

GENERIC · CHASSIS

C0610

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

C0610

Vehicle Communication Bus E (Chassis Bus)

C0610 indicates that the vehicle's chassis communication bus, typically a Controller Area Network (CAN) or similar high-speed network dedicated to chassis systems, has failed or is unreliable. The computer detected a loss of communication or excessive errors on this bus, which links modules such as the anti-lock brake system, stability control, and steering angle sensor. This code is set when one or more modules cannot exchange data reliably over the chassis bus.

SYSTEM

Chassis

CODE TYPE

Generic (all makes)

SEVERITY

Medium

FIX DIFFICULTY

Professional

AREA

Brakes, steering and suspension

Symptoms you may notice

- Illumination of the anti-lock brake system (ABS) warning light, traction control light, or stability control light
- Multiple warning lights on the dashboard, often including brake and steering indicators
- Intermittent or complete loss of power steering assist, especially at low speeds
- Erratic operation of stability control or traction control systems, such as unexpected braking or power reduction
- Often no symptoms besides the warning light, with the vehicle driving normally
- Non-functioning speedometer or other dashboard gauges if the bus carries shared sensor data

Common causes, most likely first

- 1 Damaged or corroded wiring in the chassis bus harness, particularly at connectors or where the harness flexes
- 2 Failed or intermittent connection at a module on the chassis bus, such as the ABS control module or steering angle sensor
- 3 Water intrusion into a connector or module, causing corrosion and signal degradation
- 4 A faulty module that is shorting or disrupting the bus, often the ABS module or a related control unit
- 5 Loose or damaged ground connection for a module on the chassis bus, leading to communication errors
- 6 Aftermarket accessories improperly tapped into the bus wiring, introducing noise or faults
- 7 Internal failure of a control module's communication transceiver, causing it to drop off the bus



How to diagnose and fix it

- 1 Inspect the chassis bus wiring and connectors for visible damage, corrosion, or loose pins, starting at the ABS module and steering angle sensor
- 2 Check for technical service bulletins (TSBs) or manufacturer communications related to the chassis bus for your specific vehicle
- 3 Use a scan tool to read all modules and record which modules are not communicating, then perform a network integrity test if available
- 4 Measure resistance on the bus lines (CAN High and CAN Low) to check for proper termination and shorts to ground or power
- 5 Disconnect modules one at a time to see if the bus communication restores, isolating a faulty module that is pulling down the bus
- 6 Repair or replace damaged wiring, connectors, or terminals as needed, and apply dielectric grease to prevent future corrosion
- 7 If a module is found to be faulty, replace or reprogram it according to the manufacturer's procedures, then clear codes and verify communication

Chassis Bus Faults Often Misdiagnosed

- A common mistake is to replace the ABS module immediately, but the fault often lies in a corroded connector or a chafed wire that costs far less to fix.
- The chassis bus may share data with the powertrain bus through a gateway module, so a fault in the gateway can set C0610 even when the chassis wiring is intact.
- Intermittent bus faults that do not set the code every drive cycle can be caused by a module that only drops off when hot or when subjected to vibration, making them hard to reproduce.
- Aftermarket alarms, remote starters, or dash cameras tapped into the bus wiring are frequent culprits for communication errors that set this code.
- A weak or failing battery or charging system can cause modules to behave erratically and set communication codes like C0610 without any actual bus wiring fault.

Can I keep driving with C0610?

If the vehicle drives normally with only a warning light, you can drive it to a repair shop, but avoid relying on stability control or ABS in an emergency. If you experience loss of power steering or erratic braking, stop driving and have the vehicle towed to prevent an accident.



Tools that help

- OBD-II scan tool with enhanced manufacturer-specific software
- Digital multimeter (DMM) for voltage and resistance checks
- Oscilloscope for analyzing bus signal integrity
- Wiring diagram and connector pinout for the chassis bus
- Breakout box or terminal test kit for probing connectors without damage

Reading C0610

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

Often seen with

C0050 Right Rear Wheel Speed Sensor Circuit Malfunction · **U0100** Lost Communication With ECM/PCM A · **U0121** Lost Communication With Anti-Lock Brake System (ABS) Control · **U0126** Lost Communication With Steering Angle Sensor Module · **U0140** Lost Communication With Instrument Panel Cluster

See it working

Watch the animated explainer [How a MAF Sensor Works: Hot-Wire Airflow Explained](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/c0610/>

