

GM · POWERTRAIN

P1719

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1719 · GM

Skip Shift Solenoid Circuit Open Or Shorted

P1719 on a GM vehicle means the powertrain control module (PCM) has detected an open or shorted circuit in the skip shift solenoid, which is the solenoid that forces a manual-transmission car to go from first gear directly to fourth under light throttle to save fuel. The PCM monitors the solenoid's control circuit and sets this code when the voltage on the circuit does not match what it expects for the commanded state.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	GM specific	Low	Intermediate	Transmission

Symptoms you may notice

- The check engine light or service engine soon light is illuminated on the instrument cluster.
- Often no symptoms besides the warning light, because the skip shift feature is transparent to most drivers.
- The transmission may no longer force the 1-to-4 shift, so the car feels different or easier to drive in light-throttle situations.
- A slight hesitation or unexpected gear change feel when accelerating gently from a stop if the solenoid is stuck.
- On some vehicles, the skip shift lamp or message may flash or stay on when it should not.
- No drivability problems in normal or heavy-throttle driving, since the skip shift system is only active under specific conditions.

Common causes, most likely first

- A damaged or disconnected skip shift solenoid connector, often from road debris or vibration.
- A broken, chafed, or corroded wire in the skip shift solenoid control circuit between the PCM and the solenoid.
- A failed skip shift solenoid itself, with an open or shorted internal coil.
- A poor ground connection at the solenoid mounting point or the circuit ground.
- A faulty powertrain control module (PCM) driver circuit, though this is less common.
- Aftermarket tuning or a skip shift eliminator module that alters the circuit and confuses the PCM.
- Corrosion or water intrusion in the connector or harness, especially on vehicles driven in wet or salty conditions.



How to diagnose and fix it

- 1 Scan all modules for stored and pending codes, and record freeze-frame data to see the conditions when P1719 set.
- 2 Visually inspect the skip shift solenoid connector and harness for damage, corrosion, or loose pins, and repair as needed.
- 3 Disconnect the solenoid and measure its coil resistance with a multimeter, comparing to the manufacturer's specification.
- 4 Check the control circuit for continuity and short-to-ground or short-to-power between the PCM and the solenoid.
- 5 Test the PCM output with a bidirectional scan tool or a test light to confirm the driver is commanding the solenoid correctly.
- 6 Replace the skip shift solenoid if it fails electrical testing, then clear codes and verify the repair with a road test.
- 7 If the circuit and solenoid test good, check for aftermarket devices wired into the circuit and restore factory wiring before condemning the PCM.

Skip shift faults that fool good technicians

- Many drivers never notice the skip shift feature working, so a P1719 can be the only clue that the solenoid circuit has failed.
- An aftermarket skip shift eliminator or a custom tune that disables the feature can set this code because the PCM sees an unexpected circuit state.
- The solenoid shares a ground or power feed with other components on some platforms, so a fault elsewhere can mimic a skip shift solenoid failure.
- A sticking or failed solenoid can sometimes be freed by cleaning the plunger, but a coil that is out of specification always requires replacement.
- The PCM driver for this circuit is robust, so a confirmed open or short almost always lies in the harness or solenoid rather than the computer.

Can I keep driving with P1719?

You can keep driving with P1719 because the skip shift system only affects the 1-to-4 forced shift under light throttle and does not compromise safety or normal operation. Avoid ignoring the light for months, since a shorted circuit could eventually affect other circuits in the same harness, and have the wiring inspected at your next service.



Tools that help

- OBD-II scan tool with bidirectional control capability
- Digital multimeter
- Wire repair kit with crimpers and heat shrink
- Test light
- Vehicle service information for wiring diagrams and resistance specifications

Reading P1719

P Powertrain: engine, transmission and emissions.

1 Manufacturer-specific code (GM): its meaning depends on the make.

7 Transmission.

19 The exact fault within that area.

Often seen with

P1718 Transmission Fluid Temperature Sensor Circuit · **P1718** TFT Sensor In Range Failure High · **P0700** Transmission Control System Malfunction · **P0801** Reverse Inhibit Control Circuit · **P0803** 1-4 Upshift (Skip Shift) Solenoid Control Circuit · **P0804** 1-4 Upshift (Skip Shift) Lamp Control Circuit

See it working

Watch the animated explainer [How an Automatic Transmission Works, Gear by Gear](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/gm-p1719/>

