

GENERIC · CHASSIS

C062C

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

C062C

Brake Booster Motor B Performance

C062C indicates that the brake control module has detected a performance fault in the electric brake booster motor circuit, meaning the motor is not achieving the expected response or current draw during self-test or commanded actuation. The module compares commanded motor operation against feedback from the motor or pressure sensor and sets this code when the actual result falls outside the calibrated window.

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

Symptoms you may notice

- Illumination of the red brake warning light, the yellow ABS (Anti-lock Braking System) light, or both on the dashboard
- A noticeably firmer or harder-to-press brake pedal, especially during the first few applications after start-up
- Reduced or inconsistent power assist, requiring noticeably more pedal effort to stop the vehicle
- A grinding, whining, or cycling noise from the brake booster area when the brake pedal is pressed
- The brake pedal may feel normal during some drives and abnormally stiff during others, depending on when the self-test fails
- Often no symptoms besides the warning light, with normal pedal feel and braking performance in everyday driving

Common causes, most likely first

- 1 A failing electric brake booster motor, such as worn brushes, a seized bearing, or an open internal winding
- 2 Damaged, corroded, or chafed wiring in the booster motor circuit, including the power feed, ground, and control wires
- 3 A poor ground connection at the booster motor or chassis grounding point, causing high resistance under load
- 4 A faulty brake booster motor relay or fuse that intermittently drops power to the motor
- 5 A failing brake pedal travel sensor or booster position sensor that misreports motor position to the control module
- 6 Low system voltage or a weak battery that prevents the booster motor from reaching commanded speed during self-test
- 7 An internal fault in the brake control module, such as a driver circuit that cannot supply the commanded current to the motor



How to diagnose and fix it

- 1 Verify battery state of charge and perform a charging system test, since low voltage can cause a false performance fault in the booster motor circuit
- 2 Inspect the booster motor fuse, relay, and all related wiring and connectors for corrosion, looseness, or chafing, and repair any damage found
- 3 Use a scan tool to command the brake booster motor on and observe live data for commanded versus actual motor current and position feedback
- 4 Measure resistance and voltage drop across the motor power and ground circuits under load to identify excessive resistance in the wiring or ground path
- 5 Test the brake booster motor directly with a known-good power source to confirm whether the motor itself responds correctly
- 6 Check the brake pedal travel sensor and booster position sensor signals for rationality and compare them against the service information specifications
- 7 If all external circuits and components test good, follow the manufacturer's diagnostic flow for the brake control module, which may require module replacement or programming

What the booster motor self-test reveals

- The brake control module often runs a booster motor self-test shortly after start-up, so a fault that only appears cold or after sitting overnight can point to a motor with worn brushes rather than a wiring problem
- A weak or aging battery is a commonly missed cause because the booster motor draws high current briefly, and a voltage sag during that moment can set a performance code without any other symptom
- Technicians sometimes replace the booster motor when the real fault is a corroded ground strap or a failing relay that only breaks down under the high current demand of the motor
- This code does not always mean the motor is failing; a misadjusted or dirty brake pedal travel sensor can cause the module to command the motor incorrectly and log a performance fault
- After replacing the booster motor or control module, some vehicles require a calibration or learn procedure for the brake pedal position sensor, and skipping it can cause the code to return immediately

Can I keep driving with C062C?

Because this fault can reduce or eliminate power brake assist without warning, avoid driving the vehicle until the cause is diagnosed and repaired. If you must move it a short distance, do so at low speed with greatly increased pedal effort and be prepared for a hard brake pedal.



Tools that help

- Professional-grade scan tool with bidirectional control and live data for the brake control module
- Digital multimeter with min/max recording and voltage drop capability
- Fused jumper leads for direct motor testing
- Factory service information for wiring diagrams and diagnostic flow charts
- Battery tester and charging system analyzer

Reading C062C

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.

2C The exact fault within that area.

Often seen with

C0051 Front Left ABS Solenoid 1 Circuit Malfunction · **C062B** Variable Effort Steering Module Temperature Too Low · **C062D** ABS Valves Range/Performance · **C0630** Active Air Dam Stuck · **U0121** Lost Communication With Anti-Lock Brake System (ABS) Control

See it working

Watch the animated explainer [Turbocharger Trainer: Boost, Wastegate and Intercooler](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/c062c/>

