

GENERIC · CHASSIS

C062A

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

C062A

Variable Effort Steering Module Temperature Too High

C062A means the variable effort steering (VES) module has detected that its internal temperature has exceeded a safe operating limit, so it has likely reduced or disabled power steering assist to protect the electronics. The module monitors its own temperature through an internal sensor and sets this code when the reading stays above the calibrated threshold for a set period.

SYSTEM

Chassis

CODE TYPE

Generic (all makes)

SEVERITY

Medium

FIX DIFFICULTY

Professional

AREA

Brakes, steering and suspension

Symptoms you may notice

- The steering wheel becomes noticeably heavier or harder to turn, especially at low speeds or during parking maneuvers
- A power steering warning light or message appears on the dashboard, sometimes accompanied by a chime
- The steering assist may return intermittently after the system cools down, then fade again during repeated low-speed turning
- Often no symptoms besides the warning light if the over-temperature event was brief and the module recovered
- In some vehicles the stability control or lane-keep assist systems may be disabled as a related precaution

Common causes, most likely first

- 1 Prolonged low-speed or stationary steering input that overloads the electric power steering motor and heats the module
- 2 A failing or restricted cooling fan or blocked airflow path around the VES module, especially on models that rely on underbody airflow
- 3 High ambient temperatures combined with heavy steering loads, such as repeated parking-lot maneuvering in hot weather
- 4 An internal fault in the VES module itself, such as a degraded temperature sensor or failing power stage that generates excess heat
- 5 A binding or stiff steering rack or column that forces the assist motor to work harder than normal
- 6 Low or contaminated power steering fluid on hydraulic-assisted variable effort systems, reducing cooling and increasing pump load
- 7 A wiring or connector issue at the VES module that raises resistance and creates localized heat



How to diagnose and fix it

- 1 Scan all modules for stored and pending codes, then record freeze-frame data to see the module temperature and steering angle at the time of the fault
- 2 Inspect the VES module and surrounding area for blocked airflow, debris, or a failed cooling fan, and verify that the module's heat sink is clean and unobstructed
- 3 Check the steering system for binding by raising the front wheels and turning lock-to-lock by hand, looking for stiffness or noise that would overload the assist motor
- 4 On hydraulic variable effort systems, check the power steering fluid level and condition, and inspect the pump and cooler for restrictions
- 5 Measure the resistance and voltage drop on the VES module power and ground circuits to rule out high-resistance connections that cause excess heat
- 6 Clear the code and perform a controlled road test with low-speed steering maneuvers while monitoring module temperature data to confirm whether the over-temperature condition returns
- 7 If the code returns with normal airflow, good wiring, and a free steering system, replace the VES module or steering assist motor assembly as the internal fault is confirmed

Why the steering module overheats without a hard fault

- Many C062A events are caused by driver behavior rather than a failed part, such as holding the steering at full lock while stationary or repeatedly turning the wheel in tight parking lots, which heats the assist motor quickly.
- A module that sets this code may still pass a static bench test because the over-temperature condition only occurs under sustained load, so a simple key-on check can mislead a technician into thinking the module is fine.
- On some vehicles the VES module shares a cooling path or electrical ground with the stability control module, so a poor ground or shared connector corrosion can raise module temperature and set C062A without any steering complaint.
- The code does not always mean the module is failing; a one-time over-temperature event in hot weather with heavy steering load can store the code and never return after the module cools, so clearing and monitoring is a valid first step.
- A binding steering shaft universal joint or a dry steering rack can increase assist motor current enough to overheat the module, and this mechanical drag is often overlooked when the focus stays on the electronics.

Can I keep driving with C062A?

You can usually drive the vehicle to a repair shop, but expect heavier steering and reduced assist, so avoid low-speed maneuvering, tight parking, and sustained full-lock turns until the fault is diagnosed. If the steering becomes very heavy or the warning light flashes continuously, stop and have the vehicle towed to prevent loss of control at low speed.



Tools that help

- OBD-II scan tool with module-level bidirectional control and live data for the VES module
- Infrared thermometer to check module and motor temperatures after a road test
- Digital multimeter for voltage drop and resistance checks on power and ground circuits
- Steering angle and torque sensor diagnostic software or a capable scan tool
- Basic hand tools for inspecting connectors, cooling ducts, and steering components

Reading C062A

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.

2A The exact fault within that area.

Often seen with

C062B Variable Effort Steering Module Temperature Too Low · **C062C** Brake Booster Motor B Performance · **C062D** ABS Valves Range/Performance · **C062E** Active Air Dam Supply Voltage Circuit Low · **C062F** Active Air Dam Supply Voltage Circuit High

See it working

Watch the animated explainer [Helicopter Simulator: Take Off, Hover and Land](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/c062a/>

