

GENERIC · CHASSIS

C0141

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

C0141

Left Front ABS Inlet Solenoid Circuit

C0141 indicates that the anti-lock braking system (ABS) control module has detected an electrical fault in the inlet solenoid circuit for the left front wheel. The module monitors the solenoid's voltage and current and sets this code when the circuit is open, shorted, or out of expected range, preventing the ABS from modulating that wheel's brake pressure.

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

Symptoms you may notice

- The ABS warning light is illuminated on the dashboard.
- The traction control system (TCS) or stability control (ESC) light may also be on, if equipped.
- The ABS may be disabled entirely, though normal braking usually remains functional.
- During hard braking, the left front wheel may lock up while others modulate, causing a pull or instability.
- Often no symptoms besides the warning light, especially in gentle driving.

Common causes, most likely first

- Damaged or corroded wiring or connector at the left front ABS solenoid, often due to road debris or moisture.
- Faulty ABS control module, such as a failed solenoid driver circuit inside the module.
- Open or shorted solenoid coil within the ABS hydraulic unit.
- Poor ground connection for the ABS module or solenoid circuit.
- Blown fuse or relay supplying power to the ABS solenoid circuit.
- Internal corrosion in the ABS hydraulic unit causing solenoid malfunction.

How to diagnose and fix it

- Inspect the ABS fuse and relay, and replace if blown or faulty.
- Check the wiring harness and connector at the left front ABS solenoid for damage, corrosion, or loose pins; clean and repair as needed.
- Measure the resistance of the left front inlet solenoid with a multimeter and compare to manufacturer specifications.
- Test for voltage and ground signals at the solenoid connector while commanding the solenoid with a scan tool.
- If the circuit tests good, suspect the ABS control module and perform a module diagnostic or replacement.
- After repair, clear the code and verify the ABS operates correctly during a test drive.



Common Misdiagnosis Traps for C0141

- A corroded connector at the ABS solenoid is often the real culprit, not a failed ABS module, so inspect connectors before condemning expensive parts.
- The code can be set by a weak battery or charging system issue that causes low voltage to the ABS module, so always check battery health and grounds first.
- Some vehicles require relearning or programming after ABS module replacement, which a generic scan tool cannot perform.
- C0141 may be accompanied by other solenoid codes if the ABS module has internal faults, so address all codes together.
- Road salt and debris can damage the left front solenoid wiring more than other wheels due to its exposure, so inspect that area closely.

Can I keep driving with C0141?

You can usually drive with C0141 because normal braking remains, but the ABS is disabled and the left front wheel may lock during hard braking, increasing stopping distance and reducing steering control. Avoid hard braking or slippery conditions and have the fault repaired promptly.

Tools that help

- OBD-II scan tool with ABS capabilities
- Digital multimeter
- Wire repair kit (splices, heat shrink, electrical tape)
- Contact cleaner and dielectric grease
- Vehicle service manual or wiring diagram

Reading C0141

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

Often seen with

C0035 Left Front Wheel Speed Sensor Circuit Range/Performance · **C0040** Left Rear Wheel Speed Sensor Circuit



See it working

Watch the animated explainer [How ABS Works: Anti-Lock Brakes in X-Ray](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/c0141/>

