

GENERIC · CHASSIS

C0244

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

C0244

PWM Brake Pressure Modulation Circuit

C0244 indicates that the antilock braking system (ABS) control module has detected a fault in the pulse-width-modulated (PWM) brake pressure modulation circuit, which controls the solenoid valves that adjust hydraulic pressure during ABS operation. The module monitors the circuit for abnormal voltage or current and sets this code when the signal does not match expected values.

SYSTEM

Chassis

CODE TYPE

Generic (all makes)

SEVERITY

Medium

FIX DIFFICULTY

Professional

AREA

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
- ABS may be disabled, leading to wheel lockup during hard braking
- Intermittent or reduced ABS performance in slippery conditions
- Possible unusual noises from the ABS hydraulic unit during activation

Common causes, most likely first

- 1 Damaged or corroded wiring or connector at the ABS pump motor or solenoid valve
- 2 Faulty ABS pressure modulation solenoid valve
- 3 Failed ABS control module
- 4 Blown fuse or relay supplying power to the ABS pump
- 5 High resistance or open circuit in the PWM control wire
- 6 Poor ground connection for the ABS system

How to diagnose and fix it

- 1 Inspect the ABS fuse and relay, replacing if blown or faulty
- 2 Check the wiring harness and connectors at the ABS pump and control module for damage or corrosion
- 3 Measure resistance and voltage on the PWM control circuit to verify continuity and signal integrity
- 4 Test the ABS pressure modulation solenoid for proper resistance and operation
- 5 If the solenoid is faulty, replace the ABS hydraulic unit or solenoid as required
- 6 If the control module is defective, replace and reprogram the ABS module
- 7 Clear the code and perform a road test to verify the repair



Before replacing the ABS module

- A weak battery or charging system fault can cause the ABS module to set C0244 due to low voltage during self-test.
- Corroded ground connections on the ABS pump can mimic a failed module, so always check grounds before condemning parts.
- The PWM signal is sensitive to aftermarket electrical accessories or poor wiring repairs, which can introduce interference.
- C0244 can be set by a sticking solenoid valve that only acts up when cold, so intermittent symptoms may not appear during a warm shop inspection.
- Some vehicles require a scan tool to bleed the ABS system after service, and trapped air can trigger pressure modulation codes.

Can I keep driving with C0244?

You can usually drive the vehicle with the ABS light on, but the ABS system may be disabled, increasing stopping distance in emergencies. Avoid hard braking on slippery surfaces and have the fault diagnosed promptly to restore full braking safety.

Tools that help

- OBD-II scan tool with ABS capabilities
- Digital multimeter
- Wiring diagram for the ABS circuit
- Socket set and trim removal tools
- Brake pressure gauge
- Scan tool with bidirectional controls for ABS bleeding

Reading C0244

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

Often seen with

C0035 Left Front Wheel Speed Sensor Circuit Range/Performance · **C0245** Wheel Speed Sensor Frequency Mismatch · **C0246** ABS/TCS Control Module Internal Performance · **C0250** Power Steering Pump Pressure · **C0265** EBCM Relay 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/c0244/>

