

GENERIC · NETWORK

U01BE

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

U01BE

Lost Communication with Drive Motor A Clutch Actuator

U01BE is a generic communication fault indicating that a control module on the vehicle's network has stopped receiving valid messages from the clutch actuator that engages and disengages Drive Motor A. The module that sets this code has detected a loss of the periodic CAN (Controller Area Network) data from that actuator, so it can no longer confirm the clutch's position or readiness.

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 malfunction indicator lamp, often accompanied by a hybrid or electric system warning message
- The vehicle may refuse to move or may enter a reduced-power limp mode because the clutch state is unknown
- A noticeable hesitation, clunk, or failure to engage Drive Motor A when accelerating from a stop
- Intermittent operation where the fault appears and clears with temperature changes or vibration
- Often no symptoms besides the warning light if the communication loss is brief and the actuator still functions
- Other unrelated modules may log communication codes if the fault is actually a network-wide issue

Common causes, most likely first

- 1 Damaged, corroded, or loose wiring and connector pins in the clutch actuator circuit or its network branch
- 2 A failing clutch actuator assembly or its internal electronics, causing it to drop off the network
- 3 Low or unstable 12-volt supply or a poor ground at the actuator, disrupting its communication
- 4 A network bus fault such as a shorted or open CAN line that isolates the actuator's module
- 5 A software or calibration issue in the actuator or the receiving control module
- 6 A failed control module that is supposed to relay or receive the actuator messages



How to diagnose and fix it

- 1 Connect a scan tool and record all stored codes in every module, then verify whether U01BE is current or history and whether other communication codes point to a shared bus
- 2 Inspect the clutch actuator connector and harness for corrosion, pushed pins, chafing, and loose terminals, and check the actuator's ground and power feeds under load
- 3 Measure the network bus voltages and resistance at the actuator connector to confirm the bus is intact and not shorted or open
- 4 Check for technical service bulletins and software updates for the actuator and the module that sets the code before condemning parts
- 5 Substitute a known-good actuator only after wiring and power checks pass, then clear codes and perform any required relearn or calibration
- 6 If communication returns but the code resets, scope the bus data at the actuator to look for intermittent dropouts caused by vibration or heat
- 7 Confirm the repair by road-testing through several drive cycles and verifying no communication codes return

Why this code is often a wiring fault

- A loss of communication does not prove the actuator has failed; a single chafed wire or corroded pin in the network branch will set the same code and is far more common than an internal actuator failure.
- Technicians often replace the clutch actuator only to find the real fault is a shared ground or a low-voltage condition that drops the actuator's module offline under load.
- This code can be set by a brief network glitch during a low-voltage event such as a weak battery or a jump start, so check for history codes and battery health before chasing the actuator.
- Because the clutch actuator shares the network with other modules, a fault elsewhere on the bus can prevent its messages from arriving, so always scan every module rather than only the one reporting U01BE.
- After any actuator or module replacement, a relearn or calibration procedure is usually required; skipping it can leave the clutch unresponsive and make the code appear to persist.

Can I keep driving with U01BE?

If the vehicle still drives normally, limit driving to a short trip to a repair shop and avoid heavy acceleration or towing. If the vehicle will not move, enters limp mode, or the clutch fails to engage, stop driving and arrange a tow to prevent damage to the drive motor or clutch assembly.

Tools that help

- OBD-II scan tool with full module and live-data capability
- Digital multimeter for voltage, resistance, and continuity checks
- Oscilloscope for inspecting CAN bus data integrity
- Wiring diagram and connector pinout for the actuator circuit
- Breakout box or back-probe kit for testing connectors under load



Reading U01BE

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

Often seen with

U0100 Lost Communication With ECM/PCM A · **U0111** Lost Communication With Battery Energy Control Module 'A' · **U0140** Lost Communication With Instrument Panel Cluster · **U01BF** Lost Communication with Battery Management Control Module

See it working

Watch the animated explainer [Manual Car Driving Simulator: Learn Clutch Control](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/u01be/>

