



THE SENSOR SPECIALIST

PARTSMARTS

Insight and intelligence from The Sensor Specialist™

Knock Sensor Corrosion Prevention

THE PROBLEM

KNOCK SENSOR CAN FAIL DUE TO HEAT AND MOISTURE BUILD-UP.

Due to the location of the OE knock sensor (part number 10456603) and its connector, excessive heat and moisture can cause corrosion, which leads to part failure. This condition commonly produces an engine ping and check engine light with trouble code P0332 (Knock Sensor Circuit Low Frequency).



THE SOLUTION

CREATE A SILICON BARRIER TO DIVERT MOISTURE BUILD-UP.

To address the engine ping condition, trouble code, and corrosion issue, replace knock sensor with **NTK part number ID0116** and electrical connector with **WVE part number 1P1031**.

To prevent future issues, build a circular dam (wall) around the sensor using silicon. While creating this wall, be sure to leave a small gap at the rear. This wall will divert water away from the sensor, while leaving an exit point for the moisture that does accumulate. Performing this repair properly will prevent future failures from occurring. *NTK is The Sensor Specialist™.*

ABOUT KNOCK SENSORS

PURPOSE and LOCATION

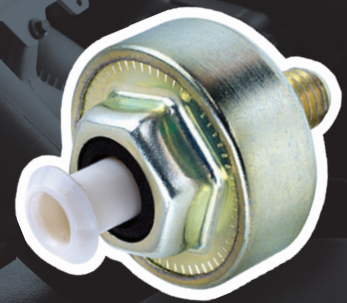
The ignition knock sensor determines if engine knock is present (caused by pre-ignition). The sensor is located on the engine block.

FUNCTION

A piezoelectric crystal, which generates a varying voltage based on engine vibration intensity, sends a signal to the ECM, which is used to retard ignition timing, preventing engine damage caused by pre-ignition.

CAUSE FOR REPLACEMENT

- Check engine lamp illumination
- Engine hesitation
- Poor fuel economy
- Failed emissions test



VEHICLES IMPACTED

YEAR RANGE	MAKE	VIO IMPACT
1998 – 2007	Chevrolet	16.8MM
1998 – 2007	GMC	3.9MM
2002 – 2006	Cadillac	745K
2004	Buick	225K

Technical Support: 1-877-473-6767

Monday – Friday, 8:30am - 7:00pm EST



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