



Exhaust Gas Temperature sensors can be utilised in multiple positions on modern vehicle exhaust systems.

An EGT is used to monitor the temperature of the exhaust gases to prevent damage to other items within the exhaust during high heat cycles, e.g. DPF re-gen, NOx control. Two types of EGT are used, Positive Temperature Coefficient (PTC) & Negative Temperature Coefficient (NTC). PTC type increases resistance with higher temperatures, NTC type decreases resistance with higher temperatures. As a single vehicle can use a combination of these types, it is CRITICAL to ensure the replacement item matches the operating type to prevent ECU fault codes being generated.

It is ESSENTIAL to identify and specify the correct position of the EGT suspected of creating the vehicle issue to allow accurate part selection. Some NTK sensors are catalogued as Post-Turbo, Post-DPF, etc. but most are specified for the component being protected from excessive heat, e.g. Pre-Turbo, Pre-DPF, Pre-Cat.

Note for EOBD coding: Vehicle manufacturers have no regulation enforcing position description for EOBD coding. This can lead to variances for differing vehicle brands for position numbering 1, 2, 3... etc. when using scan tools to identify ECU generated fault codes and the location in the exhaust system of the item in question.