

GENERIC · CHASSIS

C0595

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

C0595

Brake Booster Internal Power Driver Range/Performance

C0595 indicates that the brake booster control module has detected an internal fault in its power driver circuit, which is the solid-state switch that supplies current to the booster's electric motor or solenoid. The module monitors the driver's output for expected voltage and current ranges, and when the signal falls outside those limits or behaves erratically, it stores this code and typically disables the booster assist.

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

Symptoms you may notice

- Illumination of the brake system warning light, often accompanied by a chime and a message such as 'Brake Assist Malfunction'
- A noticeably harder brake pedal with increased stopping effort, especially during the first few presses after startup
- Reduced or absent brake assist, making the vehicle feel as though the engine has stalled while braking
- In some vehicles, a stored code with no driver-perceptible change in brake feel, particularly if the fault is intermittent
- Possible activation of the stability control or hill-start assist warning lights because those systems rely on brake pressure
- Intermittent assist loss that correlates with temperature extremes or vibration, clearing after a restart

Common causes, most likely first

- 1 Internal failure of the power driver integrated circuit inside the brake booster control module, often due to thermal fatigue or solder cracking
- 2 Corroded or loose ground connection at the booster module or chassis, causing the driver to see abnormal current feedback
- 3 Damaged or chafed wiring between the booster module and the electric brake booster motor or solenoid, leading to a short or open circuit
- 4 A failing electric brake booster motor or solenoid that draws excessive current and stresses the power driver
- 5 Water intrusion into the booster module connector or housing, causing corrosion and intermittent driver faults
- 6 Low system voltage or a weak battery that causes the module to misreport driver performance during cranking
- 7 Software calibration issues in the booster control module that falsely trigger the range/performance monitor



How to diagnose and fix it

- 1 Verify battery state of charge and perform a voltage drop test on the booster module's power and ground circuits before condemning any parts
- 2 Inspect the booster module connector and wiring harness for corrosion, chafing, or loose pins, and repair as needed
- 3 Check the electric brake booster motor or solenoid for abnormal resistance or current draw using a bidirectional scan tool and a current clamp
- 4 Clear the code and perform a road test with live data to see whether the driver command and feedback signals track correctly under braking
- 5 If the fault returns and wiring and motor tests pass, replace the brake booster control module and perform any required programming or calibration
- 6 After repair, clear all codes and verify that the brake assist system completes its self-test and that no warning lights remain

Before you replace the brake booster module

- A weak or failing battery is a common cause of this code because the power driver monitor can misinterpret low supply voltage during engine cranking as a driver performance fault.
- Corroded ground studs on the chassis near the booster module are frequently overlooked and can mimic an internal module failure, so always perform a loaded voltage drop test on the ground circuit.
- The code can set intermittently from water intrusion after a car wash or heavy rain, and the module may test perfectly once dried out, so inspect for moisture trails before replacing anything.
- Some vehicles require a relearn or calibration procedure after module replacement, and skipping it will cause the code to reset immediately even with a new module.
- A seized or dragging brake caliper can overload the booster motor during apply, causing the power driver to log a range/performance fault that disappears once the brake mechanical fault is corrected.

Can I keep driving with C0595?

Because this fault can disable brake assist and increase stopping distance, you should avoid driving the vehicle until it is diagnosed, especially at highway speeds or in traffic. If you must move the car a short distance, brake firmly and early, and do not tow a trailer or carry a heavy load.

Tools that help

- Bidirectional scan tool with live data and module programming capability
- Digital multimeter with min/max recording and voltage drop capability
- Current clamp for measuring booster motor current draw
- Factory service information for wiring diagrams and calibration procedures
- Basic hand tools for connector and ground access



Reading C0595

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

Often seen with

C0040 Left Rear Wheel Speed Sensor Circuit · **C0051** Front Left ABS Solenoid 1 Circuit Malfunction · **C0596** Brake Booster Motor A Current Sensor Circuit Range/Performan · **C0597** Brake System Control Module A Performance · **U0121** Lost Communication With Anti-Lock Brake System (ABS) Control

See it working

Watch the animated explainer [Turbocharger Trainer: Boost, Wastegate and Intercooler](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/c0595/>

