

GENERIC · NETWORK

U019B

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

U019B

Lost Communication With Battery Charger Control Module A

U019B means the vehicle's main computers have lost contact with the Battery Charger Control Module A, a dedicated controller for high-voltage battery charging on electrified vehicles. The computer that set the code was expecting regular status messages from that module over the communication network and stopped receiving them for a set period.

SYSTEM Network	CODE TYPE Generic (all makes)	SEVERITY Medium	FIX DIFFICULTY Professional	AREA Lost communication with a control module
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Symptoms you may notice

- Illuminated check engine light or service vehicle soon message on the dashboard
- A charging system warning or high-voltage battery fault message displayed
- The vehicle may refuse to start or enter ready mode, or may start but not accept a charge
- Reduced power or limp-home mode if the battery state of charge cannot be managed
- Often no symptoms besides the warning light when communication is intermittent
- Charging schedule or remote charge features may stop working

Common causes, most likely first

- 1 A blown fuse or tripped circuit breaker feeding the Battery Charger Control Module A
- 2 Damaged, corroded or loose wiring or connector pins at the charger control module
- 3 A failed Battery Charger Control Module A internal communication fault
- 4 CAN (Controller Area Network) bus wiring damage or a shorted network segment
- 5 Low 12-volt battery voltage or poor grounds causing modules to drop offline
- 6 A software or configuration mismatch after module replacement or battery service
- 7 Water intrusion or heat damage affecting the charger control module or its harness



How to diagnose and fix it

- 1 Verify the 12-volt battery is fully charged and load-test it, then clear the code and recheck
- 2 Check all fuses and circuit breakers that supply the Battery Charger Control Module A and its network gateway
- 3 Inspect the charger control module connectors and harness for corrosion, pushed pins, chafing or water intrusion
- 4 Measure CAN bus voltages and resistance at the diagnostic connector to confirm the network is healthy
- 5 Use a scan tool to check whether other modules can communicate with the charger control module and perform a network integrity test
- 6 If communication is absent at the module, check its power, ground and wake-up signals before condemning it
- 7 After any repair, clear codes and perform a full drive cycle including a charging session to confirm the code does not return

Charger module communication faults that fool technicians

- A weak or failing 12-volt battery is a common hidden cause because modules shut down or reset when supply voltage sags during cranking or charging.
- The code can be set by a network gateway or central computer that simply cannot hear the charger module, so the fault may live in the gateway or its wiring rather than the charger itself.
- Intermittent U019B often appears after heavy rain or a car wash when water reaches a connector, then clears once the harness dries out.
- Replacing the charger control module without checking power, ground and network wake signals frequently leaves the same code stored because the original fault was in the harness.
- Some vehicles set this code during a failed over-the-air update or after a module is disconnected with the ignition on, and it may clear after a proper sleep cycle.

Can I keep driving with U019B?

If the vehicle still starts and drives normally, you can drive it to a workshop, but avoid long trips and do not rely on charging until the fault is diagnosed. If the vehicle will not start, will not charge, or shows a high-voltage battery warning, stop driving and have it towed.

Tools that help

- OBD-II scan tool with enhanced manufacturer communication support
- Digital multimeter with CAN bus voltage and resistance capability
- Fuse puller and test light
- Wiring diagram and connector pinout for the charger control module circuit
- Battery load tester or conductance tester
- Breakout box or back-probe kit for network testing



Reading U019B

- 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.
- 9B** The exact fault within that area.

Often seen with

P0A0D High Voltage System Interlock Circuit A High · **U0100** Lost Communication With ECM/PCM A · **U0111** Lost Communication With Battery Energy Control Module 'A' · **U019A** Lost Communication With Tachograph Module · **U019C** Lost Communication With Glow Plug Control Module 2

See it working

Watch the animated explainer [Four-Stroke Engine Notebook: The Otto Cycle Explained](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/u019b/>

