



U350A

Control Module Input Power C Circuit High

U350A indicates that a control module has detected an abnormally high voltage on its input power circuit C, which is a dedicated power feed used by that module. The module's internal voltage monitor saw the supply exceed its expected operating range, so it flagged the fault and may have disabled certain functions to protect its circuitry.

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

- Illumination of the check engine light or a module-specific warning lamp
- Often no symptoms besides the warning light, especially if the module still powers up on another feed
- Intermittent or complete failure of the affected module's functions, such as lighting, climate control, or body controls
- Electrical accessories on the same power circuit behaving erratically or staying on when they should be off
- Battery drain or a blown fuse if the high voltage condition is caused by a short to power
- Communication loss with the affected module on the network, leading to multiple unrelated warning lights

Common causes, most likely first

- 1 A short to battery positive voltage on the circuit C wiring, often from chafed insulation or a pinched harness
- 2 A faulty voltage regulator in the alternator causing system voltage to run high across the entire electrical system
- 3 A bad ground connection for the module, which raises the reference voltage the module sees on its power input
- 4 Water intrusion or corrosion in a connector on the circuit C power feed, creating a partial short
- 5 An internal fault in the control module itself, where its voltage sensing circuit misreads a normal supply
- 6 A misinstalled or incorrect fuse or relay that backfeeds voltage onto the circuit C feed
- 7 A failing battery or loose battery terminal causing voltage spikes that the module logs as an overvoltage event



How to diagnose and fix it

- 1 Perform a battery and charging system test, checking for overcharging above 15 volts with the engine running
- 2 Inspect the circuit C wiring and connectors for chafing, corrosion, or signs of a short to power, repairing as needed
- 3 Check the module's ground connections for cleanliness and tightness, and measure voltage drop on the ground side
- 4 Measure voltage on the circuit C feed at the module connector with the key on and engine running, comparing to battery voltage
- 5 Disconnect the module and check for backfeeding voltage on circuit C from other circuits or a faulty relay
- 6 If wiring and supply voltage are correct, substitute a known-good module or perform a module reflash per manufacturer guidance
- 7 Clear the code and verify the repair with a test drive and a scan tool recheck of the module's live voltage data

High voltage faults are not always the module

- A failing alternator regulator can push system voltage high enough to set overvoltage codes in several modules at once, so always check charging voltage before condemning a control module.
- A poor ground on the module raises the voltage the module sees on its power input relative to its ground reference, which can set a high-voltage code even when battery voltage is normal.
- Technicians often replace the control module first, but a chafed wire shorting to a nearby power circuit is a more common cause of a high-voltage input code.
- This code can appear after jump-starting a vehicle with the booster cables connected incorrectly, which sends a voltage spike through the module's power feed.
- Some modules set this code intermittently from voltage spikes caused by a loose battery terminal, and the code may never return once the terminal is cleaned and tightened.

Can I keep driving with U350A?

You can usually drive the vehicle to a repair shop, but avoid long trips and keep an eye on the charging system gauge if equipped. If the battery warning light is also on or electrical functions are failing, stop driving and have the charging system checked immediately.

Tools that help

- Digital multimeter
- OBD-II scan tool with live data capability
- Battery load tester
- Wiring diagram for the affected module
- Test light or power probe
- Terminal cleaning tools



Reading U350A

- 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.
- 0A** The exact fault within that area.

Often seen with

P0562 System Voltage Low · **P0563** System Voltage High · **U0100** Lost Communication With ECM/PCM A · **U3509** Control Module Input Power C Circuit Low · **U350B** Control Module Input Power C Circuit Intermittent/Erratic

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/u350a/>

