

Replacing a mass air flow sensor MAF

When replacing an mass air flow (MAF) sensor, there are several factors which have to be considered.

Why is the MAF sensor being replaced? Is it as a result of a stored error code which triggers the engine management light?

If so, just because the engine control unit is reporting a MAF error code, this does not necessarily mean that the unit is at fault. Unmetered air entering the engine from a split intake hose, crank case ventilation breather pipe or even a sticking EGR (Exhaust Gas Recirculation) valve can all trigger a MAF error code.

MAF and lambda data is used by the ECU to check and alter fuelling. Therefore dirty, faulty and lazy lambda sensors can also trigger MAF error codes.

Another common occurrence after the replacement of a faulty MAF sensor is the vehicle not idling properly or a flat spot on acceleration, leading to the sensor being wrongly blamed again. It is not unusual for an engine to run a little rough and not idle correctly initially after replacement.

A road assessment is often required for other actuators and sensors on the engine to re-calibrate and alter. In some cases the base idle or other parameters may need to be reset using the relevant investigative gear.

All of the above can lead to the MAF sensor being misdiagnosed, changed and the fault not being cured. Therefore it is vital to check all features of the air intake system, lambda

