

GENERIC · CHASSIS

C0168

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

C0168

Right Rear ABS Inlet Solenoid Circuit Malfunction

C0168 means the anti-lock brake (ABS) control module has detected an electrical fault in the circuit that operates the right rear inlet solenoid valve. The module monitors the solenoid's voltage and current when it commands the valve to open or close, and it sets this code when the circuit does not respond as expected.

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, and it often stays on continuously.
- The traction control or stability control warning light may also be on if those systems share the same hydraulic unit.
- The ABS system is disabled, so the wheels can lock during hard braking, especially on wet or loose surfaces.
- A soft or unusually low brake pedal may be felt if the inlet solenoid is stuck open and allows pressure to bleed off.
- In some vehicles, a slight pulsing or dragging sensation from the right rear brake may occur if the solenoid is stuck closed.
- Often no symptoms besides the warning light, because the base brakes still function normally.

Common causes, most likely first

- A damaged or corroded electrical connector at the right rear ABS solenoid, often caused by road salt or moisture intrusion.
- A broken, chafed, or open wire in the harness between the ABS module and the right rear solenoid.
- A short to ground or short to voltage in the solenoid control circuit, sometimes from a pinched wire near the suspension or body seam.
- A failed right rear inlet solenoid coil inside the ABS hydraulic modulator assembly.
- A faulty ABS control module that cannot properly drive or monitor the solenoid circuit.
- High resistance in the circuit from loose terminal tension or corrosion inside the connector.
- Aftermarket electrical accessories or poor previous repairs that disturbed the ABS wiring.



How to diagnose and fix it

- 1 Scan all modules and record freeze-frame data to confirm C0168 is current and not a history code from a past event.
- 2 Visually inspect the right rear ABS solenoid connector and harness for corrosion, damage, or loose pins, and repair as needed.
- 3 Measure the resistance of the right rear inlet solenoid coil with a multimeter and compare it to the manufacturer's specification.
- 4 Check for continuity and short circuits in the wires between the ABS module and the solenoid connector while wiggling the harness.
- 5 If the circuit tests good, substitute a known-good ABS module or perform a bidirectional solenoid activation test to isolate the module.
- 6 Replace the faulty component, clear the codes, and verify the repair with a road test that activates ABS.
- 7 Perform a complete brake system bleed if the hydraulic modulator or solenoid was replaced.

What the code does not always mean

- C0168 does not automatically mean the ABS module is bad; a corroded connector or chafed wire is a far more common cause and costs much less to fix.
- The right rear inlet solenoid is part of the hydraulic modulator, so on many vehicles a failed solenoid requires replacing the entire modulator assembly rather than just the solenoid.
- A weak battery or charging system fault can cause the ABS module to set solenoid codes because low voltage disrupts the module's self-test.
- After a wheel bearing or suspension repair, the ABS harness may have been stretched or pinched, setting this code even though the solenoid itself is fine.
- Some scan tools show C0168 as a history code after a low-voltage event, so clearing it and rechecking after a drive can prevent an unnecessary repair.

Can I keep driving with C0168?

You can usually drive the vehicle with C0168 because normal braking remains, but the ABS is disabled and the wheels may lock during hard stops. Avoid heavy braking on slippery surfaces and have the fault diagnosed promptly, especially if the brake pedal feels abnormal.

Tools that help

- OBD-II scan tool with ABS and bidirectional control capability
- Digital multimeter
- Wiring diagram for the ABS circuit
- Terminal pick and electrical contact cleaner
- Jack and jack stands or a lift



Reading C0168

- 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.
- 68** 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/c0168/>

