

GENERIC · NETWORK

U0032

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

U0032

Vehicle Communication Bus A (+) High

U0032 means the vehicle's main communication network, known as Bus A, has a positive voltage line that is reading higher than the normal range, so modules cannot reliably exchange data. The computer detects this when the Bus A (+) circuit stays above the expected voltage threshold for a set period, often because of a short to power or a failed module pulling the line high.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Network	Generic (all makes)	Medium	Professional	Network wiring and bus faults

Symptoms you may notice

- Multiple warning lights on the dashboard, often including the check engine light, ABS, and airbag lights
- The engine may start and run, but other systems like the radio, climate control, or power windows may act erratically or not work at all
- Intermittent no-start condition where the engine cranks but does not fire because modules cannot communicate
- The transmission may default to limp mode or shift harshly due to lost communication with the powertrain control module
- Often no symptoms besides the warning light if the fault is intermittent or only affects non-critical modules
- Scan tool cannot communicate with one or more control modules, or communication drops out during testing

Common causes, most likely first

- A short to battery voltage on the Bus A (+) wire, often from chafed insulation rubbing against a power wire or a metal body panel
- A failed control module that is internally shorted and pulling the Bus A (+) line high
- Corrosion or water intrusion in a connector on the Bus A circuit, creating an unintended voltage path
- Aftermarket accessories wired incorrectly, such as a remote starter or alarm tapped into the wrong wire
- A damaged wiring harness from rodent chewing, accident repair, or pinched during service work
- A faulty termination resistor or transceiver inside a module that biases the bus voltage incorrectly
- Loose or dirty ground connection for a module on the network, causing reference voltage shifts



How to diagnose and fix it

- 1 Connect a scan tool and record all stored codes in every module, then check live data for Bus A (+) voltage to confirm the high reading
- 2 Inspect the Bus A wiring harness and connectors for visible damage, corrosion, or aftermarket taps, especially near the dashboard and underhood areas
- 3 Disconnect modules one at a time from the Bus A network and recheck voltage; if the high reading disappears, the last disconnected module is the likely culprit
- 4 Measure resistance and voltage on the Bus A (+) circuit with a digital multimeter, comparing to manufacturer specifications for bias voltage
- 5 Check for shorts to power by measuring continuity between the Bus A (+) wire and battery positive with the key off and modules disconnected
- 6 Repair any chafed or shorted wiring, replace corroded connectors, and remove improper aftermarket wiring splices
- 7 After repairs, clear codes and perform a full network communication test to verify all modules respond and the code does not return

What most technicians miss on U0032

- A short to power on Bus A (+) is often caused by a wire rubbing through near a sharp metal edge or a heat source, not by a failed module, so always inspect the harness routing before condemning parts.
- Aftermarket accessories like remote starters, alarms, or dash cams are frequently tapped into the wrong wire and can backfeed voltage onto the Bus A line, setting U0032 even when factory wiring is intact.
- Disconnecting a module to test does not always clear the code immediately because some modules keep the bus biased high until the battery is disconnected and the network fully powers down.
- U0032 can be set by a weak or failing battery that causes modules to boot up at different times and create voltage spikes on the bus, so load-test the battery before chasing wiring.
- A single failed module can pull the entire Bus A network high, but the code may point to a different module as the source because the scan tool reports the last module that communicated before the fault.

Can I keep driving with U0032?

You can usually drive the vehicle to a repair shop if it starts and runs, but avoid long trips and expect that safety systems like ABS and airbags may be disabled. If the engine stalls, shifts harshly, or multiple systems fail at once, stop driving and have the vehicle towed to prevent loss of control.



Tools that help

- OBD-II scan tool with live data and network communication capability
- Digital multimeter with voltage, resistance, and continuity functions
- Wiring diagram for the specific vehicle's Bus A network
- Back probe pins or breakout box for testing connectors without damage
- Battery load tester to rule out a weak battery
- Trim removal tools to access harness routing behind panels

Reading U0032

U	Network: communication between the vehicle's control modules.
0	Generic (SAE) code: it means the same thing on every OBD-II vehicle.
0	Network wiring and bus faults.
32	The exact fault within that area.

Often seen with

U0001 Loss of Bus Communication · **U0002** High Speed CAN Communication Bus (Performance) · **U0031** Vehicle Communication Bus A (+) Low · **U0033** Vehicle Communication Bus A (-) Open · **U0034** Vehicle Communication Bus A (-) Low

See it working

Watch the animated explainer [How a Manual Transmission Works: Four-Speed Cutaway](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/u0032/>

