

GENERIC · CHASSIS

C0014

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

C0014

Right Front Inlet Control

C0014 indicates that the antilock brake system (ABS) control module has detected a fault in the right front inlet control valve circuit, which is part of the hydraulic modulator assembly. The module monitors the valve's electrical circuit and recognizes an open, short, or excessive current draw that prevents proper valve operation during antilock braking events.

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

Symptoms you may notice

- The ABS warning light is illuminated on the dashboard, often with no other noticeable symptoms.
- The traction control system (TCS) may be disabled, triggering a separate warning light if equipped.
- During hard braking or slippery conditions, the ABS may not activate, leading to wheel lockup and reduced steering control.
- A pulsing or dragging sensation may be felt through the brake pedal if the valve is stuck partially open.
- In some cases, the vehicle may pull to one side during braking if the right front brake is not modulating correctly.

Common causes, most likely first

- A faulty right front inlet valve solenoid inside the ABS hydraulic modulator assembly.
- Damaged or corroded wiring or connector terminals at the right front inlet valve solenoid.
- An open or short circuit in the valve control circuit between the ABS module and the solenoid.
- A failed ABS control module driver for the right front inlet valve channel.
- Contaminated brake fluid or debris causing the valve to stick mechanically.
- A poor ground connection for the ABS modulator assembly.



How to diagnose and fix it

- 1 Verify the code with a scan tool that can read ABS codes and check for any related history codes.
- 2 Inspect the wiring harness and connector at the ABS modulator for damage, corrosion, or loose pins.
- 3 Measure the resistance of the right front inlet valve solenoid with a multimeter and compare to the manufacturer's specification.
- 4 Check for continuity and short-to-ground or short-to-power on the valve control circuit between the module and solenoid.
- 5 If electrical tests pass, perform a functional test of the valve using a scan tool's bidirectional controls to confirm mechanical operation.
- 6 Replace the ABS hydraulic modulator assembly if the valve solenoid is faulty, as the solenoid is typically not serviceable separately.
- 7 After repair, clear the codes and perform a road test to verify the ABS operates correctly and the code does not return.

What the inlet valve code really tells you

- A C0014 code often sets intermittently due to a poor electrical connection at the modulator connector, so always wiggle-test the harness while monitoring live data.
- The inlet valve is normally open when de-energized; a stuck-open valve can cause a pull during braking even when ABS is not active, which is often misdiagnosed as a sticking caliper.
- Some vehicles require reprogramming the ABS module after replacement, and failing to do so can cause the code to reappear immediately.
- Brake fluid contamination from neglected fluid changes can cause valve sticking without any electrical fault, so fluid condition should always be assessed.
- The code does not always mean the modulator is bad; a shorted wire in the harness can mimic a failed solenoid and is a common misdiagnosis trap.

Can I keep driving with C0014?

You can usually drive the vehicle with the ABS light on, but the antilock braking system is disabled, which increases stopping distance on slippery surfaces. Avoid hard braking and wet or icy roads until the fault is repaired, and have the system diagnosed promptly.

Tools that help

- Scan tool with ABS and bidirectional control capability
- Digital multimeter
- Wiring diagram for the ABS circuit
- Socket set and trim removal tools
- Brake fluid tester



Reading C0014

- 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.
- 14** The exact fault within that area.

Often seen with

C0010 Left Front Inlet Control · **C0011** Left Front Outlet Control · **C0012** Left Front Hydraulic Release Too Long
· **C0015** Right Front Outlet Control

See it working

Watch the animated explainer [How a Supercharger Works: Roots Blower in X-Ray](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/c0014/>

