



C001A

Left Rear Hydraulic Release Too Long

C001A indicates that the antilock brake system (ABS) control module has detected that the left rear hydraulic release phase is taking longer than expected during an ABS event. The module monitors the time required to reduce brake pressure at that wheel and sets the code when the release exceeds a calibrated threshold.

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

Symptoms you may notice

- ABS warning light illuminated on the dashboard
- Traction control or stability control warning light may also be on
- Often no symptoms besides the warning light
- During hard braking, the left rear wheel may lock or drag instead of modulating
- Pulsation or unusual noise from the ABS hydraulic unit during activation
- Reduced ABS performance in panic-stop situations

Common causes, most likely first

- 1 Contaminated or degraded brake fluid causing slow hydraulic release
- 2 Sticking or seized left rear brake caliper or wheel cylinder
- 3 Restricted or collapsed left rear brake hose
- 4 Faulty ABS hydraulic control unit (HCU) solenoid or internal valve
- 5 Air trapped in the left rear hydraulic circuit
- 6 Wiring or connector issue at the left rear wheel speed sensor or ABS module
- 7 Low brake fluid level or a leak in the left rear circuit

How to diagnose and fix it

- 1 Check brake fluid level and condition; top up or flush if contaminated
- 2 Inspect the left rear brake caliper, wheel cylinder, and hose for sticking or restriction
- 3 Bleed the left rear brake circuit to remove trapped air
- 4 Test the left rear wheel speed sensor and its wiring for continuity and signal
- 5 Use a scan tool to command the ABS hydraulic unit and observe release timing
- 6 If hydraulic unit is faulty, replace or rebuild the ABS module/HCU as needed
- 7 Clear codes and perform a road test to verify the repair



Why the left rear release time matters

- A sticking caliper or collapsed hose can mimic a faulty ABS module, so always inspect the mechanical brake components first.
- The code can set intermittently due to air in the system after a recent brake service, even if the pedal feels normal.
- Some vehicles require a scan tool to properly bleed the ABS hydraulic unit; manual bleeding may leave air trapped.
- A weak battery or charging system fault can cause erratic ABS module behavior and set false hydraulic codes.
- The left rear release time is also affected by brake fluid viscosity; using the wrong fluid or mixing types can slow release.

Can I keep driving with C001A?

You can drive the vehicle with the warning light on, but ABS may not function correctly, increasing stopping distances in an emergency. Avoid hard braking and have the system inspected promptly.

Tools that help

- OBD-II scan tool with ABS capability
- Brake bleeder kit
- Multimeter
- Jack and jack stands
- Wrench set
- Brake fluid tester

Reading C001A

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.
1A	The exact fault within that area.

Often seen with

C001C Right Rear Inlet Control · **C0035** Left Front Wheel Speed Sensor Circuit Range/Performance · **C0040** Left Rear Wheel Speed Sensor Circuit · **C0050** Right Rear Wheel Speed Sensor Circuit Malfunction



See it working

Watch the animated explainer [How Airbags Work: A 50 km/h Crash in Slow Motion](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/c001a/>

