

GENERIC · NETWORK

U0467

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

U0467

Invalid Data Received From Fuel Additive Control Module

U0467 is a communication fault where the engine control module (ECM) or another network module receives invalid or corrupted data from the fuel additive control module over the vehicle's controller area network (CAN) bus. The computer detected a message from the fuel additive module that failed its internal checksum or contained out-of-range values, so it flagged the data as untrustworthy rather than missing entirely.

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 noticeable symptoms
- A warning message on the dash indicating a fuel additive system fault or emission system service required
- Reduced engine power or limp mode in some vehicles when the additive module data is critical to emissions strategy
- Poor fuel economy or increased diesel exhaust fluid (DEF) consumption if the additive dosing strategy defaults to a safe mode
- Inability to clear the code permanently, with the light returning after a short drive cycle
- Other communication-related codes stored in multiple modules if the CAN bus is intermittently faulting

Common causes, most likely first

- 1 Corroded, loose, or damaged wiring and connectors at the fuel additive control module or its CAN bus splice points
- 2 Failed or failing fuel additive control module, often due to internal electronics fault or fluid contamination
- 3 Low or degraded battery voltage causing the additive module to transmit corrupted data frames
- 4 CAN bus network fault such as a shorted or open data line between the additive module and the ECM
- 5 Software or calibration error in the fuel additive control module requiring a reflash or update
- 6 Aftermarket accessories or poor grounds introducing electrical noise onto the CAN bus
- 7 Water intrusion into the additive module connector or housing, common on underbody-mounted modules



How to diagnose and fix it

- 1 Perform a full scan of all modules to record stored and pending codes, then check for related communication codes that point to a specific bus segment
- 2 Inspect the fuel additive control module connector and wiring for corrosion, water intrusion, chafing, and loose pins, and clean or repair as needed
- 3 Test battery voltage and charging system output, and load-test the battery to rule out low-voltage corruption of CAN messages
- 4 Check CAN bus integrity with a multimeter or oscilloscope at the additive module connector to confirm proper differential voltage and no shorts to ground or power
- 5 Verify the additive module has good power and ground at its connector, and check for blown fuses in the additive control circuit
- 6 If wiring and power are good, substitute a known-good fuel additive control module or perform a module reflash per manufacturer procedure to rule out software corruption
- 7 After repair, clear codes and complete a drive cycle that includes additive dosing and highway speeds to confirm the code does not return

What the fuel additive module data fault hides

- A U0467 can be set by a completely healthy additive module if another module on the same CAN bus is corrupting messages, so always check for other U-codes before condemning the additive module.
- Low battery voltage during cranking is a frequent hidden cause because the additive module may boot slowly and transmit invalid data frames before its internal checks complete.
- Many technicians replace the fuel additive control module only to find the real fault is a chafed harness behind the fuel tank or a corroded ground stud that also feeds the additive heater circuit.
- This code does not always mean the additive module is faulty; it can be triggered by a failed software update or a mismatch between the ECM and additive module calibrations after a dealer service.
- On diesel vehicles, a U0467 often appears alongside DEF dosing or reductant quality codes, and the additive module data fault can be a symptom of a failing DEF pump drawing excessive current and disturbing the module's power supply.

Can I keep driving with U0467?

The vehicle is generally safe to drive short distances because the fault is a data integrity issue, not a mechanical failure, but avoid long trips or heavy loads until diagnosed. If the check engine light is accompanied by reduced power or a countdown to limp mode, drive only to a repair facility.



Tools that help

- OBD-II scan tool with full module scanning and live data capability
- Digital multimeter with CAN bus voltage and resistance testing functions
- Oscilloscope for CAN bus waveform analysis
- Battery load tester and charging system tester
- Electrical connector cleaning kit and terminal pick tools
- Manufacturer service information for wiring diagrams and module reflash procedures

Reading U0467

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.
67	The exact fault within that area.

Often seen with

P20B9 Reductant Heater A Control Circuit/Open · **U0100** Lost Communication With ECM/PCM A · **U0101** Lost Communication with TCM · **U029D** Lost Communication With NOx Sensor A · **U029E** Lost Communication With NOx Sensor B

See it working

Watch the animated explainer [How a Rotary Engine Works: Wankel in X-Ray](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/u0467/>

