

GENERIC · CHASSIS

C0613

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

C0613

Right Park Brake Actuator Performance/Stuck Off

The C0613 code indicates that the right park brake actuator, which is the electric motor that applies the parking brake on the right side, has failed a performance test or is stuck in the off position. The control module commanded the actuator to apply or release and detected that the actuator did not respond as expected, either because it did not move, moved too slowly, or the current draw was outside the normal range.

SYSTEM

Chassis

CODE TYPE

Generic (all makes)

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Brakes, steering and suspension

Symptoms you may notice

- The parking brake warning light or brake system warning light is illuminated on the dashboard.
- The right rear parking brake may not apply when the parking brake switch is activated, leaving that wheel unbraked.
- A message such as 'Parking Brake Fault' or 'Service Parking Brake' may appear on the driver information display.
- The parking brake may not release on the right side, causing the wheel to drag or the vehicle to feel held back.
- Often no symptoms besides the warning light, especially if the fault is intermittent or only affects one side.
- The electronic parking brake may make unusual noises, such as clicking or grinding, when operated.

Common causes, most likely first

- 1 A faulty right park brake actuator motor, such as a worn brush, seized bearing, or internal electrical failure.
- 2 Corroded, damaged, or disconnected wiring or connector at the right park brake actuator.
- 3 A stuck or binding parking brake mechanism on the right side, including a seized caliper lever or corroded cable.
- 4 A failed park brake control module or a software fault in the module that commands the actuator.
- 5 Low system voltage or a weak battery causing the actuator to not receive enough power to operate correctly.
- 6 A blown fuse or relay that supplies power to the right park brake actuator circuit.



How to diagnose and fix it

- 1 Verify the battery voltage and charge or replace the battery if it is low, as electronic parking brakes are sensitive to voltage drops.
- 2 Inspect the wiring harness and connector at the right park brake actuator for corrosion, damage, or loose pins, and repair as needed.
- 3 Check the parking brake fuse and relay, and replace any that are blown or faulty.
- 4 Command the right park brake actuator with a scan tool to see if it operates and monitor live data for current draw and position.
- 5 Perform a resistance and voltage drop test on the actuator circuit to rule out wiring faults before replacing the actuator.
- 6 If the actuator is faulty, replace it and perform the required calibration or initialization procedure with a scan tool.
- 7 If the actuator and wiring are good, diagnose the park brake control module and check for software updates or replacement.

Common traps when diagnosing C0613

- A seized parking brake caliper lever or corroded cable on the right side can mimic an actuator failure, so always verify the mechanical components move freely before replacing the actuator.
- The code can be set by a momentary voltage drop during engine cranking, so check for a weak battery or poor ground connections even if the actuator tests good.
- Some vehicles require a scan tool to retract the parking brake before service, and manually forcing the actuator can damage it and set this code.
- The right park brake actuator shares power and ground circuits with other systems on some vehicles, so a fault in a shared circuit can set C0613 along with other codes.
- After replacing the actuator, a calibration or 'learn' procedure is often necessary; skipping it can cause the new actuator to set the same code.

Can I keep driving with C0613?

If the parking brake warning light is on and the right rear wheel does not drag, you can usually drive to a repair shop, but avoid relying on the parking brake and use wheel chocks when parked. If the brake drags or the vehicle feels held back, stop driving and have it towed to prevent overheating and damage.

Tools that help

- OBD-II scan tool with bidirectional control and live data capability
- Digital multimeter
- Socket and wrench set
- Brake caliper piston retractor tool
- Jack and jack stands



Reading C0613

- 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.
- 13** The exact fault within that area.

Often seen with

C0611 Right Park Brake Actuator Control Circuit Low · **C0612** Right Park Brake Actuator Control Circuit High · **C0614** Right Park Brake Actuator Stuck On · **C0615** ESC Calibration Required · **C0616** Park Brake Control Module Control Circuit Performance

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/c0613/>

