

GENERIC · NETWORK

U01A2

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

U01A2

Lost Communication With Hybrid/EV Battery Interface Control Module C

U01A2 is a generic network communication code indicating that a control module on the vehicle's Controller Area Network (CAN) bus has lost contact with the Hybrid/EV Battery Interface Control Module C. The computer detected that expected periodic messages from this module stopped arriving within a defined time window, which sets the code and typically illuminates the warning light.

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

- Illumination of the check engine light or a dedicated hybrid system warning light
- Often no symptoms besides the warning light, especially if the fault is intermittent
- Reduced hybrid or electric driving range, or the vehicle refusing to enter EV mode
- A message on the dash such as 'Hybrid System Fault' or 'Service Vehicle Soon'
- The vehicle may fail to start or may enter a limp-home mode if the battery interface module is critical to operation
- Inconsistent charging behavior or the high-voltage battery gauge showing erratic readings

Common causes, most likely first

- 1 A loose, corroded, or damaged electrical connector at the Hybrid/EV Battery Interface Control Module C
- 2 Wiring damage (open, short, or chafed harness) in the CAN bus circuit between the interface module and the rest of the network
- 3 A faulty Hybrid/EV Battery Interface Control Module C itself, such as internal failure or water intrusion
- 4 Low or unstable 12-volt battery voltage causing network communication dropouts
- 5 A poor ground connection for the interface module or the harness it shares
- 6 CAN bus termination resistor failure or another module on the same bus segment disrupting communication
- 7 Aftermarket accessories or improper previous repairs that disturbed the network wiring



How to diagnose and fix it

- 1 Verify battery voltage and condition; charge or replace the 12-volt battery if it is below specification
- 2 Inspect and reseal all connectors at the Hybrid/EV Battery Interface Control Module C, looking for corrosion, bent pins, or loose terminals
- 3 Perform a visual inspection of the CAN bus wiring harness for chafing, pinches, or damage, especially near moving components and heat sources
- 4 Use a scan tool to check for other communication codes and to confirm whether the module is completely offline or only intermittently missing
- 5 Measure CAN bus resistance and voltage at the diagnostic connector to rule out bus-wide faults such as a shorted or open circuit
- 6 If wiring and power/ground are good, substitute a known-good module or perform a module relearn/configuration as required by the manufacturer
- 7 Clear the code and road-test the vehicle to confirm the repair, monitoring live data for the interface module's communication status

What a missing battery module message really means

- A single lost communication code often points to a power or ground problem at the module rather than a failed module, so always check voltage and grounds before condemning the part.
- Intermittent U01A2 codes are frequently caused by a loose connector that only loses contact during vibration or temperature swings, making a wiggle test essential.
- The Hybrid/EV Battery Interface Control Module C may share a CAN segment with other high-voltage components, so a fault in a neighbouring module can mimic this code.
- After a collision repair or battery service, a forgotten connector or a pinched harness is a common cause that technicians overlook when focusing on the module itself.
- This code does not always mean the high-voltage battery is failing; it specifically indicates a communication loss, and the battery may be perfectly healthy.

Can I keep driving with U01A2?

If the vehicle drives normally and only the warning light is on, you can usually continue driving to a repair shop, but avoid long trips and heavy electrical loads. If the vehicle enters limp mode, refuses to start, or shows a high-voltage battery fault message, stop driving and have it towed to avoid further damage or safety risk.

Tools that help

- OBD-II scan tool with CAN bus capability and live data
- Digital multimeter for voltage, resistance, and continuity checks
- Wiring diagram and connector pinout for the specific vehicle
- Terminal pick and contact cleaner for connector inspection
- Battery load tester or conductance tester



Reading U01A2

- 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.
- A2** The exact fault within that area.

Often seen with

U0100 Lost Communication With ECM/PCM A · **U0140** Lost Communication With Instrument Panel Cluster · **U01A0** Lost Communication With Hybrid/EV Battery Interface Control · **U01A1** Lost Communication With Hybrid/EV Battery Interface Control · **U01A3** Lost Communication With Hybrid/EV Battery Interface Control

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/u01a2/>

