

**To fit:**

Mazda 3, 6 and CX-5 equipped  
with the 2.2 diesel engine



EN

## Exhaust Pressure Sensor

**Problem**

Engine warning lamp illuminated. Lack of power.

Possible fault codes stored in the engine control unit:

P0470 Exhaust gas pressure sensor. Malfunction

P0471 Exhaust gas pressure sensor. Outside specified range

P0472 Exhaust gas pressure sensor. Open circuit/signal too low

P0473 Exhaust gas pressure sensor. Signal too high

P0474 Exhaust gas pressure sensor. Malfunction

P2262 Exhaust gas turbocharger. Electrical/mechanical fault

**Cause**

Exhaust pressure sensor is faulty, or the pipe from the exhaust to the sensor is blocked with carbon deposits.

**Solution**

After identifying the symptoms and fault codes, unplug the exhaust pressure sensor from the rubber hose and check the data with a suitable diagnostic tool.

If the sensor is working correctly, it should read atmospheric pressure - approximately 1 bar. To test the sensor, attach a handheld vacuum/pressure pump and adjust the pressure, then compare it to the data on the diagnostic tool. If the sensor does not read correctly then it is faulty.

However, the metal pipe from the exhaust to the sensor is susceptible to becoming blocked with carbon deposits. Therefore, before replacing the sensor, check that the pipe is not blocked. febi replacement Exhaust Pressure Sensor 194893 follows the current updated design from the vehicle manufacturer.

As such, it is possible that the sensor being replaced is of a different design to the original part fitted to the car.

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To replace the sensor, first remove the plastic engine cover, then unplug the electrical connectors to some of the injectors so that it is easier to gain access to the exhaust pressure sensor. (Fig. 1)

Unbolt the original exhaust pressure sensor metal retaining bracket. Discard the bracket but retain the bolts. (Fig. 2)



Fig. 1



Fig. 2

Unplug the sensor from the rubber hose, then carry out comparative data tests to confirm diagnosis. (Fig. 3)

Unplug the original sensor from the wiring harness and discard. Remove the original rubber hose from the metal pipe and check for carbon deposits. (Fig. 4)



Fig. 3



Fig. 4

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Install the new shorter rubber hose from the kit and fit the new metal bracket using one of the original retaining bolts. Install the new sensor with the second part of the new metal bracket. (Fig. 5 & 6)



Fig. 5



Fig. 6

Plug the new adaptor wiring harness into the new sensor and original wiring harness. Refit the injector wiring harness, using the cable ties included to retain the adapter wire, then refit the engine cover. (Fig. 7)



Fig. 7

Clear all known fault codes and road test the vehicle.

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