



P204C

Reductant Pressure Sensor Circuit Low

P204C means the engine control module has detected a low voltage signal from the reductant pressure sensor, which monitors the pressure of diesel exhaust fluid (DEF) in the selective catalytic reduction system. The sensor circuit is reporting a value below the expected range, so the computer cannot trust the pressure reading and sets this code.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Generic (all makes)	Medium	Intermediate	Fuel and air metering and auxiliary emission controls

Symptoms you may notice

- Illuminated check engine light, often with no other noticeable symptoms
- Reductant or DEF warning message displayed in the instrument cluster
- Reduced engine power or limp mode in some vehicles
- Poor fuel economy or increased DEF consumption
- Difficulty starting or rough running in extreme cases
- Exhaust fluid system-related messages on the driver information center

Common causes, most likely first

- 1 Faulty reductant pressure sensor
- 2 Damaged or corroded wiring or connector at the sensor
- 3 Open or shorted circuit in the sensor signal or ground wire
- 4 Low DEF level or contaminated fluid causing pressure issues
- 5 Failed reductant pump or pressure regulator
- 6 Corroded or loose ground connection for the sensor circuit
- 7 Engine control module software or internal fault (rare)



How to diagnose and fix it

- 1 Check DEF level and condition; top off or replace fluid if contaminated
- 2 Inspect sensor connector and wiring for damage, corrosion, or loose pins
- 3 Measure sensor reference voltage and ground at the connector with a multimeter
- 4 Test sensor signal voltage while monitoring live data on a scan tool
- 5 Check for technical service bulletins (TSBs) or software updates for the reductant system
- 6 Replace the reductant pressure sensor if voltage tests confirm it is faulty
- 7 Clear codes and perform a road test to verify the repair

Reductant pressure sensor low voltage traps

- A low DEF level or diluted fluid can cause pressure readings to drop below threshold and set P204C even when the sensor itself is good.
- Corroded pins in the sensor connector are a frequent cause that is often overlooked during visual inspection.
- The code can be set by a failing reductant pump that cannot build enough pressure, not just by the sensor circuit.
- Some vehicles require a relearn or adaptation reset after sensor replacement to avoid a repeat code.
- P204C may appear alongside other reductant codes, so diagnosing the root cause requires checking all related faults.

Can I keep driving with P204C?

You can usually drive with P204C, but the vehicle may enter limp mode or limit speed if the fault worsens. Avoid long trips and heavy loads until the issue is diagnosed, and do not ignore the code because it can lead to more extensive emissions system damage.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Basic hand tools (socket set, screwdrivers)
- Wiring diagram for the reductant pressure sensor circuit
- DEF refractometer (to check fluid quality)



Reading P204C

- P** Powertrain: engine, transmission and emissions.
- 2** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
- 0** Fuel and air metering and auxiliary emission controls.
- 4C** The exact fault within that area.

Often seen with

P204B Reductant Pressure Sensor Circuit Range/Performance · **P204D** Reductant Pressure Sensor Circuit High · **P204E** Reductant Pressure Sensor Circuit Intermittent/Erratic · **P204F** Reductant System Performance · **P20B9** Reductant Heater A Control Circuit/Open

See it working

Watch the animated explainer [How a Helicopter Flies: Rotor and Tail in X-Ray](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p204c/>

