

GENERIC · CHASSIS

C0608

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

C0608

Steering Wheel Angle Sensor Circuit Performance

The steering wheel angle sensor reports the driver's steering input to the stability control system, and code C0608 means the computer has detected a performance fault in that sensor's circuit. The module is not seeing a plausible, consistent angle signal that tracks with the other chassis sensors, so it flags the circuit as out of range or erratic rather than simply open or shorted.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Chassis	Generic (all makes)	Medium	Intermediate	Brakes, steering and suspension

Symptoms you may notice

- The stability control (ESC) and traction control warning lights illuminate steadily on the dash.
- The stability control system may be disabled, so the vehicle no longer intervenes during a skid.
- The steering angle reading may be erratic or stuck, causing the vehicle to pull or correct unexpectedly if stability control remains active.
- A steering angle or chassis control fault message appears on the driver information display.
- The electronic power steering may reduce assist or feel heavier than normal on some vehicles.
- Often no symptoms besides the warning light, with the car driving normally in a straight line.

Common causes, most likely first

- The steering wheel angle sensor is out of calibration after battery replacement, alignment, or steering column work.
- A failing steering wheel angle sensor or its internal optical/contact elements.
- Wiring damage or a poor connector at the sensor, clock spring, or steering column harness.
- A weak or failing clock spring that interrupts the sensor signal as the wheel turns.
- Voltage supply or ground faults at the sensor or the module that reads it.
- A faulty or improperly initialized steering angle sensor module after replacement.
- A misaligned steering wheel or suspension geometry that keeps the angle reading outside the expected range.



How to diagnose and fix it

- 1 Scan all modules and record the freeze-frame data and any companion codes before clearing anything.
- 2 Inspect the steering column harness, clock spring connectors, and sensor plug for corrosion, chafing, or loose pins.
- 3 Verify battery voltage and the sensor's reference voltage and ground at the connector with a multimeter.
- 4 Read live steering angle data while turning the wheel lock to lock and confirm the value changes smoothly and returns to near zero when centered.
- 5 Perform the manufacturer's steering angle sensor calibration or zero-point reset procedure with a capable scan tool.
- 6 Check wheel alignment and steering wheel centering, then recheck the angle reading after adjustment.
- 7 If the signal remains erratic after wiring and calibration checks, replace the steering wheel angle sensor or clock spring and recalibrate.

Before you replace the angle sensor

- A large share of C0608 cases are fixed by a steering angle sensor calibration after a battery disconnect, alignment, or column repair, not by a new sensor.
- The code can be set by a weak battery or charging system fault that drops sensor voltage during cranking, so check the battery and grounds before condemning the sensor.
- A clock spring that is beginning to fail can interrupt the angle signal only at certain steering positions, which makes the fault intermittent and easy to miss on a quick scan.
- Wheel alignment or an off-center steering wheel can push the angle reading outside the learned range and trigger the performance code even though the sensor itself is healthy.
- C0608 is often stored alongside wheel speed or yaw rate codes, and those companion codes must be diagnosed first because a bad wheel speed signal can make the angle sensor look faulty.

Can I keep driving with C0608?

The car usually remains drivable, but stability control and traction control may be disabled, so avoid aggressive cornering, slippery surfaces, and towing until the fault is repaired. If the steering assist feels heavy or the wheel pulls, stop driving and have it inspected promptly.

Tools that help

- OBD-II scan tool with live data and steering angle calibration capability
- Digital multimeter
- Wiring diagram and connector pinout for the steering angle sensor circuit
- Trim removal tools for steering column covers
- Wheel alignment gauge or access to an alignment shop



Reading C0608

- C** Chassis: brakes, steering and suspension.
- 0** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
- 6** Brakes, steering and suspension.
- 08** The exact fault within that area.

Often seen with

C0040 Left Rear Wheel Speed Sensor Circuit · **C0050** Right Rear Wheel Speed Sensor Circuit Malfunction · **C0051** Front Left ABS Solenoid 1 Circuit Malfunction · **C0710** Steering Position Signal Malfunction · **U0126** Lost Communication With Steering Angle Sensor Module

See it working

Watch the animated explainer [Excavator Simulator: Hydraulics You Can Operate](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/c0608/>

