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NGK ANNOUNCES MAJOR LAMBDA SENSOR OE SUCCESSES

NGK Spark Plugs, the leading spark plugs, sensors and new ceramics manufacturer - which markets its sensors under the NTK brand name - has announced two further OE sensor successes with the Volkswagen Group. The new business covers the supply of oxygen sensors for the VW Golf 1.6L, and high-technology NOx sensors for the VW Golf 1.6L FSI. Both applications are OE exclusive, and satisfy the requirements of OBD2.

For the Golf 1.6L, the NTK sensors comprise a wideband oxygen sensor upstream of the catalyst, and a binary (on/off) oxygen sensor downstream.



For the Golf 1.6 FSI engine which is equipped with direct petrol injection, a different control strategy is needed which takes direct account of the NOx content of the exhaust gas. For this purpose NTK supplies a combined NOx and oxygen sensor to be fitted downstream of the NOx-trap catalyst. Signals from this sensor are transmitted to the engine management unit, enabling it to control the re-generation cycle of the NOx-trap catalyst.

The NOx sensor application follows the Company's success in supplying NTK NOx sensors for earlier VW models, beginning with the VW Lupo 1.4 litre 77kw (the first model to incorporate FSI technology) in 1999, and the VW Touran 1.6 litre 85kw FSI in 2003.

The creation of a sensor to measure both the NOx and O2 content of exhaust gas - something previously impossible - was one of the keys to development of the FSI concept, with benefits to power output and fuel economy.

Sensors for BMW 1-Series and new Mercedes A-Class

NTK sensors have also been chosen as Original Equipment by BMW for the 1-Series and by Mercedes for the new A-Class.



Press Release



The BMW 116i is fitted with the binary (on/off) oxygen sensor upstream and downstream of the catalyst. In the BMW 120i the binary (on/off) oxygen sensor is used downstream in the 4-cylinder two bank system.

In the new Mercedes W169 A-Class, the 1.5, 1.7 and 2.0 models are all equipped with the binary (on/off) oxygen sensor upstream and downstream of the catalyst. The A-Class is an exclusive OE application for this sensor, which uses NTK's common New Robust Structure technology, which permits the sensor to be mounted closer to the engine and therefore provides faster light-off.

