

Wide Band AFR sensor warranty (Bosch LSU 4.9 sensor)



NOTE: The lambda sensor is not covered by standard DTec warranty terms or conditions.

The sensor can be considered to be a consumable device and is exposed to a very harsh environment!

DTec is not responsible for variables such as, but not limited to:

- Mounting location- temperature and condensation control
- Fuels/oils used- additives and incompatibility
- Tuning state- excessively rich 'sooting'
- Wiring defect- connection interruption or short
- External damage- wiring stress or debris damage
- Installation damage- over tension or wiring stress
- Chemicals used in engine or near sensor location- 'non-sensor safe' silicon compounds in engine, cleaning products in connector or ethyl glycol (coolant) in exhaust stream.

All of these factors have a major impact on sensor life. It is extremely rare indeed that a manufacturing fault is behind sensor issues.

Warnings (repeated from installation instructions)-

- Do not disconnect the sensor whilst the controller is powered.
- Do not have the sensor already operating before the engine is started. Condensation may enter into the sensor and if at operating temperature the hot ceramic sensor internals can fracture (one of the most common failures).

When the sensor is in the exhaust it should be used with the controller within a short time period. An unpowered sensor can build up carbon deposits and become unusable.

Suggested sequence is to start the vehicle and then turn on the AFR meter (after condensation has cleared). This will require the AFR to have its own switched power supply.

- Operation with leaded fuels will limit the sensor life to 100-500 hrs and is therefore not recommended.
- Sensor gets hot. Avoid inflammable materials, especially if sensor operated outside of the exhaust system.