

GENERIC · CHASSIS

C0151

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

C0151

Right Front ABS Inlet Solenoid Circuit

C0151 indicates that the antilock braking system (ABS) control module has detected an electrical fault in the circuit for the right front inlet solenoid, which is the valve that opens to allow pressurized brake fluid into that wheel's hydraulic circuit during ABS operation. The module monitors the solenoid's voltage and current and sets this code when the readings fall outside the expected range, pointing to an open, short, or excessive resistance in the wiring or the solenoid itself.

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 illuminates steadily on the dashboard.
- The traction control warning light may also come on because the systems share the same wheel-speed and hydraulic controls.
- The ABS may be disabled, so the wheels can lock during hard braking, especially on slippery surfaces.
- A soft or unusual brake pedal feel may occur if the inlet solenoid is stuck open or closed.
- Often no symptoms besides the warning light, with normal braking performance in everyday driving.

Common causes, most likely first

- Damaged or corroded wiring harness between the ABS control module and the right front inlet solenoid.
- Failed right front inlet solenoid coil inside the ABS hydraulic modulator assembly.
- Loose or corroded electrical connector at the ABS modulator or at the solenoid.
- Internal fault in the ABS control module driver circuit for that solenoid.
- Brake fluid contamination or debris causing the solenoid valve to stick mechanically.
- Poor ground connection for the ABS module or modulator affecting solenoid circuit integrity.



How to diagnose and fix it

- 1 Verify the code with a scan tool and check for any related ABS codes before clearing anything.
- 2 Inspect the wiring harness and connector at the right front ABS solenoid for damage, corrosion, or loose pins.
- 3 Measure the resistance of the right front inlet solenoid with a multimeter and compare it to the manufacturer's specification.
- 4 Check for continuity and short circuits in the harness between the ABS module and the solenoid.
- 5 If the solenoid coil is out of specification, replace the ABS hydraulic modulator assembly or the solenoid as applicable.
- 6 If wiring and solenoid test good, diagnose the ABS control module for an internal driver fault and replace if necessary.
- 7 Clear the code, perform a road test, and confirm the ABS warning light stays off and the system passes a self-test.

What most technicians overlook on C0151

- A sticking inlet solenoid can cause a pull or drag on the right front wheel even when the ABS light is off, so a mechanical check of the valve is worth doing before condemning the module.
- Corrosion inside the connector at the ABS modulator is a frequent cause that looks like a failed solenoid but is fixed by cleaning and repinning the terminals.
- Some vehicles set C0151 when the battery voltage is low during cranking, so always check the charging system and battery condition before chasing the solenoid circuit.
- The ABS module may store C0151 as a history code after a one-time glitch, so a full drive cycle and recheck are needed before replacing expensive parts.
- A failed wheel speed sensor on the same corner can sometimes trigger solenoid circuit codes indirectly, so scan all ABS codes and review freeze-frame data.

Can I keep driving with C0151?

You can usually drive the vehicle with C0151 set because normal braking remains functional, but the ABS is disabled and wheels may lock during hard stops. Avoid driving in wet, icy, or loose-surface conditions where ABS is critical, and have the fault diagnosed promptly.

Tools that help

- OBD-II scan tool with ABS capability
- Digital multimeter
- Wiring diagram for the ABS circuit
- Socket set and trim removal tools
- Brake fluid and bleeding equipment if the modulator is replaced



Reading C0151

- 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.
- 51** 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 · **C0153** Right Front ABS Inlet Solenoid B Circuit Malfunction

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/c0151/>

