



U060C

Lost Communication With Turbocharger/Supercharger Boost Sensor B

U060C is a communication fault indicating that a control module has lost the data signal from the turbocharger or supercharger boost sensor B, which is often a second boost pressure sensor on the charge-air circuit. The computer has detected that the expected periodic CAN message from that sensor has stopped arriving, so it cannot reliably monitor boost pressure.

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 service vehicle soon message, often with no other symptoms besides the warning light
- Reduced engine power or limp mode because the powertrain control module lacks valid boost data
- Poor acceleration or sluggish throttle response when the turbo or supercharger should be building pressure
- Rough running or hesitation under load if the module substitutes a default boost value
- A stored communication code in multiple modules if the sensor shares a bus segment with other components
- Intermittent warning light that comes and goes with vibration or temperature changes

Common causes, most likely first

- 1 Damaged, chafed, or corroded wiring in the boost sensor B circuit, especially near hot exhaust or turbo components
- 2 Loose or contaminated electrical connector at the boost sensor B or at the module that receives its signal
- 3 Failed boost sensor B itself, where the sensor stops transmitting CAN messages even though it still has power and ground
- 4 Low or unstable battery voltage causing the sensor's internal electronics to drop off the bus intermittently
- 5 Water intrusion or oil contamination in the sensor connector or harness, common on charge-air plumbing
- 6 A faulty control module or gateway that is not passing the sensor's CAN messages to the module that sets the code
- 7 Aftermarket wiring repairs or accessories that disturb the CAN bus integrity on the sensor circuit



How to diagnose and fix it

- 1 Scan all modules for communication codes and record which modules can and cannot see boost sensor B, then clear codes and test-drive to see if U060C returns
- 2 Inspect the boost sensor B connector and harness for corrosion, pushed pins, chafing, and oil or water intrusion, repairing any obvious damage
- 3 Measure battery voltage and check charging system output, as low voltage can cause intermittent communication faults
- 4 Check for power and ground at the boost sensor B connector with the key on, and verify the CAN bus voltage on the communication wires if accessible
- 5 Substitute a known-good boost sensor B or perform a wiggle test on the harness while watching live data to catch an intermittent fault
- 6 If wiring and sensor check out, inspect the module that receives the sensor signal for software updates or internal communication faults
- 7 After repairs, clear codes and verify that boost sensor B data appears correctly on the scan tool during a road test

Boost sensor B communication faults often misread

- Many technicians replace the boost sensor immediately, but a chafed wire near the turbo heat shield is a more common cause of lost communication than a failed sensor.
- U060C can set even when the engine runs perfectly because the sensor may still be reporting data on a different message or the module may be using a default value.
- A weak battery or failing alternator can cause this code intermittently, so always check charging system health before condemning the sensor or wiring.
- On some vehicles, boost sensor B is a second sensor on the cold side of the charge-air cooler, and its connector is prone to oil seepage that degrades the pins.
- The code does not always mean the sensor is dead; a gateway or module that fails to route the CAN message can set the same code even with a healthy sensor.

Can I keep driving with U060C?

You can usually drive the vehicle to a repair shop, but avoid heavy acceleration and towing because the engine may be in limp mode with reduced power. If the engine runs rough or stalls, stop driving and have it towed.



Tools that help

- OBD-II scan tool with live data and CAN bus monitoring capability
- Digital multimeter for voltage, ground, and CAN bus signal checks
- Wiring diagram for the boost sensor B circuit
- Contact cleaner and dielectric grease for connector repairs
- Test light or logic probe for quick circuit checks

Reading U060C

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.
0C	The exact fault within that area.

Often seen with

P0235 Turbocharger Boost Sensor A Circuit Malfunction · **P0236** Turbocharger Boost Sensor A Circuit Range/Performance · **P0237** Turbocharger Boost Sensor A Circuit Low · **U060B** Lost Communication With Turbocharger/Supercharger Boost Sens · **U060D** Lost Communication With Turbocharger/Supercharger Boost Sens

See it working

Watch the animated explainer [Turbocharger Trainer: Boost, Wastegate and Intercooler](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/u060c/>

