

GENERIC · CHASSIS

C0300

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

C0300

ABS Control System Malfunction

C0300 is a generic chassis code indicating that the antilock braking system (ABS) control module has detected a fault within its own internal control system or a related circuit that prevents normal ABS operation. The module sets this code when it cannot verify proper function of its internal logic, power supply, or communication pathways, effectively disabling ABS to avoid unpredictable braking behavior.

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

Symptoms you may notice

- The ABS warning light illuminates steadily on the dashboard, often accompanied by the traction control and stability control lights.
- The brake pedal may feel normal during routine driving, but the ABS will not activate during hard braking or slippery conditions.
- Some vehicles may display a message such as 'ABS fault' or 'Service brake system' in the driver information center.
- Cruise control may become inoperative on vehicles that share wheel speed data with the ABS module.
- Often no symptoms besides the warning light, with braking performance unchanged in dry, gentle driving.
- In rare cases, the speedometer or odometer may behave erratically if the ABS module supplies the vehicle speed signal.

Common causes, most likely first

- A failing ABS control module, often due to internal solder joint cracks or water intrusion into the electronics housing.
- Corroded, loose, or damaged ground connections for the ABS module or its pump motor.
- Low or unstable battery voltage, or a weak charging system, causing the module to log internal voltage faults.
- Damaged wiring or connectors in the ABS harness, particularly at the module connector or where the harness flexes.
- A faulty ABS pump motor or relay that the module monitors as part of its control system self-test.
- Communication bus faults (CAN or other networks) that prevent the ABS module from exchanging data with other control units.
- Aftermarket electrical accessories or improper jump-starting that introduce voltage spikes into the ABS module.



How to diagnose and fix it

- 1 Verify battery voltage and charging system output; a weak battery is a common trigger for phantom ABS module codes.
- 2 Inspect and clean all ABS module ground points and the module connector for corrosion, tightness, and water intrusion.
- 3 Scan all modules for related codes, especially wheel speed sensor and communication codes, to rule out a simple sensor issue before condemning the module.
- 4 Check ABS pump motor relay and fuse, and test the pump motor circuit for power and ground as specified in the service information.
- 5 Perform a wiggle test on the ABS harness while watching live data for the module to see if the fault is intermittent.
- 6 If all external circuits check out, follow the manufacturer's diagnostic flow for internal module faults, which may require module replacement and reprogramming.
- 7 After repair, clear codes and perform a road test that activates ABS to confirm the warning light stays off and the system functions.

What the ABS module self-test is really telling you

- C0300 is often a stored history code that appears after a low-voltage event such as a dead battery or alternator failure, and it may clear permanently once the charging system is repaired.
- A wheel speed sensor fault can sometimes trigger C0300 indirectly if the module's self-test cannot complete, so always check for wheel speed codes before replacing the ABS module.
- Corroded grounds under the hood or near the ABS pump are a frequently overlooked cause, and cleaning them resolves many cases that look like module failure.
- The code does not always mean the ABS module is dead; it can be set by a communication fault on the CAN bus that prevents the module from receiving a needed signal from another controller.
- Replacing the ABS module without programming it to the vehicle will usually result in a no-start or continued warning lights, so module replacement requires proper initialization.

Can I keep driving with C0300?

The vehicle remains safe to drive in normal, gentle conditions because conventional braking is unaffected, but you should avoid hard braking or slippery roads where ABS would be needed. Have the system diagnosed promptly, as the ABS and often traction control are disabled until the fault is repaired.



Tools that help

- OBD-II scan tool with ABS and manufacturer-specific module access
- Digital multimeter for voltage, resistance, and ground drop tests
- Test light or load probe for circuit testing
- Socket set and trim tools for accessing the ABS module and grounds
- Manufacturer service information for wiring diagrams and diagnostic flow charts

Reading C0300

C	Chassis: brakes, steering and suspension.
0	Generic (SAE) code: it means the same thing on every OBD-II vehicle.
3	Brakes, steering and suspension.
00	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 · **C0110** ABS Pump Motor Circuit Malfunction · **P0562** System Voltage Low · **U0121** Lost Communication With Anti-Lock Brake System (ABS) Control

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/c0300/>

