

P204F96 The AdBlue® system (cylinder bank 1) has a malfunction. There is an internal component fault. STORED f



Control unit-specific environmental data

Name	First occurrence	Last occurrence
NOx concentration (specified value)	310.00	310.00
Calculated NOx concentration	310.00	310.00
Calculated temperature in turbocharger	64.00°C	64.00°C
Exhaust temperature upstream of turbocharger	44.00°C	44.00°C
Operating condition of combustion engine	3.00	3.00
Operating mode of combustion engine	0.00	0.00
Status of AdBlue® metering	0.00	0.00
Coolant temperature	13.00°C	13.00°C
Calculated exhaust temperature	180.00°C	180.00°C
Exhaust gas temperature	188.00°C	188.00°C
Atmospheric pressure	1.01bar	1.01bar
Ambient temperature	13.00°C	13.00°C
Engine speed	800.00 1/min	800.00 1/min
NOx concentration downstream of SCR catalytic converter	0.00ppm	0.00ppm
Offset value of signal of component 'NOx sensor downstream of SCR catalytic converter'	0.00ppm	0.00ppm
Offset value of signal of component 'NOx sensor upstream of SCR catalytic converter'	0.00ppm	0.00ppm
Current injection quantity	15.20mm³/hub	15.20mm³/hub
Calculated temperature of diesel oxidation catalytic converter	16.00°C	16.00°C
Exhaust temperature in catalytic converter	32.00°C	32.00°C
Factor for long-term adaptation of SCR exhaust aftertreatment system (Normal mode)	1.00	1.00
Factor for long-term adaptation of SCR exhaust aftertreatment system (Full-load operation)	1.00	1.00
Factor for long-term adaptation of SCR exhaust aftertreatment system	1.00	1.00
Number of active diagnostic functions performed	0.00	0.00
Number of passive diagnostic functions performed	0.00	0.00
Compensated signal of NOx sensor downstream of SCR catalytic converter	1.00	1.00
Mean variation between the values of the NOx sensors	1.00	1.00
Compensated signal of NOx sensor upstream of SCR catalytic converter	1.00	1.00
Measurement value for calculation of substitute value for exhaust temperature	95.00°C	95.00°C
Development data (SCRChk_wHeatLimd)	0.00	0.00
Cause for the activation of the warning message with low AdBlue® fill level (Freeze Frame A)	1.00	1.00
Cause for the activation of the warning message with low AdBlue® fill level (Freeze Frame B)	0.00	0.00
Cause for the activation of the warning message with low AdBlue® fill level (Freeze Frame C)	0.00	0.00
Cause for the activation of the warning message with low AdBlue® fill level (Freeze Frame D)	0.00	0.00
Number of possible engine starts	1.00	1.00
AdBlue® range estimate (static)	26728.00km	26728.00km
Distance driven since occurrence of fault in exhaust gas aftertreatment system	26728.00km	26728.00km
Metered AdBlue® quantity since refilling	0.00kg	0.00kg
AdBlue® quantity injected in current driving cycle	0.00kg	0.00kg
Stored AdBlue® refill event	5.00	5.00
Development data (SCRcti_tiEngOffRef)	242500.00s	242500.00s
Fill level of SCR catalytic converter	0.00	0.00
Calculated NOx conversion	0.00	0.00
Aging factor of SCR catalytic converter	0.98	0.98

Aging factor of SCR catalytic converter	0.98	0.98
Development data (SCRPOD_stSetRstrcnDeb)	1.00	1.00
Average temperature in SCR catalytic converter	12.00°C	12.00°C
Exhaust temperature in SCR catalytic converter	16.00°C	16.00°C
Current AdBlue® refill event	6.00	6.00
Status of AdBlue® fill level	4.00	4.00
Fill level of AdBlue® tank	9.50L	9.50L
Vehicle speed	0.00km/h	0.00km/h

Supplemental information on time of occurrence

Name	First occurrence	Last occurrence
Frequency counter	---	1.00
Main odometer reading	54634.00km	54634.00km
Number of ignition cycles since the last occurrence of the fault	---	0.00

P13E400 The remaining driving distance is limited due to a malfunction in the AdBlue® system. _ STORED  

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Supplemental information on time of occurrence