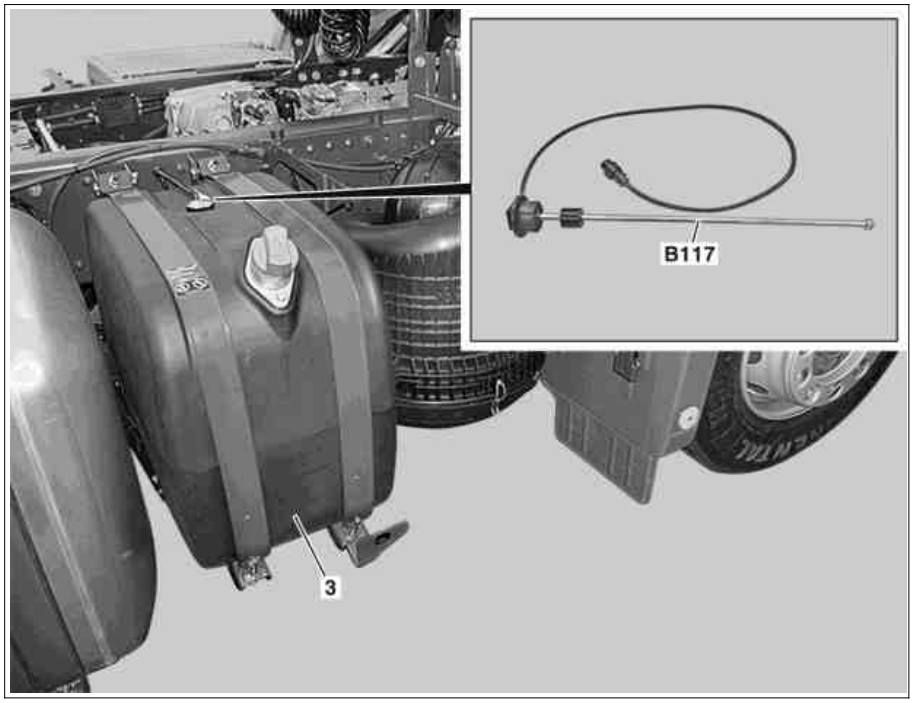
ENGINE 900.9 in MODEL 970, 972, 975, 976 with CODE (MS4) BlueTec 4
ENGINE 900.9 in MODEL 970, 972, 975, 976 with CODE (MS5) BlueTec 5
ENGINE 902.9 in MODEL 970, 972, 974, 975, 976 with CODE (MS4) BlueTec 4
ENGINE 902.9 in MODEL 970, 972, 974, 975, 976 with CODE (MS5) BlueTec 5
ENGINE 924.9 in MODEL 970, 972, 974 with CODE (MS4) BlueTec 4
ENGINE 924.9 in MODEL 970, 972, 974 with CODE (MS5) BlueTec 5
ENGINE 902.9 in MODEL 950.5 /6, 952.5 /6, 953.6, 954.5, 957 with CODE (MS4) BlueTec 4
ENGINE 902.9 in MODEL 950.5 /6, 952.5 /6, 953.6, 954.5, 957 with CODE (MS5) BlueTec 5
ENGINE 926.9 in MODEL 950.5 /6, 952.5 /6, 953.6, 954.5, 957 with CODE (MS4) BlueTec 4
ENGINE 926.9 in MODEL 950.5 /6, 952.5 /6, 953.6, 954.5, 957 with CODE (MS5) BlueTec 5

Location

Illustrated on model 950.5
3 AdBlue tank

B117 Fill level and SCR temperature combination sensor

The AdBlue tank (3) is fixed to the right or left longitudinal frame member.



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Design

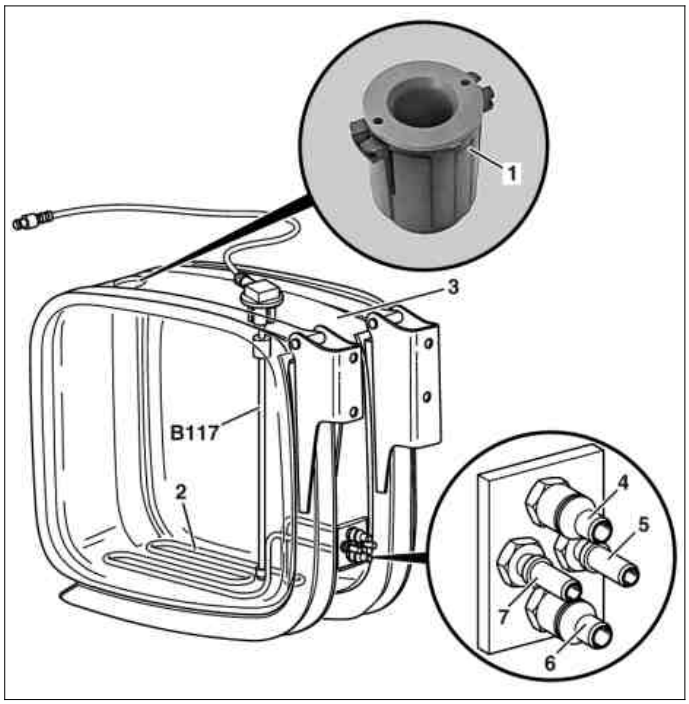
1 Magnetic adapter (in filler neck)
2 Coolant duct
3 AdBlue tank
4 Line fitting (coolant inlet)
5 Line fitting (AdBlue return)
6 Line fitting (coolant outlet)
7 Line fitting (AdBlue feed)

B117 Fill level and SCR AdBlue temperature combination sensor

The AdBlue tank (3) is made out of either aluminum or plastic and is fitted with an integral coolant duct (2) as well as the line fittings (4, 5, 6, 7) to the connections for AdBlue and coolant lines.

The filler neck in the AdBlue tank (3) has a smaller diameter at 19 mm than the filler neck of the diesel tank and also has an integrated magnetic adapter (1).

For the purpose of monitoring the AdBlue level and temperature, the AdBlue tank (3) contains the fill level and SCR AdBlue temperature combination sensor (B117).



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AdBlue filling

The filler neck of the AdBlue tank (3) with its special diameter and integrated magnetic adapter (1) prevents accidental filling with diesel.

When filling the magnetic field of the magnetic adapters (1) actuates solenoid switch in the outlet pipe of the nozzle and allows filling.
This system also prevents accidental filling of the diesel fuel tank with AdBlue, as its filler neck is not fitted with a magnetic adapter (1) and the solenoid switch in the nozzle only permits filling when a definite magnetic field is present.

AdBlue heating

The coolant flowing from the engine reaches inside the AdBlue tank (3) via the line fitting (4). After the coolant has flowed through the coolant duct (2), it leaves the AdBlue tank (3) through the line fitting (6) and flows back towards the engine. Thanks to the heat transfer of the coolant duct (2), any possibly frozen AdBlue is defrosted and prevents liquid AdBlue from freezing.