More than a supplier – a partner.
Satisfaction. Much more than just a word for Sensata: it is the objective of every step we take. Our customers and their needs are central to every consideration.

The fast adaptations of customer wishes by direct communication with one of our specialists in the field or in engineering are part of our daily work. Business-to-business processes form the basis for individual optimized solutions. An optimal solution is for us always a cost-effective solution. We never lose sight of costs no matter what we are considering. Does this sound intriguing? Then contact us at www.sensata.com.

Sensata Technologies: about us.
Sensata Technologies provides leaders in the global automotive, appliance, aircraft, industrial, and HVAC markets with sensing and protection solutions. Our mission is to improve safety, efficiency, and environment protection for millions of people every day. Headquartered in Attleboro, Massachusetts, Sensata Technologies has nine technology and manufacturing centers in eight countries, and sales offices throughout the world.
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Sensata Technologies Holland B.V.
Katholiefzang 8
7802 EM Almelo
Netherlands
T: +31 546 87 95 55

Sensata Technologies Inc.
529 Pleasant Street
Attleboro
Mass. 02703-0964
U.S.A.
T: +1 508 263 38 00

Sensata Technologies Japan Ltd.
Sumito Fudosan
Nishi-Shinjuku Bldg.
8-15-17 Nishi-Shinjuku
Shinjuku-ku
Tokyo 160-0021 Japan
T: +81 3 5333 10 03

Sensata Technologies Korea Ltd.
29F, Trade Tower, 159-1
Sam Sung-Dong,
KangNam Ku
Seoul 135-729, South Korea
T: +82 25 25 12 12

Sensata Technologies China Co., Ltd.
Novel Plaza, 8th Floor,
128 Nanjing Road West,
Shanghai, 20003, China
T: +86 21 2017 30 31
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AFTERTREATMENT SOLUTIONS

Dedicated products. Our aim: maximum performance at minimized costs. Play: Our products can meet your system requirements because of our experience and electronics. We have gained over ten years of experience in the production of Exhaust-gas Pressure Sensors. We realized that capacitive ceramic technology is the technology that is best suited – because it is impervious to acids, humidity, and soot in the exhaust gas. Our latest improvements in the electronics will provide you with reliable and accurate pressure measurement throughout the life of the sensor. Ask for details!

High-Common-Mode Sensor
Our High Common-Mode Sensor (HCM) is a differential pressure sensor designed for the most accurate EGR control, and it is based on MEMS. HCM combines low-pressure accuracy in a high-pressure environment.

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Differential Pressure Sensors and Relative Pressure Sensors
DPS: The most accurate technologies for a true Differential Pressure Sensor (DPS) are Micro-Electrical Mechanical Systems (MEMS). Sensata Technologies has developed a MEMS-based DPS, capable of surviving in exhaust gasses. The patented technology of Sensata Technologies can help OEMs to improve regeneration strategies for particle filters and to prevent blockage of the filter.

RPS: Our Relative Pressure Sensor (RPS) is small, accurate, and robust to exhaust gasses. Based on our proven MEMS technology, we are supporting DPS regeneration strategies with our RPS, enabling low costs for DPF systems.

A way to avoid NOx
Emission control starts by optimizing the combustion. Exhaust-gas recirculation reduces the temperature of combustion and therefore avoids the formation of NOx. Control of the EGR flow is essential for highest possible NOx reduction while maintaining stable combustion.

Reduced emission of particles, enhanced pollution control.
Reduced emission of particles can be realized by using a Diesel-Particle Filter system (DPF), which has now become an industry standard. Measuring the pressure in the exhaust supports the regeneration strategy as well as the system diagnostics of the DPF function. Sensata Technologies is the partner of OEMs and system suppliers for absolute, relative, or differential pressure sensors or DPF systems.

OEMs rely on our differential pressure sensor to optimize and control Diesel-Particle Filter regeneration and prevent filter blockage.

Clean solutions: SCR and NST.
SCR: A very efficient way of reducing NOx in diesel exhaust gases is by selective catalyst reduction. The NOx is reduced to nitrogen and water just by adding urea to the exhaust gas. The functionality of the NOx sensor is essential to control and diagnose the targeted NOx reduction, which is required by OBD legislation. Starting in the heavy-duty diesel-truck segment, the legislation prescribes the need for measuring the NOx emission level and warns against NOx emissions above the legal threshold. An NOx sensor is the best device to help OEMs to comply with this legislation.

NST: Use of a nitrogen-storage trap is applicable in both diesel and gasoline engines to reduce NOx from the exhaust gas. Diesel engines, starting with heavy-duty, will need NOx post-treatment such as NST or SCR systems to comply with emission legislation. Next to that, a stratified-injected direct-injection gasoline engine also requires NST or comparable NOx reduction systems. The control of NST depends highly on the NOx sensor itself and its quality.

Small is beautiful: Our differential pressure sensor for particle-filter applications is the smallest in the world.

In the near future, Sensata Technologies will expand their product line with an NOx sensor that can measure low ppm levels of NOx, that is very accurate, and meets the heavy-duty-truck durability requirements. This product will be the first NOx sensor that is not cross-sensitive to NH3, which is valuable for SCR system control – and which will reduce the total costs of SCR systems. The chosen sensing technology is suitable for sensing other gases, such as O2 and NH3.

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A match for the pressure: EBP sensors.

The first Exhaust-gas Back-Pressure (EBP) Sensors used in the automotive industry were on diesel engines of American trucks to avoid too high pressure in exhaust pipes when these were choked by a butterfly valve, in order to provide faster heat into the truck’s cabin. Nowadays, EBP sensors are used in exhausts for emission purposes to control the back pressure in systems with or without a Diesel-Particle Filter (DPF). These sensors are often applied in the newer particle-filter types – the so called continuous-regenerating types. Their task is not only to protect the engine against damage from over-pressure, but also to provide diagnostics for regeneration of the Diesel-Particle Filter.

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How to measure NOx.

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REDUCED EMISSION OF NOx

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