

GENERIC · CHASSIS

C063E

OBD-II TROUBLE CODE

C063E

Brake Pressure Sensor J Circuit High

C063E indicates that the antilock braking system (ABS) control module has detected an abnormally high voltage on the signal circuit of brake pressure sensor J, which is one of the hydraulic pressure sensors used to monitor braking force. The module expects the sensor's output to stay within a specific voltage range, and a reading above that range triggers this code because the circuit is either shorted to voltage or the sensor is not pulling the signal down as designed.

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

Symptoms you may notice

- The ABS warning light and often the traction control light illuminate steadily on the dashboard. The stability control system may be disabled, and the vehicle could feel less secure in low-traction situations.
- A generic scan tool may show an implausible or fixed high voltage reading from the brake pressure sensor J circuit.
- The brake pedal may feel normal, but some drivers notice a slightly firmer or less responsive pedal during hard stops.
- Often no symptoms besides the warning light, especially if the fault is intermittent or only sets under specific conditions.
- In some vehicles, the electronic parking brake or hill-start assist may stop functioning as a precaution.

Common causes, most likely first

- A short to voltage on the signal wire between brake pressure sensor J and the ABS control module.
- A faulty brake pressure sensor J that internally shorts its signal output to a higher voltage reference.
- Corroded, loose, or damaged connector pins at the sensor or ABS module causing intermittent high-voltage readings.
- A chafed or pinched wire harness that contacts a power source or another high-voltage circuit.
- A malfunctioning ABS control module that misinterprets a normal sensor signal as high voltage.
- Contamination or air in the brake hydraulic system affecting the sensor's pressure-to-voltage relationship.
- An incorrect sensor installed during a previous repair that does not match the vehicle's voltage specifications.



How to diagnose and fix it

- 1 Connect a scan tool and record all ABS and stability control codes, then clear the codes and test-drive to see if C063E returns immediately or only under certain braking conditions.
- 2 Visually inspect the brake pressure sensor J and its connector for corrosion, bent pins, or loose terminals, and check the wiring harness for obvious damage near the sensor and along its routing.
- 3 Use a digital multimeter to measure the signal voltage at the sensor connector with the key on and engine off, comparing it to the manufacturer's specified range for that sensor.
- 4 Backprobe the signal wire at the ABS control module connector to check for a short to voltage, and wiggle-test the harness while watching the meter to catch intermittent faults.
- 5 If the wiring and connectors check out, replace brake pressure sensor J with a quality part that matches the original specification, then clear codes and verify the reading on the scan tool.
- 6 If the code persists after sensor replacement, perform a resistance and continuity test on the signal and ground circuits between the sensor and the ABS module to rule out a hidden short or open.
- 7 As a last step, consult the factory service information for the specific vehicle to check for any ABS module software updates or known issues before condemning the module itself.

What a high brake pressure signal really means

- A short to voltage on the signal wire is more common than a failed sensor, so always check the harness for contact with power wires before replacing parts.
- Some vehicles use the brake pressure sensor for hill-start assist and electronic parking brake functions, so a fault here can disable features that seem unrelated to braking.
- The ABS module may set C063E only when the vehicle is driven above a certain speed or after a specific number of brake pedal applications, so a simple key-on test may not reveal the problem.
- After replacing the sensor, some vehicles require a calibration or learn procedure for the brake pressure sensor, and skipping it can leave the code stored even with a good part.
- A weak battery or charging system fault can cause the ABS module to log false high-voltage codes on sensor circuits, so check system voltage before chasing wiring.

Can I keep driving with C063E?

You can usually drive the vehicle with C063E stored, but the ABS and stability control systems may be disabled, which increases stopping distances in an emergency and reduces control on slippery surfaces. Avoid hard braking and slippery conditions, and have the fault diagnosed promptly to restore full safety system function.



Tools that help

- OBD-II scan tool with ABS and stability control capability
- Digital multimeter with backprobe pins
- Factory service information or wiring diagram for the vehicle
- Basic hand tools for connector and sensor access
- Brake pressure gauge set (if hydraulic testing is needed)

Reading C063E

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.
3E	The exact fault within that area.

Often seen with

C0040 Left Rear Wheel Speed Sensor Circuit · **C0050** Right Rear Wheel Speed Sensor Circuit Malfunction · **C0110** ABS Pump Motor Circuit Malfunction · **C063D** Brake Pressure Sensor J Circuit/Open · **C063F** Brake Pressure Sensor J Circuit Low

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/c063e/>

