



U044B

Invalid Data Received From Battery Energy Control Module C

U044B means the vehicle's main control module received data from the Battery Energy Control Module C that it judged invalid or corrupted, so it flagged the message as untrustworthy. The module is not necessarily dead; the receiving computer detected a data integrity fault in the serial data stream coming from that specific battery energy control module.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Network	Generic (all makes)	Medium	Professional	Invalid data received from a module

Symptoms you may notice

- Illuminated check engine light or service vehicle soon message, often with no other symptoms
- Hybrid or electric vehicle may refuse to enter READY mode or may fail to start
- Reduced power, limp mode, or a message that the high-voltage battery system is unavailable
- Intermittent warning lights that appear and clear on their own, especially in damp or hot weather
- Charging system or battery state-of-charge display behaving erratically
- Multiple unrelated warning lights because several modules share the same communication bus

Common causes, most likely first

- 1 Corroded, loose, or water-intruded connector pins at Battery Energy Control Module C or its harness
- 2 Chafed or open wiring in the CAN (Controller Area Network) or dedicated serial data circuit between the module and the receiving computer
- 3 Low or unstable 12-volt supply or a poor ground at the battery energy control module, causing it to transmit garbled frames
- 4 Failed or failing Battery Energy Control Module C itself, including internal communication faults
- 5 Software or calibration mismatch in the module after a battery replacement or repair
- 6 A second module on the same bus transmitting errors and corrupting the data stream
- 7 Aftermarket accessories or poor prior repairs splicing into the communication wiring



How to diagnose and fix it

- 1 Scan all modules and record every stored code, then verify U044B is current and not a history code left by a low-voltage event
- 2 Inspect Battery Energy Control Module C connectors for corrosion, pushed pins, water intrusion, and loose terminals before any parts are fitted
- 3 Check battery voltage and ground quality at the module under load, including voltage drop on the power and ground circuits
- 4 Perform a resistance and continuity test on the CAN or serial data wiring between the module and the receiving computer, flexing the harness to catch intermittent faults
- 5 Use a scan tool to view live data and confirm whether the module is communicating at all or only sending invalid frames
- 6 Check for technical service bulletins and software updates for the battery energy control module before condemning it
- 7 If wiring and power are proven good, substitute a known-good module or perform the manufacturer's relearn and programming procedure

Why this code is rarely the module itself

- A U044B is a communication integrity fault, not a direct battery failure code, so replacing the high-voltage battery on this code alone is a common and expensive misdiagnosis.
- Low 12-volt system voltage during cranking or a weak auxiliary battery can corrupt data frames and set U044B without any fault in the battery energy control module.
- Water ingress into connectors or module housings on hybrid and electric vehicles often produces intermittent U-codes long before a hard failure appears.
- A second module on the same network with a failing transceiver can flood the bus and cause the receiving computer to reject frames from Battery Energy Control Module C.
- After a battery replacement or module reprogramming, a missing calibration or incomplete relearn can leave the module transmitting data the main computer considers invalid.

Can I keep driving with U044B?

If the vehicle drives normally and only the warning light is on, a short trip to a workshop is acceptable, but avoid long journeys and towing. If the vehicle will not enter READY mode, shows reduced power, or displays a high-voltage battery warning, stop driving and arrange recovery because the battery management system may not be protecting the pack correctly.



Tools that help

- OBD-II scan tool with full module access and live data
- Digital multimeter with voltage drop and resistance functions
- CAN bus or serial data breakout box and oscilloscope
- Manufacturer service information and wiring diagrams
- Terminal pick and contact cleaner for connector repair
- Battery load tester and charging system tester

Reading U044B

U	Network: communication between the vehicle's control modules.
0	Generic (SAE) code: it means the same thing on every OBD-II vehicle.
4	Invalid data received from a module.
4B	The exact fault within that area.

Often seen with

P0AFA Hybrid/EV Battery System Voltage Low · **U0100** Lost Communication With ECM/PCM A · **U0111** Lost Communication With Battery Energy Control Module 'A' · **U044A** Invalid Data Received From Serial Data Gateway Module D · **U044C** Invalid Data Received From Hybrid/EV Battery Inductive Chrg

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/u044b/>

