

## U0118: LOST COMMUNICATION WITH FUEL ADDITIVE CONTROL MODULE

### OVERVIEW

Severity	:	<div><div>Medium</div></div>
DIY Difficulty Level	:	<div><div>Intermediate</div></div>
Repair Cost	:	\$75-\$200
Can I Still Drive?	:	Yes

### What Does The U0118 Code Mean?

This code means that the Fuel Additive Control Module (FACM) and other control modules on the vehicle are not communicating with each other. The circuit most often used to communicate with is known as Controller Area Network bus communications, or simply put, CAN bus.

Without this CAN bus, control modules cannot exchange information, and your scan tool may not be able to get information from the vehicle, depending on which circuit is affected.

The FACM receives input from a variety of sensors, some hardwired directly to it, some are sent over the bus communications system. These inputs allow the module to provide necessary input to the PCM to control how much fuel is delivered to the engine during all modes of operation.

Troubleshooting steps may vary depending upon manufacturer, type of communications system, number of wires and wire colors in the communication system.

### What Are The Symptoms Of The U0118 Code?

Symptoms may include:

Symptoms of a U0118 engine code may include:

- Malfunction Indicator Light On

- Engine cranks, starts, but runs poorly, to include: Misfires, Rough running, Poor performance

## What Are The Potential Causes Of The U0118 Code?

Typically the causes for this code to set are:

- Open in the CAN bus + circuit
- Open in the CAN bus – circuit
- Short to power in either CAN bus circuit
- Short to ground in either CAN bus circuit
- Open power or ground to FACM – most common
- Rarely – faulty control module

## How Can You Fix The U0118 Code?

### Check for technical service bulletins (TSB)

A good starting point is always to check for technical service bulletins (TSB) for your particular vehicle. Your issue may be a known issue with a known fix put out by the manufacturer and can save you time and money during diagnosis.

First, note if there are any other diagnostic fault codes. If any of them are bus communication related, or battery / ignition related, diagnose them first. Misdiagnosis has been known to occur if you diagnose the U0118 code before any of the basic codes have been thoroughly diagnosed and dismissed.

If your scan tool can access fault codes and the only one you retrieve from other modules is the U0118, try to access the Fuel Additive Control Module. If you can access codes from the FACM module, then the U0118 code is either intermittent or a memory code. If unable to access codes for the FACM module, then the U0118 code that the other modules are setting is active, and the problem is there now.

The most common failure is loss of power or ground to the FACM module.

### Check all fuses that power up the FACM module

Check all fuses that power up the FACM module on this vehicle. Check all grounds for the FACM. Locate where the ground attaching points are on the vehicle and make sure that these connections are clean and tight. If you have to, take them off, get a small wire bristle brush and baking soda/water solution and clean each one, both the connector and where it connects.

If any repairs were made, clear the diagnostic trouble codes from memory, and see if the U0118 code returns or if you are able to communicate with the FACM module. If the code does not return

or communication is re-established, then the fuses/connections were most likely your problem.

## Locate the CAN bus communication connections

If the code returns, locate the CAN bus communication connections on your particular vehicle, most importantly the FACM module connector. Disconnect the negative battery cable before unplugging the connector at the FACM control module. Once located, visually inspect the connectors and wiring. Look for scraping, rubbing, bare wires, burn spots or melted plastic. Pull the connectors apart and carefully inspect the terminals (the metal parts) inside the connectors.

See if they look burned or have a green tint indicating corrosion. Use electrical contact cleaner and a plastic bristle brush if cleaning of the terminals is needed. Let dry and apply electrical grease where the terminals contact.

Before connecting the connectors back to the FACM module, make these few voltage checks. You will need to have access to a digital volt-ohmmeter (DVOM). Verify that you have power and ground at the FACM module. Gain access to a wiring diagram and determine where the main powers and grounds come into the FACM module. Reconnect the battery before continuing, with the FACM module still disconnected. Connect the red lead of your voltmeter to each B+ (battery voltage) supply coming into the FACM module connector and the black lead of your voltmeter to a good ground (if not sure, battery negative always works). You see a reading of battery voltage. Verify that you have good grounds as well. Hook the red lead of your voltmeter to battery positive (B+) and the black lead to each ground circuit. Once again you should see battery voltage at each connection. If not, repair the power or ground circuit problem.

## Check the two communication circuits

Next, check the two communication circuits. Locate the CAN C+ (or HSCAN + circuit) and CAN C- (or HSCAN - circuit). With the black lead of your voltmeter connected to a good ground, connect the red lead to CAN C+. With the Key On, Engine Off, you should see about 2.6 volts and fluctuating slightly. Next, connect the red voltmeter lead to the CAN C- circuit. You should see approximately 2.4 volts and fluctuating slightly. Other manufacturers show CAN C- at approximately .5 volts and fluctuating Key On Engine Off. Check the specifications for your manufacturer.

If all tests have passed and communication is still not possible, or you were unable to clear the U0118 fault code, the only thing left that can be done is to seek assistance from a trained automotive diagnostician, as this would indicate a failed FACM module. Most of these FACM modules must be programmed, or calibrated to the vehicle in order to be installed correctly.

## Severity Description

Severity in this case depends upon the system. Because this powertrain control system provides fuel related information to the Powertrain Control Module (PCM), safety is a concern when

diagnosing these systems. Also, safety is a concern during servicing of these systems as well. ALWAYS consult service information prior to disassembly/diagnosing these systems.

## Reference Sources

[U0118 Lost Communication with Fuel Additive Control Module](#), OBD-Codes.