

GENERIC · CHASSIS

C059E

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

C059E

Brake Pressure Sensor E Missing Calibration

C059E indicates that the electronic brake control module has detected a missing calibration for the brake pressure sensor labeled E, meaning the sensor's zero point or scaling has not been learned or has been lost. The module cannot trust that sensor's readings for functions such as stability control or hill assist until calibration is successfully performed.

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

Symptoms you may notice

- Illumination of the anti-lock brake system (ABS) warning light, often accompanied by the traction control and stability control lights.
- A message on the driver information display stating that a brake system feature is unavailable or that service is required.
- Reduced or disabled hill-start assist, automatic brake hold, or other pressure-dependent brake features.
- A soft or inconsistent brake pedal feel in some cases, though often the pedal feels normal.
- Often no symptoms besides the warning light, with normal base braking performance retained.

Common causes, most likely first

- 1 Calibration procedure was never completed after replacement of the brake pressure sensor or the ABS control module.
- 2 Loss of learned calibration data in the control module due to a low-voltage event, battery disconnection, or module reprogramming.
- 3 Faulty brake pressure sensor E providing an out-of-range signal that prevents the module from accepting a calibration.
- 4 Damaged or corroded wiring and connector terminals at the sensor or control module, causing an intermittent signal during the calibration routine.
- 5 Air trapped in the hydraulic system or low brake fluid level affecting pressure readings during calibration.
- 6 Internal fault in the ABS control module preventing it from storing or applying the calibration.
- 7 Aftermarket or incorrect sensor installed that does not meet the calibration specification for the system.



How to diagnose and fix it

- 1 Verify battery voltage and charge the battery if needed, because calibration routines often abort on low voltage.
- 2 Check for other stored codes in the ABS module and address any sensor circuit or voltage codes before attempting calibration.
- 3 Inspect the brake pressure sensor E connector and wiring for corrosion, looseness, or damage, and repair as necessary.
- 4 Confirm brake fluid level is correct and bleed the hydraulic system if air is suspected.
- 5 Use a scan tool with bidirectional controls to command the brake pressure sensor calibration or zero-point learning procedure.
- 6 If calibration fails, compare live pressure sensor data against a known-good reference or mechanical gauge to identify a faulty sensor.
- 7 Replace the brake pressure sensor or ABS control module only after electrical and hydraulic checks pass, then repeat the calibration.

Why calibration fails and what to check first

- A battery that drops below a threshold during the calibration routine is one of the most common reasons the procedure aborts, so always support the battery with a charger.
- The code does not automatically mean the sensor is bad; a missing calibration often follows a module replacement or a software update that cleared learned values.
- Aftermarket sensors sometimes produce a signal that falls outside the narrow window the module expects, causing calibration to fail even though the sensor appears to function.
- Air in the hydraulic circuit can skew pressure readings enough that the module rejects the calibration, so bleed the system before condemning parts.
- Some vehicles require the calibration to be performed with the vehicle level and at a specific temperature, and skipping these conditions leads to repeat failures.

Can I keep driving with C059E?

The vehicle remains safe to drive with normal base braking in most cases, but avoid relying on stability control, hill assist, or other pressure-dependent features until the fault is repaired. Have the calibration performed promptly, and do not tow or drive aggressively if the brake pedal feel has changed.

Tools that help

- Scan tool with bidirectional controls and brake pressure sensor calibration capability
- Digital multimeter for circuit and voltage checks
- Battery charger or power supply to maintain voltage during calibration
- Brake pressure gauge for verifying sensor readings
- Basic hand tools for connector and sensor access



Reading C059E

- 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.
- 9E** The exact fault within that area.

Often seen with

C0040 Left Rear Wheel Speed Sensor Circuit · **C0051** Front Left ABS Solenoid 1 Circuit Malfunction · **C059D** Brake Pressure Sensor D Missing Calibration · **C059F** Brake Pressure Sensor E Circuit 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/c059e/>

