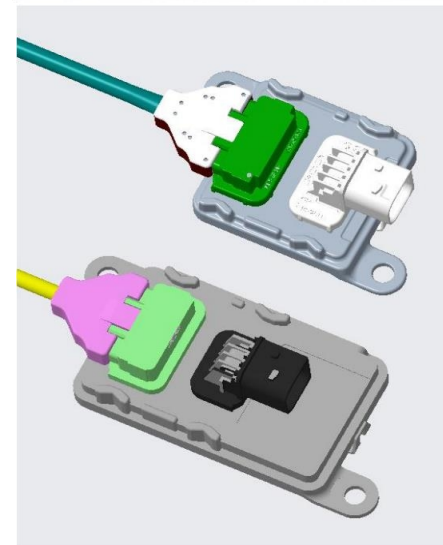


Gen4upT Engine Out NOx Sensor Implementation on CMI Euro 6 OBD- C/D/E Products



BC4 Probe updated to JM6 Probe
for better moisture dissipation
and increased performance



Smaller PCB Unit on new Gen 4.0
compared to Gen 2.8

Change Summary:

- Engine out NOx sensor currently used on CMI Euro 6 OBD – C/D/E (B4.5, B6.7 and L9) product is being replaced by a newer model.
 - The sensor currently used on the engine is known as a ‘Gen2.8’ sensor.
 - The replacement sensor which offers durability and robustness improvements is known as the Gen4upT
 - The new Gen4upT sensor is uni-volt, and is compatible with 12V and 24V configurations
- Physically the sensor design matches the existing 12V design, so to European market OEM’s this will appear as a change to the control board size (detailed on later slides)
 - New production AT’s will be compatible with both sensors
 - In-Service AT’s will require a sensor tray upfit which includes mounting locations for both sensors
- The use of this new sensor requires a software update
 - Following the software update, the engine will be compatible with both the Gen2.8 sensor and the Gen4upT sensor

Background:

New sensor includes multiple robustness improvements such as heater coil redesign to address heater degradation issues, porous protective layer to protect from thermal shock events and sensing chamber redesign.

Implementation Date:

Anticipated implementation dates are shown below, but may be subject to change

B4.5 : Week 40

B6.7 : Week 37

L9 : Week 44

Is the change applicable to future product?

New configurations will be developed using the Gen4upT sensor from SOP

Impact to OEM:

- Change will be transparent on new product
 - New production engines will include all required software
 - New production aftertreatments will include the new sensor and mounting hardware
- Specs refresh will be required on L9 product to drive new option selection. B platform options remain the same
- Existing product using 24V gen2.8 (i.e., most European market product) will require new hardware to support mounting of new sensor, along with updated software. This will be communicated through a TSB on QSOL

Affected Configurations:

- D313031BX03
 - D0P3002BX03
 - D563025BX03
- } Change is made on aftertreatment spec
- } Change is made on engine spec as sensor is engine mounted

Affected Options:

- PE 9425 ,PE 9426, PE 9427, PE 9428, PE 9542, PE 9638, PE 9436, PE 9437, PE 9438
- PH 9447, PH 9448, PH 9449

Part Number Changes B4.5 / B6.7

Current Sensor PN (EBU)	Current Sensor PN (CES)	Description	New Sensor PN (EBU)	New Sensor PN (CES)
4326862	A045S156	Engine out NOx Sensor 608mm	5698478 / 6304160	A066V797 / A067P307
4326867	A045S161	Engine out NOx Sensor 908mm	5698480 / 6304163	A066V795 / A067P305

- Aftertreatment options (i.e., PE options) and TLA PN's for AT's will remain the same
- Populated sensor tray assemblies within the TLA will have new PN's as shown below

Platform	TLA	Current Tray	New Tray
B4.5	A045M461	A049M396	A073C317
B4.5 / B6.7	A040T657, A045N905, A052P095 A040M890, A044K026, A052F300	A050W783	A074F800
B4.5 / B6.7	A055G474, DGMK-0044599, A044G847	A051A784	A073C320
B4.5 / B6.7	A057F214, A057F216	A057F220	A073C322
B4.5 / B6.7	A045E204, A041R061, A054P962	A063W122	A073C326

Part Number Changes L9

- New PH Options were released on MY22 US product, these are being carried over to the Euro 6 L9 config (D563025BX03)
- Compatibilities mean these new options will only be used on EU certified product (Config shared with MY19 US)
- NOX Sensor PH Options are 27-7 Options. Specs will need to be refreshed to force selection of correct PH option for Euro product

Product	Application	Current PH Option	New PH Option	Gen2.8 p/n		Gen4UpT p/n	
L9	All On-hwy	PH9448	PH98904	4326867	24V	5698480 / A066V795	Univolt

