

GENERIC · CHASSIS

C0915

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

C0915

Active Roll Stabilisation Front Actuator Circuit

C0915 indicates that the control module for the active roll stabilization system has detected an electrical fault in the circuit for the front actuator, which is the motorized component that actively counteracts body roll during cornering. The computer monitors the circuit for expected voltage or current and sets this code when the signal is out of range, open, or shorted.

SYSTEM

Chassis

CODE TYPE

Generic (all makes)

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Brakes, steering and suspension

Symptoms you may notice

- Illumination of the stability control or chassis warning light on the dashboard
- Often no symptoms besides the warning light, with the system otherwise functioning normally
- Reduced cornering stability or increased body lean during turns
- The active roll stabilization system may enter a fail-safe mode and stop assisting
- In some cases, a noticeable clunk or noise from the front suspension area when the actuator attempts to operate

Common causes, most likely first

- 1 Damaged or corroded wiring harness or connector at the front actuator
- 2 Failed front actuator motor or internal position sensor
- 3 Blown fuse or faulty relay supplying power to the actuator circuit
- 4 Water intrusion or contamination in the actuator connector causing high resistance
- 5 Faulty control module for the active roll stabilization system
- 6 Loose or damaged ground connection for the actuator circuit

How to diagnose and fix it

- 1 Inspect the front actuator connector and wiring for corrosion, damage, or loose pins
- 2 Check the fuse and relay for the active roll stabilization circuit
- 3 Measure resistance and voltage at the actuator connector to verify circuit integrity
- 4 Perform a continuity test on the wiring between the control module and the actuator
- 5 If the circuit tests good, substitute a known-good actuator to see if the code clears
- 6 Clear the code and test-drive the vehicle to confirm the repair



Before you replace the front actuator

- A common misdiagnosis is replacing the actuator when the real problem is a chafed wire hidden behind a splash shield or near a suspension component.
- The code can be set by a low battery or charging system issue that causes a momentary voltage drop, so always check battery health first.
- Some vehicles require a calibration or relearn procedure after actuator replacement, which if skipped will keep the code stored.
- The active roll stabilization system may share power or ground with other chassis systems, so a fault elsewhere can trigger this code.
- Water intrusion into the connector is a frequent cause on vehicles driven in wet or salty conditions, even if the connector looks dry from the outside.

Can I keep driving with C0915?

You can usually drive the vehicle with this code, but the active roll stabilization system may be disabled, which reduces cornering stability and increases body roll. Avoid aggressive driving or heavy loads until the fault is repaired.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Wiring diagram for the active roll stabilization system
- Basic hand tools for connector and trim removal
- Test light or power probe

Reading C0915

- C** Chassis: brakes, steering and suspension.
- 0** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
- 9** Brakes, steering and suspension.
- 15** The exact fault within that area.

Often seen with

C0910 TPMS Receiver Circuit Malfunction · **C0916** Active Roll Stabilisation Rear Actuator Circuit



See it working

Watch the animated explainer [How Drive-by-Wire Works: Electronic Throttle Body](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/c0915/>

