

GENERIC · CHASSIS

C001C

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

C001C

Right Rear Inlet Control

C001C indicates that the antilock braking system (ABS) control module has detected an electrical fault in the right rear inlet control valve circuit. This valve regulates hydraulic pressure to the right rear brake during ABS operation, and the module monitors its circuit for open, short, or out-of-range conditions.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Chassis	Generic (all makes)	Medium	Intermediate	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
- Reduced or no ABS function during hard braking
- Possible uneven or delayed brake response at the right rear wheel
- In some cases, a soft or spongy brake pedal feel

Common causes, most likely first

- Damaged or corroded wiring harness to the right rear inlet valve
- Failed right rear inlet control valve solenoid inside the ABS hydraulic unit
- Loose or corroded electrical connector at the ABS module or valve body
- Internal short or open in the ABS control module
- Blown fuse or poor ground connection for the ABS system
- Brake fluid contamination or debris obstructing the valve, though less common

How to diagnose and fix it

- Inspect the ABS fuse and relay, and check for power and ground at the ABS module
- Visually inspect the wiring harness and connector at the right rear inlet valve for damage or corrosion
- Disconnect the valve connector and measure resistance across the solenoid; compare to manufacturer specification
- Check for short to ground or short to power on the valve control circuit using a multimeter
- If wiring and solenoid test good, suspect the ABS control module and perform a module diagnostic or replacement
- After repair, clear codes and perform a road test to verify ABS operation and that the code does not return



What Most Techs Miss on C001C

- A corroded connector pin at the ABS module can mimic a failed valve solenoid, so always inspect connectors before condemning the valve.
- The inlet valve is part of the hydraulic unit and is not separately serviceable on many vehicles, meaning a valve fault often requires replacing the entire ABS assembly.
- A weak battery or charging system fault can cause the ABS module to set false valve codes, so check battery voltage and ground integrity first.
- Some scan tools show C001C as a history code even after repair; a full drive cycle with ABS activation is needed to confirm the fix.
- Brake fluid that has never been changed can cause internal valve sticking, leading to intermittent C001C without any electrical fault.

Can I keep driving with C001C?

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

Tools that help

- OBD-II scan tool with ABS capability
- Digital multimeter
- Wire probe set
- Brake fluid tester
- Vehicle service manual or wiring diagram

Reading C001C

- 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.
- 1C** The exact fault within that area.

Often seen with

C001D Right Rear Outlet Control · **C001E** Right Rear Hydraulic Release Too Long · **C0020** ABS Pump Motor Circuit · **C0035** Left Front Wheel Speed Sensor Circuit Range/Performance · **C0040** Left Rear Wheel Speed Sensor Circuit



See it working

Watch the animated explainer [Inline-Four Engine X-Ray: Firing Order 1-3-4-2](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/c001c/>

