

GENERIC · NETWORK

U062E

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

U062E

Lost Communication With A/C Refrigerant Expansion Valve Actuator

U062E is a generic network communication code indicating that a control module on the vehicle's Controller Area Network (CAN) bus has lost contact with the air conditioning refrigerant expansion valve actuator. The module that monitors this actuator, typically the climate control module or body control module, has stopped receiving the expected periodic CAN messages from the actuator, so it sets this code and may disable automatic climate control functions.

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

Symptoms you may notice

- The air conditioning may blow warm air or fail to cool the cabin properly because the expansion valve cannot be commanded.
- The climate control panel may show a flashing or steady warning light, or the automatic climate function may default to a fixed setting.
- The HVAC system may run the blower fan but never engage the compressor clutch if the actuator is part of the refrigerant flow control strategy.
- Often no symptoms besides the warning light, especially if the vehicle uses a fail-safe mode that holds the expansion valve at a default position.
- Intermittent cooling that works after a restart and then fades as communication drops again.
- Other unrelated electrical gremlins, such as flickering interior lights or false door-ajar warnings, can appear if the same CAN bus is disturbed.



Common causes, most likely first

- 1 A damaged or corroded electrical connector at the expansion valve actuator, often from moisture intrusion or road splash.
- 2 A chafed, broken, or shorted wire in the CAN bus segment that runs to the actuator, commonly near a hinge, heat source, or sharp body seam.
- 3 A failed expansion valve actuator module that no longer transmits on the CAN bus, which can happen from internal electronics failure or a seized valve motor.
- 4 Low or unstable battery voltage that causes the actuator's internal CAN transceiver to drop offline intermittently.
- 5 A faulty climate control module or body control module that misinterprets valid CAN messages as lost communication.
- 6 Aftermarket accessories or poor previous repairs that tapped into the CAN wiring and introduced interference or a loose connection.
- 7 Water intrusion into the actuator housing or its connector, leading to corrosion that raises resistance on the CAN lines.

How to diagnose and fix it

- 1 Perform a visual inspection of the expansion valve actuator connector and the wiring harness for corrosion, pushed-back pins, or chafing, and clean or repair as needed.
- 2 Check battery voltage and charging system output, then clear the code and verify whether it returns after a test drive with all accessories off.
- 3 Use a scan tool to read live CAN bus data and confirm whether the actuator module is completely offline or only intermittently dropping messages.
- 4 Measure resistance and voltage on the CAN high and CAN low wires at the actuator connector to rule out an open, short, or excessive resistance in the bus segment.
- 5 Substitute a known-good expansion valve actuator of the same part type, if accessible, to see whether communication returns before condemning the original unit.
- 6 Inspect the climate control module and body control module connectors for water damage or loose terminals, and check for any aftermarket wiring that may be disturbing the bus.
- 7 After repairing the root cause, clear all codes, perform a full CAN bus health check, and verify that the actuator responds to commands and that no related communication codes return.



Why the expansion valve actuator goes silent

- A common misdiagnosis is to replace the expansion valve actuator immediately, but a chafed CAN wire two feet away in the same harness is just as likely and far cheaper to fix.
- This code can set intermittently from a weak battery or a failing alternator, so always load-test the battery and check charging voltage before condemning any module.
- Some vehicles use the expansion valve actuator as part of a network segment that also includes the blower motor controller, so a single bad connector can set U062E alongside blower-related codes.
- The actuator may still physically move when commanded directly with a capable scan tool even though it cannot communicate on the CAN bus, which proves the fault is electrical rather than mechanical.
- Aftermarket remote starters or alarm systems that splice into CAN wiring are a frequent hidden cause of lost communication codes on this bus segment.

Can I keep driving with U062E?

You can usually drive the vehicle safely because the fault mainly affects air conditioning performance, but avoid long trips in hot weather and do not ignore repeated warning lights. If the cooling loss is accompanied by unusual noises from the HVAC case or any burning smell, stop driving and have the system inspected promptly.

Tools that help

- OBD-II scan tool with live CAN bus data and actuator command capability
- Digital multimeter with resistance and voltage measurement
- Wiring diagram or service information for the HVAC and CAN bus circuits
- Trim removal tools for accessing the actuator and harness
- Battery load tester and charging system tester

Reading U062E

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.
2E	The exact fault within that area.

Often seen with

U0100 Lost Communication With ECM/PCM A · **U0140** Lost Communication With Instrument Panel Cluster · **U062D** Lost Communication With A/C Refrigerant Distribution Valve A · **U062F** Lost Communication With Coolant Pump C



See it working

Watch the animated explainer **Four-Stroke Engine Cutaway: Intake to Exhaust** on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/u062e/>

