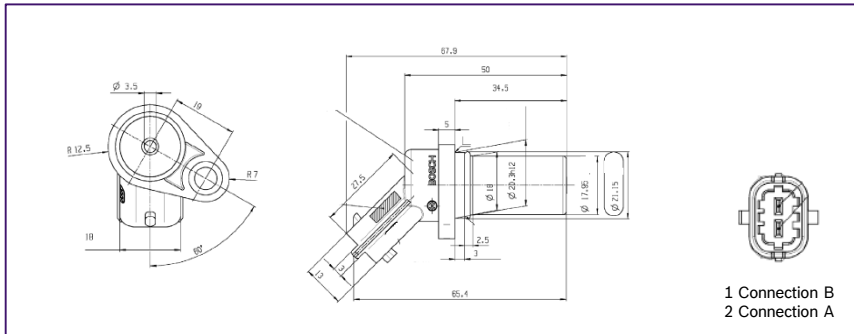
Part number

0 281 002 315

Picture



Dimensional drawings



Technical data

Rotational-speed measuring range ¹⁾ n	min ⁻¹	20 ... 7000
Sustained ambient temperature/coil zone	°C	- 40 ... + 150
Sustained ambient temperature/cable zone	°C	- 40 ... + 130
Max. vibration	m/s ²	300
Number of turns		4300 turns/windings
Winding resistance at 20 °C ²⁾ U_A	Ω	860 ±10%
Inductance at 1 kHz	mH	370 ±60
Degree of protection	IP	IPx9K
Output voltage ²⁾ U_A	V/mV	210 V (0.3mm air-gap, 7000 RPM) 170 mV (1.5mm air-gap, 50 RPM)
Signal frequency	Hz	7000 (for 60-2 type wheel)

¹⁾ Referenced to corresponding trigger wheel.

²⁾ Change factor $k = 1 + 0.004 (v_w - 20°C)$; v_w Winding temperature.

Accessories

Connector housing	2-pin	1 928 404 072
Contact pins (tin-plated)	For Ø 0.5...1.0 mm ²	1 928 498 056
Contact pins (tin-plated)	For Ø 1.5...2.5 mm ²	1 928 498 057
Single-wire seal	For Ø 0.5...1.0 mm ²	1 928 300 599
Single-wire seal	For Ø 1.5...2.5 mm ²	1 928 300 600
Dummy plug		1 928 300 601

Accessories are not included in the scope of delivery of the sensor and therefore to be ordered separately as required.

5 Structure-borne sound

Piezoelectric vibration sensor



- ▶ Reliable detection of structure-borne sound to protect machines and motors
- ▶ Piezo-ceramic element with high measurement sensitivity
- ▶ Sturdy compact design



Application

Vibration sensors of this type are suitable for detecting structure-borne vibration occurring for example in motor-vehicle engines due to irregular combustion and in machines. Thanks to their robust design, these vibration sensors can withstand even the most severe operating conditions.

Areas of application

- Knock control for internal-combustion engines
- Machine-tool protection
- Cavitation detection
- Monitoring of pivot bearings
- Anti-theft systems

Design and operation

On account of its inertia, a mass exerts compressive forces on an annular piezo-ceramic element in the same rhythm as the vibrations causing them. As a result of these forces, charge transfer occurs within the ceramic element and a voltage is generated between the upper and lower sides of the ceramic element. The voltage is tapped via contact washers - often filtered and integrated - and is available for use as a measurement signal. Vibration sensors are bolted to the object to be measured so as to relay the vibrations at the measurement location directly to the sensors.

Explanation of characteristic data

- E* Sensitivity
- F* Frequency
- g* Acceleration due to gravity

Measurement sensitivity

Each vibration sensor has individual transmission characteristics closely related to the measuring sensitivity. The sensitivity is defined as the output voltage per unit of acceleration due to gravity (refer to characteristic curve). The production-related sensitivity scatter is acceptable for applications in which the main emphasis is on recording the occurrence of vibrations rather than on their amplitude. The low voltages supplied by the sensor can be evaluated using a high-impedance AC voltage amplifier.

Installation instructions

The sensors must rest directly on their metal surfaces. Use must not be made of packing plates, spring or toothed lock washers for support. The contact surface of the mounting hole must be of high quality to ensure low-resonance coupling of the sensors to the measurement location. The sensor cable is to be laid such that no resonance vibration can occur. The sensor must not be allowed to have contact with liquids for lengthy periods.

5 Acceleration sensors

Piezoelectric vibration sensor



Product type

KS-4-K

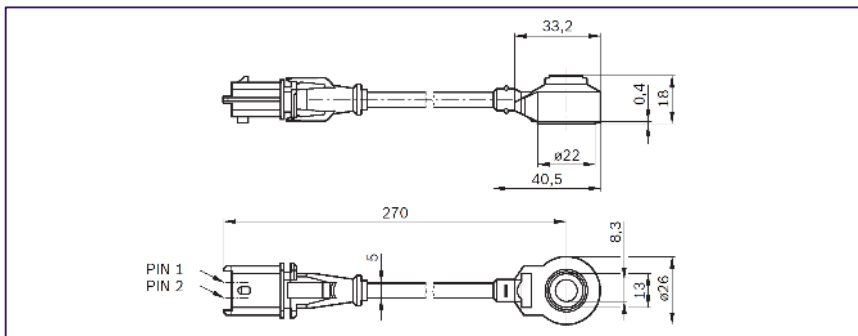
Part number

0 261 231 196

Picture



Dimensional drawings



Technical data

Vibration sensors	2-pole, with cable
Frequency range	0 ... 24 kHz
Self-impedance	> 1 MΩ
Operating temperature range	- 40 ... + 130 °C (sensor head +150 °C)
Permissible sustained vibration	≤ 80 g
Pin coating	Gold-plated

Accessories

Connector housing	2-pin	1 928 403 874
Contact pins	For Ø 0.5...1.0 mm ² ; Contents: 100 x	1 928 498 054
Contact pins	For Ø 1.5...2.5 mm ² ; Contents: 100 x	1 928 498 055
Individual seal	For Ø 0.5...1.0 mm ² ; Contents: 10 x	1 928 300 599
Individual seal	For Ø 1.5...2.5 mm ² ; Contents: 10 x	1 928 300 600
Dummy plug	For Ø 1.5...2.5 mm ² ; Contents: 10 x	1 928 300 601

Accessories are not included in the scope of delivery of the sensor and therefore to be ordered separately as required.

5 Acceleration sensors

Piezoelectric vibration sensor



Product type

KS-4-K

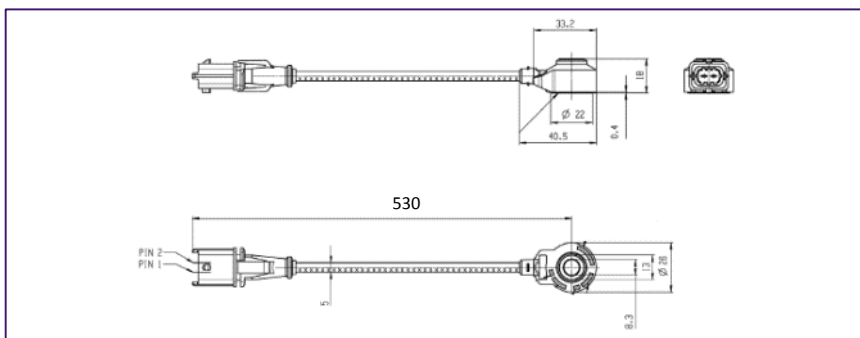
Part number

0 261 231 218

Picture



Dimensional drawings



Technical data

Vibration sensors	2-pole, with cable
Frequency range	0 ... 24 kHz
Self-impedance	> 1 MΩ
Operating temperature range	- 40 ... + 130 °C (sensor head 150 °C)
Permissible sustained vibration	≤ 80 g
Pin coating	Gold-plated

Accessories

Connector housing	2-pin	1 928 403 137

Accessories are not included in the scope of delivery of the sensor and therefore to be ordered separately as required.

5 Acceleration sensors

Piezoelectric vibration sensor



Product type

KS-4-S

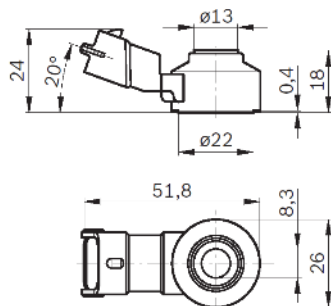
Part number

0 261 231 173

Picture



Dimensional drawings



Technical data

Vibration sensors	2-pole, without cable
Frequency range	3 ... 22 kHz
Self-impedance	> 1 M Ω
Operating temperature range	- 40 ... + 150 °C
Permissible sustained vibration	≤ 80 g
Pin coating	Gold-plated

Accessories

Connector housing	2-pin	1 928 403 874
Contact pins	For $\varnothing 0.5 \dots 1.0$ mm ² ; Contents: 100 x	1 928 498 056
Contact pins	For $\varnothing 1.5 \dots 2.5$ mm ² ; Contents: 100 x	1 928 498 057
Individual seal	For $\varnothing 0.5 \dots 1.0$ mm ² ; Contents: 10 x	1 928 300 599
Individual seal	For $\varnothing 1.5 \dots 2.5$ mm ² ; Contents: 10 x	1 928 300 600
Dummy plug	For $\varnothing 1.5 \dots 2.5$ mm ² ; Contents: 10 x	1 928 300 601

Accessories are not included in the scope of delivery of the sensor and therefore to be ordered separately as required.

5 Acceleration sensors

Piezoelectric vibration sensor



Product type

KS-4-S

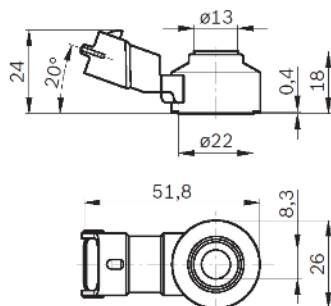
Part number

0 261 231 176

Picture



Dimensional drawings



Technical data

Vibration sensors	2-pole, without cable
Frequency range	3 ... 22 kHz
Self-impedance	> 1 MΩ
Operating temperature range	- 40 ... + 130 °C
Permissible sustained vibration	≤ 50 g
Pin coating	Tin-plated

Accessories

Connector housing	2-pin	1 928 403 874
Contact pins	For Ø 0.5...1.0 mm ² ; Contents: 100 x	1 928 498 056
Contact pins	For Ø 1.5...2.5 mm ² ; Contents: 100 x	1 928 498 057
Individual seal	For Ø 0.5...1.0 mm ² ; Contents: 10 x	1 928 300 599
Individual seal	For Ø 1.5...2.5 mm ² ; Contents: 10 x	1 928 300 600
Dummy plug	For Ø 1.5...2.5 mm ² ; Contents: 10 x	1 928 300 601

Accessories are not included in the scope of delivery of the sensor and therefore to be ordered separately as required.