

GENERIC · CHASSIS

C0153

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

C0153

Right Front ABS Inlet Solenoid B Circuit Malfunction

C0153 indicates that the anti-lock brake 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 channel during ABS operation. The module monitors the solenoid's circuit for expected voltage or current behavior and sets this code when the signal falls outside the manufacturer's specified range.

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 and may stay on until the fault is repaired.
- The traction control system (TCS) or stability control (ESC) warning light may also illuminate because these systems share the same wheel-speed and hydraulic components.
- The ABS may be disabled entirely, leaving conventional braking without anti-lock assistance during hard stops.
- During low-speed braking or a panic stop, the driver may feel a lack of ABS pulsation or a longer stopping distance on slippery surfaces.
- Often no symptoms besides the warning light, because the base brake system continues to function normally.
- In some vehicles, a chime or message center alert appears each time the ignition is cycled.

Common causes, most likely first

- A damaged, corroded, or disconnected electrical connector at the right front ABS solenoid or at the ABS control module harness.
- An open or shorted wire in the right front inlet solenoid circuit, often caused by chafing, rodent damage, or road debris.
- A failed right front ABS inlet solenoid coil inside the hydraulic control unit, which can open or short internally.
- A faulty ABS control module that is unable to properly drive or monitor the solenoid circuit.
- High resistance in the circuit due to corrosion at a ground point or within a splice in the harness.
- A blown fuse or relay that supplies power to the ABS solenoid circuit, though this usually affects multiple solenoids.
- Low battery voltage or a charging system issue that causes the module to misread solenoid circuit feedback.



How to diagnose and fix it

- 1 Verify the code with a scan tool that can read ABS module codes and check for any related codes in the ABS and body control modules.
- 2 Inspect the right front ABS solenoid connector and the ABS module connector for corrosion, loose pins, or pushed-out terminals, and clean or repair as needed.
- 3 Measure the resistance of the right front inlet solenoid at the ABS module connector and compare it to the manufacturer's specification to determine if the solenoid coil is open or shorted.
- 4 Perform a voltage drop test on the power and ground circuits for the right front inlet solenoid while the circuit is loaded to find excessive resistance.
- 5 Check the wiring harness between the ABS module and the right front solenoid for continuity, shorts to ground, and shorts to voltage, repairing any damaged wires.
- 6 If the circuit and solenoid test good, substitute a known-good ABS module or perform a module reprogramming if the manufacturer has a software update for this fault.
- 7 Clear the codes and perform a road test to verify the repair, ensuring the ABS warning light stays off and the system passes a self-test.

What the inlet solenoid code really tells you

- A C0153 can be set by a momentary voltage spike or low battery condition, so always check the battery and charging system before condemning the ABS module.
- The right front inlet solenoid shares a ground or power circuit with other solenoids on many vehicles, so a fault in a common feed can set multiple solenoid codes and mislead you into replacing the module.
- A sticking or mechanically stuck inlet solenoid can sometimes set this code even when the electrical circuit tests perfectly, because the module may detect abnormal current draw during a self-test.
- After replacing an ABS module or solenoid, some vehicles require a scan-tool bleed procedure or a calibration drive cycle to fully restore ABS operation and keep the light off.
- The code does not always mean the ABS is completely disabled; some systems default to a fail-safe mode that still provides base braking but disables ABS and stability control.

Can I keep driving with C0153?

The vehicle remains safe to drive under normal conditions because conventional braking is unaffected, but you should avoid hard braking or slippery surfaces where ABS would be needed. Have the fault diagnosed promptly, as the ABS and stability control systems are disabled while the warning light is on.



Tools that help

- ABS-capable scan tool
- Digital multimeter
- Wiring diagram for the ABS circuit
- Terminal pick and electrical contact cleaner
- Jack and jack stands or a lift

Reading C0153

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

Often seen with

C0035 Left Front Wheel Speed Sensor Circuit Range/Performance · **C0151** Right Front ABS Inlet Solenoid Circuit · **C0161** ABS/TCS Brake Switch 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/c0153/>

