

GENERIC · POWERTRAIN

P080D

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P080D

Upshift/Skip Shift Solenoid Control Circuit High

P080D indicates that the powertrain control module has detected an abnormally high voltage on the control circuit for the upshift or skip-shift solenoid, which is used in some automatic transmissions to enable or inhibit certain gear changes. The computer expects the circuit to pull low when commanded, but it sees battery voltage or an open circuit, indicating a short to power, a faulty solenoid, or a wiring problem.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Generic (all makes)	Medium	Intermediate	Transmission

Symptoms you may notice

- The malfunction indicator lamp illuminates, often with no other noticeable symptoms.
- Harsh or delayed shifts, especially during upshift or skip-shift events.
- The transmission may enter limp mode, holding a single gear or refusing to downshift.
- A noticeable clunk or jolt when the solenoid is commanded.
- Reduced fuel economy due to improper shift scheduling.
- In some cases, the vehicle may not move at all if the solenoid is critical to engagement.

Common causes, most likely first

- Failed upshift/skip-shift solenoid (open coil or shorted internally).
- Damaged or corroded wiring harness connector at the solenoid.
- Open circuit in the control wire between the PCM and solenoid.
- Short to battery voltage on the control circuit.
- Faulty powertrain control module driver for that circuit.
- Poor ground connection for the solenoid or transmission case.
- Contamination or debris in the valve body causing solenoid malfunction.



How to diagnose and fix it

- 1 Use a scan tool to verify the code and check for any related transmission codes.
- 2 Inspect the solenoid connector and wiring for corrosion, damage, or loose pins.
- 3 Measure resistance across the solenoid terminals and compare to manufacturer specification.
- 4 Check for short to power or open circuit in the control wire from the PCM to the solenoid.
- 5 Test the PCM output with a noid light or oscilloscope to confirm driver operation.
- 6 Replace the solenoid if resistance is out of spec or if it fails a functional test.
- 7 Clear codes and perform a relearn or adaptation drive cycle to verify the repair.

Skip-shift solenoid faults often misdiagnosed

- A high voltage code can be set by a simple unplugged connector, so always check connection integrity before condemning the solenoid.
- Some transmissions use the skip-shift solenoid only during specific driving conditions, so the fault may not appear during a short test drive.
- A shorted solenoid can damage the PCM driver, so replacing only the solenoid without checking the driver may lead to a repeat failure.
- Aftermarket solenoids with incorrect resistance values are a common cause of recurring P080D codes.
- The code can be triggered by a low battery or charging system issue that causes voltage spikes on the control circuit.

Can I keep driving with P080D?

Driving with P080D is possible but not recommended because the transmission may not shift properly, which can lead to unsafe driving conditions or further damage. Avoid heavy acceleration and have the vehicle diagnosed promptly.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Test light or noid light
- Oscilloscope (optional for PCM driver testing)
- Vehicle-specific service information for resistance specifications



Reading P080D

P	Powertrain: engine, transmission and emissions.
0	Generic (SAE) code: it means the same thing on every OBD-II vehicle.
8	Transmission.
0D	The exact fault within that area.

Often seen with

P0700 Transmission Control System Malfunction · **P0750** Shift Solenoid 'A' · **P0755** Shift Solenoid 'B' · **P080C** Upshift/Skip Shift Solenoid Control Circuit Low

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/p080d/>

