

GENERIC · CHASSIS

**C0630**

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

**C0630**

## Active Air Dam Stuck

The active air dam is a movable panel under the front bumper that extends at highway speed to improve aerodynamics and retracts at low speed for ground clearance. Code C0630 is set when the body control module commands the air dam to move but the position feedback signal does not change within the expected time or range, so the module flags the actuator as stuck.

SYSTEM

**Chassis**

CODE TYPE

**Generic (all makes)**

SEVERITY

**Low**

FIX DIFFICULTY

**Intermediate**

AREA

**Brakes, steering and suspension**

### Symptoms you may notice

- The air dam may remain fully extended or fully retracted at all times, regardless of vehicle speed.
- A warning light or message on the dashboard indicating an active air dam fault.
- Often no symptoms besides the warning light, with the vehicle driving normally.
- Reduced fuel economy at highway speeds if the dam stays retracted when it should extend.
- Possible scraping or contact with parking blocks and steep driveways if the dam stays extended at low speed.
- A faint motor hum or clicking from the front bumper area when the module attempts to move the dam.

### Common causes, most likely first

- 1 Debris, ice, or snow jammed in the air dam tracks or linkage, preventing movement.
- 2 A failed air dam actuator motor or its internal position sensor.
- 3 Damaged or disconnected wiring harness or connector at the actuator, often from road debris or moisture intrusion.
- 4 A bent or broken linkage arm or dam panel from impact with a curb or road hazard.
- 5 Corrosion or water intrusion inside the actuator connector or module connector.
- 6 A body control module that has lost calibration or has an internal fault in the air dam output circuit.
- 7 Aftermarket or incorrect replacement components that do not match the original actuator travel range.



## How to diagnose and fix it

- 1 Inspect the air dam panel, linkage, and tracks for physical obstructions, ice, or debris and clear anything that restricts movement.
- 2 Check the actuator connector and wiring for corrosion, chafing, or loose pins, and repair any damaged sections.
- 3 Command the air dam through a scan tool bidirectional test to confirm whether the actuator responds and whether position feedback changes.
- 4 Measure voltage and ground at the actuator connector while commanding movement to rule out a power or ground fault.
- 5 If the actuator does not move with good power and ground, remove it and check for a mechanically seized linkage before replacement.
- 6 Replace the actuator or linkage only after electrical and mechanical checks confirm the component is at fault, then clear the code and verify operation through a full extend and retract cycle.
- 7 If the fault returns with a known-good actuator and wiring, check for body control module software updates or internal circuit faults.

## Why the air dam code is often misdiagnosed

- A stuck air dam is frequently caused by winter road spray freezing the linkage, so the code may clear on its own after the vehicle thaws in a heated shop.
- Technicians sometimes replace the actuator when the real problem is a bent linkage arm that binds only at one end of travel, which a simple power test will not reveal.
- The body control module may set C0630 when the air dam is physically unplugged or the connector is loose, so always check connection integrity before condemning the motor.
- Some vehicles use the same position sensor circuit for both the active air dam and the active grille shutter, so a shutter fault can sometimes trigger related codes if the shared wiring is damaged.
- The code does not always mean the actuator has failed; a low battery or voltage drop during a command cycle can cause a false stuck detection that clears after a battery recharge.

## Can I keep driving with C0630?

It is safe to keep driving with this code because the air dam is an aerodynamic aid and does not affect braking, steering, or engine operation. Avoid high-speed driving if the dam is stuck extended and may contact the ground, and clear ice or debris before driving in freezing conditions.



## Tools that help

- OBD-II scan tool with bidirectional control and live data
- Digital multimeter
- Trim removal tools
- Jack and jack stands or ramps
- Flashlight and inspection mirror

## Reading C0630

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

## Often seen with

**C0631** Front Axle Disconnect Actuator · **C0632** Front Axle Disconnect Control Circuit · **C0633** Front Half Shaft Speed Sensor · **P059F** Active Grille Air Shutter A Performance/Stuck Off · **P05A0** Active Grille Air Shutter A Stuck On

## See it working

Watch the animated explainer [Excavator Simulator: Hydraulics You Can Operate](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/c0630/>

