

GM · POWERTRAIN

P1818

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1818 · GM

TFP Valve Position Switch Drive Without Drive Ratio

P1818 on GM vehicles means the transmission control module (TCM) commanded a drive range but the transmission fluid pressure (TFP) valve position switch reported a ratio other than drive, so the TCM detected a mismatch between the commanded gear and the actual hydraulic state. The TCM sets this code when the TFP switch does not confirm the drive range within a calibrated time after the shift command.

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

Symptoms you may notice

- Illuminated check engine light or transmission warning light, often with no other symptoms
- Harsh or delayed shifts, especially when engaging Drive from Park or Neutral
- Transmission may default to a limp-home mode with reduced performance
- Incorrect or erratic gear indication on the instrument cluster
- Slipping or flaring during acceleration as the transmission fails to hold the commanded ratio

Common causes, most likely first

- 1 Faulty transmission fluid pressure (TFP) valve position switch or its internal contacts
- 2 Contaminated or degraded transmission fluid causing the TFP switch to stick or misreport
- 3 Damaged or chafed wiring harness to the TFP switch, including a short or open circuit
- 4 Sticking or worn valve body components that prevent the TFP switch from moving to the drive position
- 5 Low transmission fluid level due to a leak, affecting hydraulic pressure and switch response
- 6 Internal transmission mechanical wear causing a true drive ratio mismatch
- 7 Poor electrical connection at the TCM or TFP switch connector, including corrosion



How to diagnose and fix it

- 1 Check transmission fluid level and condition; top off or replace fluid if contaminated or low
- 2 Inspect the TFP switch wiring harness and connector for damage, corrosion, or loose pins
- 3 Scan all modules for related codes and check TCM freeze-frame data to confirm the fault conditions
- 4 Test the TFP switch resistance and continuity according to the GM service procedure for the specific transmission
- 5 Remove and inspect the TFP switch for sticking or debris; replace if faulty
- 6 If the switch tests good, perform a valve body inspection and check for sticking valves or worn bores
- 7 After repairs, clear codes and perform a relearn or drive cycle to verify the fix and ensure the code does not return

TFP switch faults often mimic valve body issues

- A sticking TFP switch can set P1818 without any mechanical transmission problem, so always test the switch before condemning the valve body.
Debris from a failing torque converter or worn clutches can lodge in the TFP switch and cause intermittent false drive ratio reports.
- On some GM transmissions, a poor ground connection at the transmission case can cause the TFP switch signal to float and set this code.
- P1818 can be set by a simple low fluid level after a service, so check the fluid level hot and in Park before deeper diagnostics.
The TCM may set P1818 along with other TFP codes if the switch connector is unplugged or the harness is damaged, so inspect the connector first.

Can I keep driving with P1818?

You can usually drive the vehicle to a repair shop if the transmission still engages Drive and shifts reasonably, but avoid heavy acceleration or towing until the fault is diagnosed. If the transmission slips severely or refuses to engage Drive, stop driving and have it towed to prevent internal damage.

Tools that help

- OBD-II scan tool with GM-specific software
- Digital multimeter
- Transmission fluid level dipstick or scan tool with fluid temperature reading
- Socket set and Torx bits for switch removal
- Factory service information for TFP switch testing



Reading P1818

- P** Powertrain: engine, transmission and emissions.
- 1** Manufacturer-specific code (GM): its meaning depends on the make.
- 8** Transmission.
- 18** The exact fault within that area.

Often seen with

P1819 Pressure Control Solenoid 2 Open Short To Ground · **P1817** TFP Valve Position Switch Reverse With Drive Ratio · **P1819** Internal Mode Switch No Start Wrong Range · **P1819** Transmission Neutral Safety Switch Short Circuit To Ground · **P0705** Transmission Range Sensor Circuit Malfunction · **P0706** Transmission Range Sensor Circuit Range/Performance · **P0715** Input/Turbine Speed Sensor Circuit Malfunction

See it working

Watch the animated explainer [Four-Stroke Engine Cutaway: Intake to Exhaust](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/gm-p1818/>

