



U0111

Lost Communication With Battery Energy Control Module 'A'

U0111 is a generic network communication code indicating that the powertrain control module or another control module on the high-speed CAN bus has lost contact with the Battery Energy Control Module 'A', which is the primary battery management controller on hybrid and electric vehicles. The computer detected that expected periodic messages from this module stopped arriving within the required time window, so it flagged the module as offline rather than reporting a fault inside the battery itself.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Network	Generic (all makes)	High	Professional	Lost communication with a control module

Symptoms you may notice

- Illumination of the check engine light, hybrid system warning light, or a dedicated high-voltage battery fault message on the dash
- The vehicle may enter a reduced-power or limp mode, limiting acceleration and top speed to protect the high-voltage system
- The hybrid or electric powertrain may refuse to start or engage, leaving the car in accessory mode only
- Loss of state-of-charge display, range estimation, or battery temperature readings on the instrument cluster
- Often no symptoms besides the warning light, because the module may communicate intermittently and the vehicle continues to operate normally
- Multiple unrelated warning lights appearing at once when the module drops off the shared communication bus

Common causes, most likely first

- 1 A weak or failing 12-volt auxiliary battery that causes low-voltage dropouts on the communication network
- 2 Corroded, loose, or damaged wiring and connector pins in the CAN bus circuit between the battery energy control module and the rest of the network
- 3 A failed or intermittent battery energy control module itself, often due to internal circuit board faults or heat damage
- 4 Blown fuses or poor grounds that remove power or ground from the battery energy control module
- 5 Water intrusion or physical damage to the harness near the high-voltage battery pack, where routing is exposed to road debris and moisture
- 6 A communication bus fault elsewhere on the network that disrupts messages before they reach the module
- 7 Software or calibration issues in the module that cause it to stop transmitting without setting an internal fault



How to diagnose and fix it

- 1 Perform a full scan of all modules and record every stored, pending, and permanent code to see whether U0111 is isolated or part of a wider network failure
- 2 Test the 12-volt auxiliary battery state of charge and load capacity, and charge or replace it if it fails, because low system voltage is a frequent trigger
- 3 Inspect and test the fuses and grounds that feed the battery energy control module, confirming full battery voltage and a clean ground path
- 4 Check the CAN bus wiring and connectors at the module for corrosion, pushed-back pins, chafing, and water intrusion, and repair any damaged sections
- 5 Measure CAN high and CAN low signal voltages and resistance at the module connector to confirm the bus is intact and the module is receiving valid traffic
- 6 Substitute a known-good module or perform a bidirectional communication test with a capable scan tool to confirm whether the module itself has failed
- 7 After any repair, clear the codes and verify that the module stays online through a full drive cycle with the scan tool connected

Why the battery module drops offline

- A weak 12-volt auxiliary battery is the most commonly overlooked cause, because the high-voltage pack gets all the attention while the small battery that powers the control electronics quietly sags and drops network messages.
- U0111 does not mean the high-voltage battery has failed; it only reports that the module that manages it stopped talking, and the pack itself may be perfectly healthy.
- Technicians who replace the battery energy control module without checking the harness often find the new module sets the same code, because the real fault was a corroded connector or chafed wire.
- A single failed module on the CAN bus can pull down communication for several other modules, so multiple unrelated codes may disappear once the battery module is brought back online.
- Some vehicles log U0111 as a history code after a brief voltage dip during engine cranking or a jump start, and the code clears on its own once stable voltage returns.

Can I keep driving with U0111?

Do not continue driving normally when U0111 is active, because the vehicle may lose hybrid or electric propulsion without warning and could enter a sudden reduced-power mode in traffic. Move the car to a safe location and have the communication fault diagnosed before attempting further trips.



Tools that help

- OBD-II scan tool with full module and bidirectional communication capability
- Digital multimeter for voltage, resistance, and CAN signal testing
- Battery load tester or conductance tester for the 12-volt auxiliary battery
- Wiring diagram and connector pinout reference for the specific vehicle platform
- CAN bus breakout box or oscilloscope for signal integrity checks
- Insulated hand tools and terminal removal tools for connector repair

Reading U0111

U	Network: communication between the vehicle's control modules.
0	Generic (SAE) code: it means the same thing on every OBD-II vehicle.
1	Lost communication with a control module.
11	The exact fault within that area.

Often seen with

P0AFA Hybrid/EV Battery System Voltage Low · **U0100** Lost Communication With ECM/PCM A · **U0110** Lost Communication With TCM · **U0112** Lost Communication With Battery Energy Control Module 'B' · **U0140** Lost Communication With Instrument Panel Cluster

See it working

Watch the animated explainer [How Regenerative Braking Works in Electric Cars](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/u0111/>

