

GENERIC · CHASSIS

C0010

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

C0010

Left Front Inlet Control

C0010 indicates that the antilock brake system (ABS) control module has detected an electrical fault in the left front inlet control valve circuit, which is part of the hydraulic modulator assembly. The module monitors the valve's coil for open circuits, short circuits, or excessive current draw, and it stores this code when the expected electrical signature falls outside the manufacturer's specified range.

SYSTEM

Chassis

CODE TYPE

Generic (all makes)

SEVERITY

Medium

FIX DIFFICULTY

Professional

AREA

Brakes, steering and suspension

Symptoms you may notice

- The ABS warning light illuminates steadily on the dashboard.
- The traction control system (TCS) warning light may also turn on if the vehicle is equipped with stability control.
- The ABS may be disabled, leading to conventional braking without antilock assistance during hard stops.
- A soft or spongy brake pedal feel can occur if the inlet valve is stuck partially open.
- Often no symptoms besides the warning light, especially if the valve coil is only intermittently faulty.
- In rare cases, the left front wheel may exhibit a slight drag or uneven braking if the valve is mechanically stuck.

Common causes, most likely first

- 1 Damaged or corroded wiring harness between the ABS control module and the left front inlet valve solenoid.
- 2 Open or shorted solenoid coil inside the ABS hydraulic modulator assembly.
- 3 Loose or contaminated electrical connector at the ABS modulator or at the valve body.
- 4 Internal failure of the ABS control module driver circuit for the left front inlet valve.
- 5 Brake fluid contamination or debris causing the inlet valve to stick mechanically, which can indirectly set an electrical code.
- 6 Corrosion or water intrusion into the ABS modulator connector, common in areas with road salt exposure.



How to diagnose and fix it

- 1 Inspect the ABS modulator connector and the left front inlet valve connector for corrosion, loose pins, or water intrusion, and clean or repair as needed.
- 2 Disconnect the battery and use a digital multimeter to measure the resistance of the left front inlet valve solenoid coil at the modulator connector, comparing it to the manufacturer's specification.
- 3 Check the wiring harness for continuity and short circuits between the ABS control module and the left front inlet valve, repairing any damaged wires.
- 4 Clear the code and perform a road test to see if it returns; if it does, proceed to more invasive diagnostics.
- 5 Use a scan tool with bidirectional control to command the left front inlet valve and listen for an audible click, confirming whether the valve is electrically actuated.
- 6 If the coil or valve is faulty, replace the ABS hydraulic modulator assembly or the specific valve body as required by the vehicle design.
- 7 After repair, bleed the brake system thoroughly and verify that the ABS warning light stays off during a complete drive cycle.

Don't replace the ABS module yet

- A common misdiagnosis is to replace the expensive ABS control module when the real fault is a chafed wire near the left front wheel well or a corroded connector pin.
- The left front inlet valve shares a ground circuit with other solenoids in the modulator, so a bad ground can set C0010 along with other valve codes.
- Some vehicles set C0010 when the brake fluid is old and contaminated, causing the inlet valve to stick and draw abnormal current, so a fluid flush can sometimes resolve the code.
- Intermittent C0010 codes often appear after driving over rough roads or in wet conditions, pointing to a wiring issue rather than a failed valve.
- The code can be stored without the ABS light coming on if the fault is intermittent and the module self-clears after a successful drive cycle, so always check for pending codes.

Can I keep driving with C0010?

The vehicle remains safe to drive under normal conditions because conventional braking is unaffected, but the ABS is disabled and will not assist during emergency stops. Avoid hard braking or slippery surfaces until the fault is repaired, and have the system diagnosed promptly to restore full antilock functionality.

Tools that help

- OBD-II scan tool with ABS and bidirectional control capability
- Digital multimeter with resistance and continuity functions
- Vehicle-specific wiring diagram for the ABS circuit
- Socket set and trim removal tools for accessing the ABS modulator
- Brake fluid and bleeding kit for after repair



Reading C0010

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

Often seen with

C0011 Left Front Outlet Control · **C0012** Left Front Hydraulic Release Too Long · **C0014** Right Front Inlet Control · **C0035** Left Front Wheel Speed Sensor Circuit Range/Performance

See it working

Watch the animated explainer [V6 Engine Explained: 60° Bank and Firing Order](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/c0010/>

