

GENERIC · NETWORK

# U060A

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

## U060A

### Lost Communication With Manifold Absolute Pressure Sensor B

U060A is a generic communication fault indicating that one or more control modules on the vehicle's controller area network (CAN) bus have stopped receiving valid data from the manifold absolute pressure (MAP) sensor B circuit. The computer sets this code when the expected periodic message from that sensor or its dedicated module fails to arrive within a defined time window, not when the sensor simply reads an out-of-range pressure value.

|         |                     |          |                |                       |
|---------|---------------------|----------|----------------|-----------------------|
| SYSTEM  | CODE TYPE           | SEVERITY | FIX DIFFICULTY | AREA                  |
| Network | Generic (all makes) | Medium   | Intermediate   | Network communication |

#### Symptoms you may notice

- Illumination of the check engine light or a message on the driver information center, often with no other noticeable symptoms.
- Rough idle, hesitation, or poor throttle response if the missing MAP signal is used for fuel delivery calculations.
- Reduced engine power or limp-home mode on vehicles that rely on MAP sensor B for load determination.
- Intermittent stalling or an engine that starts hard when the communication loss is frequent.
- Other warning lights, such as stability control or transmission fault indicators, may appear because multiple modules share the same bus.
- A stored code that returns immediately after clearing, even when the sensor itself tests good.

#### Common causes, most likely first

- 1 A faulty manifold absolute pressure sensor B that has lost its internal communication driver or power supply.
- 2 Damaged, corroded, or loose wiring in the MAP sensor B circuit, especially at the connector or where the harness passes near hot or moving components.
- 3 A blown fuse or poor ground shared by the MAP sensor B circuit or its associated module.
- 4 A controller area network bus fault, such as a shorted or open data line, that prevents messages from reaching other modules.
- 5 A software or calibration issue in a module that has stopped broadcasting the MAP sensor B message.
- 6 A failing engine control module or another gateway module that is not relaying the sensor data correctly.



## How to diagnose and fix it

- 1 Connect a scan tool and record all stored and pending codes, then check for communication with the MAP sensor B module or live data to confirm the signal is truly missing.
- 2 Inspect the MAP sensor B connector and the wiring harness for corrosion, chafing, or loose pins, and repair any obvious damage before replacing parts.
- 3 Test the sensor's power, ground, and signal circuits with a digital multimeter according to the manufacturer's wiring diagram, looking for opens or shorts.
- 4 Check all fuses and grounds that serve the MAP sensor B circuit and the module that broadcasts its data.
- 5 Perform a voltage drop test on the CAN bus data lines to rule out a bus fault that is blocking communication from multiple modules.
- 6 If the sensor and wiring test good, substitute a known-good MAP sensor B and clear the code to see whether it returns.
- 7 As a last step, reprogram or replace the module responsible for sending the MAP sensor B message, following the manufacturer's diagnostic procedure.

## Why U060A is often a wiring fault

- Many technicians replace the MAP sensor B only to find the code returns because the real problem is a chafed wire or a corroded connector pin that interrupts the CAN message.
- U060A can be set by a low battery or a poor ground that causes multiple modules to drop off the bus intermittently, so always check charging system health first.
- A communication code for a sensor does not always mean the sensor is bad; the module that packages and transmits the sensor data may be the failed component.
- On some vehicles, the MAP sensor B signal is shared with the barometric pressure or EGR pressure sensor, so a fault in a related sensor can trigger this code.
- Clearing the code without repairing the underlying communication fault will usually result in the code returning within a few drive cycles, sometimes along with additional codes.

## Can I keep driving with U060A?

You can usually drive the vehicle short distances to a repair shop, but avoid heavy acceleration, towing, or long trips because the missing MAP signal can cause poor fuel economy, rough running, or a sudden loss of power. If the engine stalls or enters limp mode, stop driving and have the vehicle towed.

## Tools that help

- OBD-II scan tool with live data and bidirectional communication capability
- Digital multimeter with back-probing pins
- Manufacturer-specific wiring diagram for the MAP sensor B and CAN bus circuits
- Test light or logic probe for quick circuit checks
- Socket set and trim removal tools for accessing the sensor and harness



## Reading U060A

- U** Network: communication between the vehicle's control modules.
- 0** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
- 6** Network communication.
- 0A** The exact fault within that area.

## Often seen with

**P0106** MAP/Barometric Pressure Circuit Range/Performance · **P0107** MAP/Barometric Pressure Circuit Low Input · **P0108** MAP/Barometric Pressure Circuit High Input · **U0100** Lost Communication With ECM/PCM A · **U060B** Lost Communication With Turbocharger/Supercharger Boost Sens

## See it working

Watch the animated explainer [How ABS Works: Anti-Lock Brakes in X-Ray](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/u060a/>

