

GENERIC · CHASSIS

C060D

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

C060D

Left Park Brake Actuator Control Circuit High

C060D means the electronic parking brake control module has detected an abnormally high voltage on the control circuit for the left-side park brake actuator, which is the electric motor that applies and releases the parking brake on that wheel. The module commands the actuator to apply or release and then monitors the circuit; a high-voltage reading tells it the circuit is open, shorted to power, or the actuator is not drawing the current it should.

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

Symptoms you may notice

- The red brake or parking brake warning light stays on, often flashing, and may be accompanied by a chime.
- The electronic parking brake may fail to apply or release on the left side, leaving the vehicle either unable to hold on a hill or dragging a brake.
- A message such as 'Parking Brake Fault' or 'Service Parking Brake' appears in the instrument cluster display.
- The parking brake button may feel unresponsive or require several presses before anything happens.
- Often no symptoms besides the warning light, especially if the fault is intermittent and the brake still applies normally.
- In some vehicles the automatic hold or hill-start assist feature is disabled while the code is active.

Common causes, most likely first

- A damaged, corroded, or disconnected electrical connector at the left park brake actuator, often from road debris or water intrusion.
- A broken or chafed wire in the left actuator control circuit, typically where the harness flexes near the caliper or suspension.
- A failed left park brake actuator motor with an open internal winding, which reads as high voltage on the control circuit.
- Corrosion or water ingress inside the actuator housing or its connector, common on vehicles driven in salted-road regions.
- A faulty electronic parking brake control module that is misreading the circuit or has an internal driver fault.
- High resistance in a ground connection shared by the parking brake system, which skews the voltage the module sees.
- Aftermarket or incorrect electrical repairs in the rear brake area that left the circuit open or poorly spliced.



How to diagnose and fix it

- 1 Scan all modules and record freeze-frame data for C060D, then clear the code and operate the parking brake to see whether it returns immediately or only under certain conditions.
- 2 Visually inspect the left park brake actuator connector and harness for corrosion, pushed-back pins, chafing, or water intrusion, and repair any damaged terminals.
- 3 Measure resistance across the left actuator motor terminals and compare it with the right side or with the manufacturer's specification to check for an open winding.
- 4 Back-probe the control circuit at the actuator and at the control module while commanding apply and release, looking for a voltage that stays high when it should drop or pulse.
- 5 Check the ground circuit for the actuator and the control module with a voltage-drop test under load rather than a simple continuity check.
- 6 If the wiring and actuator test good, substitute a known-good actuator or module only after confirming powers, grounds, and communication are intact.
- 7 After repair, clear codes, perform any required parking brake calibration or relearn procedure, and verify apply and release on both sides.

What a high-voltage park brake code really means

- A high-voltage code on an actuator circuit usually indicates an open circuit or a failed motor rather than a short to power, so technicians who only look for shorts often miss a broken wire or an open winding.
- The left and right park brake actuators are separate circuits, so a code for the left side does not condemn the right actuator even though the module and switch are shared.
- Water intrusion into the actuator connector is a frequent cause that looks like a failed motor until the connector is opened and inspected for green corrosion.
- Some vehicles set this code after a battery replacement or low-voltage event because the module loses its learned actuator positions, and a calibration may clear it without any parts.
- A binding or seized rear caliper can make the actuator draw abnormal current and set a circuit code, so always check that the brake mechanism moves freely before replacing electrical parts.

Can I keep driving with C060D?

You can usually drive the vehicle, but the parking brake may not hold on the left side, so avoid parking on hills and use wheel chocks if the brake will not apply. If the brake drags or the warning light flashes continuously, have it inspected promptly because a dragging brake can overheat and damage components.



Tools that help

- OBD-II scan tool with bidirectional control and parking brake calibration capability
- Digital multimeter with back-probe pins
- Vehicle-specific wiring diagram for the electronic parking brake circuit
- Basic hand tools and trim removal tools for accessing the actuator
- Brake caliper piston retractor tool if the actuator must be removed

Reading C060D

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

Often seen with

C060C Left Park Brake Actuator Control Circuit Low · **C060E** Left Park Brake Actuator Performance/Stuck Off · **C0610** Vehicle Communication Bus E (Chassis Bus) · **C0611** Right Park Brake Actuator Control Circuit Low · **C0612** Right Park Brake Actuator Control Circuit High

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/c060d/>

