

GENERIC · CHASSIS

C066D

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

C066D

Service/Park Brake Chamber Pressure Sensor

C066D indicates that the electronic control module monitoring the service or park brake system has detected an implausible or out-of-range signal from the brake chamber pressure sensor. The computer compares the sensor voltage against expected values for the current brake application and sets this code when the reading does not match commanded pressure or falls outside the sensor's valid operating range.

SYSTEM

Chassis

CODE TYPE

Generic (all makes)

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Brakes, steering and suspension

Symptoms you may notice

- Illumination of the brake system warning light or service brake telltale on the dashboard
- Often no symptoms besides the warning light, with normal brake pedal feel and stopping performance
- Reduced or disabled parking brake function on vehicles with electronic park brake systems
- A chime or message on the driver information center advising a brake system fault
- Intermittent warning light that appears during cold starts or after the vehicle sits unused
- Unexpected release or failure to fully apply the parking brake in some cases

Common causes, most likely first

- 1 Faulty brake chamber pressure sensor producing a skewed or dead signal
- 2 Damaged, chafed, or corroded wiring between the sensor and the control module
- 3 Loose or contaminated electrical connector at the pressure sensor
- 4 Low brake fluid or air in the hydraulic circuit altering actual chamber pressure
- 5 Sticking or leaking brake chamber diaphragm or piston causing pressure deviation
- 6 Failed or failing control module that misinterprets a valid sensor signal
- 7 Water intrusion or debris in the sensor housing causing intermittent shorts



How to diagnose and fix it

- 1 Connect a scan tool and record the freeze-frame data and live pressure sensor voltage to confirm the fault is current
- 2 Visually inspect the sensor, connector, and harness for corrosion, chafing, or loose pins, and repair as needed
- 3 Check brake fluid level and bleed the system if air is suspected, then recheck sensor readings
- 4 Back-probe the sensor connector and compare reference voltage, ground, and signal voltage against manufacturer specifications
- 5 Perform a resistance and continuity test on the sensor signal and ground circuits to rule out wiring faults
- 6 Replace the brake chamber pressure sensor if voltage testing confirms an implausible signal, then clear codes and verify
- 7 If the sensor and wiring test good, follow the manufacturer's diagnostic flow for control module testing or reprogramming

What the pressure sensor code hides

- A low brake fluid level or a small hydraulic leak can mimic a failed pressure sensor because the sensor reports lower-than-commanded pressure during apply, so always verify fluid level and system integrity before condemning the sensor.
- On vehicles with electronic parking brakes, the same sensor signal is used for hold and release logic, so a marginal sensor can cause the park brake to release slowly or drag without ever setting a hard fault until the code finally stores.
- Corroded connector pins at the sensor are a frequent root cause that a simple sensor swap does not fix, and the new sensor will set the same code within a few drive cycles if the connector is not cleaned or replaced.
- A weak battery or charging system fault can cause the control module to log implausible sensor values during cranking, so check battery voltage and ground integrity before chasing the sensor circuit.
- After replacing the sensor, some modules require a calibration or learn procedure for the park brake system, and skipping that step will leave the code pending or set a related calibration fault.

Can I keep driving with C066D?

The vehicle usually remains safe to drive because the service brake system is hydraulic and independent of the sensor, but the parking brake may not hold properly on a slope. Avoid relying on the electronic park brake until the fault is repaired, and have the system diagnosed promptly if the warning light is accompanied by any change in pedal feel.



Tools that help

- OBD-II scan tool with live data and freeze-frame capability
- Digital multimeter with back-probe pins
- Brake fluid tester and bleed kit
- Manufacturer service information for voltage specifications and calibration procedures
- Basic hand tools and contact cleaner for connector service

Reading C066D

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.
6D	The exact fault within that area.

Often seen with

C0040 Left Rear Wheel Speed Sensor Circuit · **C0050** Right Rear Wheel Speed Sensor Circuit Malfunction · **C066C** Right Rear Wheel Speed Sensor B Incorrect Component Installed · **C066E** Service/Park Brake Chamber Pressure Too High · **C0670** Electric Park Brake Actuator Left Circuit

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/c066d/>

