

GENERIC · NETWORK

U0675

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

U0675

Lost Communication With Turbocharger/Supercharger Speed Sensor A

U0675 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 turbocharger or supercharger speed sensor A. The computer detected that the expected periodic data message from that sensor stopped arriving within the required time window, which is often caused by a wiring fault rather than a failed sensor.

SYSTEM

Network

CODE TYPE

Generic (all makes)

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Network communication

Symptoms you may notice

- Illumination of the check engine light or service engine soon light, often with no other noticeable symptoms.
- Reduced engine power or a limp-home mode if the forced induction system defaults to a safe boost limit.
- Poor acceleration or sluggish throttle response because the engine computer cannot accurately monitor turbocharger or supercharger speed.
- Intermittent hesitation or stumble during hard acceleration when the sensor signal drops out momentarily.
- A stored U0675 code accompanied by other communication or sensor codes, suggesting a shared power or ground issue.
- In rare cases, the engine may enter a reduced-power strategy that limits boost to protect the turbocharger or supercharger.

Common causes, most likely first

- 1 Damaged, corroded, or disconnected wiring or connector at the turbocharger or supercharger speed sensor.
- 2 Failed turbocharger or supercharger speed sensor A itself, especially if the sensor is exposed to high heat and vibration.
- 3 Open or shorted circuit in the sensor signal or power feed wire between the sensor and the control module.
- 4 Poor ground connection for the sensor or the control module that processes its signal.
- 5 Faulty control module or CAN bus communication issue that prevents the sensor message from being received.
- 6 Aftermarket electronic modifications or poor previous repairs that disturb the sensor circuit.
- 7 Extreme heat damage or oil contamination at the sensor connector, common on turbocharged engines.



How to diagnose and fix it

- 1 Inspect the turbocharger or supercharger speed sensor connector and wiring for corrosion, chafing, or loose pins, and repair as needed.
- 2 Check the sensor circuit for continuity and short-to-ground or short-to-power faults using a digital multimeter and the factory wiring diagram.
- 3 Verify that the sensor receives the correct reference voltage and has a good ground at the connector.
- 4 Clear the code and test-drive the vehicle to see if U0675 returns immediately or only under specific conditions such as boost or heat.
- 5 If the wiring is intact, substitute a known-good sensor or perform a resistance and signal output test per the manufacturer's procedure.
- 6 Check for technical service bulletins or software updates for the control module that may address communication timeouts with the speed sensor.
- 7 After repairs, clear all codes and verify that no related communication or forced induction codes remain after a complete drive cycle.

Speed sensor wiring fails before the sensor does

- A large share of U0675 codes are caused by a chafed or heat-hardened wire near the turbocharger, not by a failed speed sensor, so always inspect the harness before condemning the sensor.
- The code can set intermittently and leave no drivability complaint, which tempts owners to ignore it until a related boost control fault appears.
- A weak or failing battery or charging system can cause multiple U-codes including U0675 because low voltage disrupts CAN bus communication.
- Aftermarket piggyback tuners or wiring modifications near the turbocharger often disturb the speed sensor circuit and trigger this code.
- The control module may set U0675 when the sensor's internal message counter stops updating, even if the sensor still produces a plausible signal, so a live data check of the speed parameter is essential.

Can I keep driving with U0675?

You can usually continue driving if the only symptom is the warning light, but avoid heavy throttle and sustained boost until the fault is diagnosed. If the vehicle enters limp mode or shows noticeable power loss, have it checked promptly to prevent potential turbocharger damage.

Tools that help

- OBD-II scan tool with live data and CAN bus capability
- Digital multimeter with back-probing pins
- Factory wiring diagram or service information for the vehicle
- Basic hand tools for connector and sensor access
- Contact cleaner and dielectric grease for connector repairs



Reading U0675

- 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.
- 75** The exact fault within that area.

Often seen with

P0045 Turbo/Super Charger Boost Control Solenoid Circuit/Open · **P0235** Turbocharger Boost Sensor A Circuit Malfunction · **P0236** Turbocharger Boost Sensor A Circuit Range/Performance · **U0100** Lost Communication With ECM/PCM A · **U0676** Lost Communication With Fuel Level Sensor A

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/u0675/>

