



C060E

Left Park Brake Actuator Performance/Stuck Off

C060E indicates that the electronic parking brake control module has detected a performance fault with the left park brake actuator, specifically that the actuator is stuck in the off (released) position or is not achieving the commanded engagement. The module monitors actuator current, position feedback, and motor response, and it sets this code when the left actuator fails to move or hold as expected during a self-test or apply command.

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

Symptoms you may notice

- The parking brake warning light or brake system warning lamp illuminates on the dashboard.
- The left rear parking brake may not engage when the switch is applied, leaving that wheel unbraked.
- A message such as 'Parking Brake Fault' or 'Service Parking Brake' appears in the driver information center.
- The electronic parking brake may make unusual noises, such as clicking or grinding, from the left rear area.
- The vehicle may roll slightly or feel less secure when parked on an incline if the left brake does not hold.
- Often no symptoms besides the warning light, especially if the right actuator still holds the vehicle.

Common causes, most likely first

- 1 A seized or sticking left rear parking brake caliper or actuator mechanism, often due to corrosion or lack of use.
- 2 A faulty left parking brake actuator motor, such as a worn brush or open winding, preventing movement.
- 3 Damaged or corroded wiring and connectors at the left actuator, causing an open or high-resistance circuit.
- 4 A failed parking brake control module that cannot command or monitor the left actuator correctly.
- 5 A mechanical binding in the left rear brake caliper piston or slide pins that overloads the actuator.
- 6 A low or weak vehicle battery causing the actuator to stall during apply, though this usually affects both sides.
- 7 A software or calibration issue in the parking brake module that misinterprets actuator feedback.



How to diagnose and fix it

- 1 Verify the battery state of charge and perform a full scan of all modules to confirm C060E is current and not history.
- 2 Inspect the left rear parking brake actuator connector and wiring for corrosion, chafing, or loose pins, and repair as needed.
- 3 Command the left parking brake actuator with a scan tool and observe current and position feedback to see whether it moves at all.
- 4 Remove the left rear wheel and inspect the caliper, actuator, and parking brake mechanism for binding or corrosion, cleaning or replacing parts as required.
- 5 Measure resistance and supply voltage at the left actuator motor and compare with the right side to isolate a motor or wiring fault.
- 6 If the actuator is faulty, replace the left parking brake actuator or caliper assembly as a unit, then perform the required calibration or initialization with a scan tool.
- 7 Clear the code and road-test, applying and releasing the parking brake several times to confirm the repair and that the code does not return.

What a stuck-off actuator really means

- A stuck-off actuator often results from infrequent use of the parking brake, which allows the caliper mechanism to corrode and seize in the released position.
- The code can be set by a mechanical bind in the caliper rather than an electrical failure, so replacing the actuator without checking caliper movement can lead to a repeat failure.
- Some vehicles set C060E when the battery voltage drops during an apply command, so always check the battery and charging system before condemning the actuator.
- A misadjusted or damaged parking brake switch or module can command the left actuator incorrectly, mimicking an actuator fault.
- After replacing the actuator, many systems require a calibration or 'learn' procedure with a scan tool; skipping it can leave the code stored or cause poor parking brake performance.

Can I keep driving with C060E?

You can usually drive the vehicle, but avoid parking on steep inclines and do not rely on the parking brake to hold the car until the fault is repaired. If the warning light is accompanied by a red brake warning or poor braking performance, have the vehicle inspected promptly.



Tools that help

- OBD-II scan tool with bidirectional control and parking brake calibration capability
- Digital multimeter for circuit and motor resistance checks
- Socket and wrench set for wheel and caliper removal
- Brake caliper piston retractor tool
- Wire brush and electrical contact cleaner for connector service

Reading C060E

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.

0E The exact fault within that area.

Often seen with

C060D Left Park Brake Actuator Control Circuit High · **C060F** Left Park Brake Actuator Stuck On · **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/c060e/>

