

GENERIC · NETWORK

U350B

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

U350B

Control Module Input Power C Circuit Intermittent/Erratic

U350B is a generic network code indicating that a control module has detected an intermittent or erratic fault on the power supply circuit for one of its internal input circuits, often a sensor reference voltage or a dedicated module input. The module logs this code when the voltage on that circuit momentarily drops, spikes, or becomes unstable beyond its expected operating range, even if the fault does not persist long enough to set a hard failure.

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

Symptoms you may notice

- Illumination of the malfunction indicator lamp (MIL) or a module-specific warning light, often with no other noticeable symptoms.
- Intermittent operation of accessories or systems controlled by the affected module, such as flickering lights or erratic gauge readings.
- The engine may stumble, hesitate, or stall briefly if the affected module manages powertrain functions.
- Random electrical glitches, including false warnings or temporary loss of communication with scan tools.
- No symptoms at all besides the stored code, especially if the intermittent fault occurs only under specific conditions like vibration or temperature extremes.

Common causes, most likely first

- 1 Loose, corroded, or damaged battery terminal connections or ground straps that cause voltage fluctuations.
- 2 A failing or weak battery that cannot maintain stable voltage under load, leading to intermittent drops.
- 3 Chafed, pinched, or internally broken wiring in the power feed circuit to the module, often due to vibration or heat.
- 4 Poor pin fit or corrosion at the module connector, causing an erratic connection.
- 5 A faulty voltage regulator inside the alternator, producing sporadic voltage spikes or drops.
- 6 Internal failure within the control module itself, where the power input circuit becomes sensitive to minor voltage variations.
- 7 Aftermarket accessories or improper wiring repairs that introduce electrical noise or unstable power to the module.



How to diagnose and fix it

- 1 Perform a thorough visual inspection of the battery terminals, grounds, and the wiring harness to the affected module for looseness, corrosion, or damage.
- 2 Use a digital multimeter to check battery voltage at rest and while cranking; a healthy battery should stay above 9.6 volts during cranking and near 12.6 volts at rest.
- 3 Back-probe the power and ground circuits at the module connector and wiggle the harness while monitoring voltage to detect intermittent drops.
- 4 Load-test the charging system to rule out alternator voltage spikes or drops that could trigger the code.
- 5 Check for technical service bulletins (TSBs) or manufacturer-specific diagnostic procedures for the affected module, as some vehicles have known connector or ground issues.
- 6 If wiring and power supply are confirmed good, substitute a known-good module or perform a module reflash if software updates are available.
- 7 Clear the code and perform a road test under conditions that originally set the fault, then recheck for recurrence.

Intermittent Power Faults Often Misdiagnosed

- A common oversight is replacing the control module when the real culprit is a poor ground connection elsewhere in the vehicle, which introduces voltage offsets that the module interprets as an erratic input power fault.
- This code can be set by a momentary voltage dip during engine cranking if the battery is marginal, even though the module operates perfectly once the engine is running.
- Aftermarket alarm systems, remote starters, or improperly installed accessories that tap into the module's power circuit are frequent sources of intermittent voltage noise that triggers U350B.
- The code does not always indicate a hard failure; it can be a history code from a one-time event such as a loose battery cable that was later tightened, so always check for related history codes and freeze-frame data.
- On some vehicles, a failing alternator diode can produce ripple voltage that the module's sensitive input circuit detects as erratic, even though the battery light never illuminates.

Can I keep driving with U350B?

You can generally continue driving if the only symptom is the warning light and the vehicle runs normally, but avoid long trips or heavy electrical loads until the fault is diagnosed. If the engine stumbles, stalls, or multiple electrical systems act erratically, pull over safely and have the vehicle towed to prevent a sudden loss of power or control.



Tools that help

- Digital multimeter (DMM) with min/max recording capability
- OBD-II scan tool with live data and freeze-frame access
- Battery load tester
- Wiring diagram and connector pinout for the affected module
- Test light or automotive oscilloscope for intermittent signal capture

Reading U350B

U Network: communication between the vehicle's control modules.

3 Generic (SAE) code: it means the same thing on every OBD-II vehicle.

5 Network communication.

0B The exact fault within that area.

Often seen with

P0562 System Voltage Low · **U0140** Lost Communication With Instrument Panel Cluster · **U3003** Battery Voltage · **U350A** Control Module Input Power C Circuit High · **U350C** Control Module Cooling Fan Circuit/Open

See it working

Watch the animated explainer [How a Gyroscope Works: Gimbals and Precession](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/u350b/>

