

GENERIC · POWERTRAIN

P08BC

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P08BC

Pressure Control Solenoid L Stuck On

P08BC indicates that the transmission control module has detected a fault where pressure control solenoid L is stuck in the energized (on) state, meaning it is commanding hydraulic pressure when it should not be. The computer monitors the solenoid's electrical circuit and hydraulic response, and when the current or pressure feedback does not match the commanded state, it sets this code and typically illuminates the warning light.

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

Symptoms you may notice

- Check engine light or transmission warning light illuminated
- Harsh or delayed gear shifts, especially when cold
- Transmission may enter limp mode with reduced power
- Erratic shift points or slipping sensation
- Often no symptoms besides the warning light, especially if the solenoid is only intermittently stuck

Common causes, most likely first

- Faulty pressure control solenoid L internally stuck due to debris or wear
- Contaminated transmission fluid causing solenoid valve sticking
- Damaged or shorted wiring harness to the solenoid
- Corroded or loose electrical connector at the solenoid
- Transmission control module software or internal fault
- Low transmission fluid level or degraded fluid

How to diagnose and fix it

- Check transmission fluid level and condition; top off or replace if contaminated
- Inspect the solenoid's electrical connector and wiring for damage or corrosion
- Perform a resistance and voltage drop test on the solenoid circuit
- Use a scan tool to command the solenoid on and off while monitoring pressure and current
- If the solenoid is accessible, remove and bench-test it for sticking or debris
- Replace the faulty solenoid and perform a transmission fluid service
- Clear codes and perform a relearn or adaptation drive cycle



When the solenoid is not the culprit

- A stuck-on solenoid code can be set by a short to power in the wiring, so always check the harness before condemning the solenoid.
- Debris from a failing torque converter or worn clutches can lodge in the solenoid valve, causing it to stick even after replacement.
- Some transmissions require a software update to the control module to correct false solenoid codes.
- The code may be intermittent and only set during specific temperature or pressure conditions, so a road test with live data is essential.
- Replacing the solenoid without addressing contaminated fluid often leads to repeat failure.

Can I keep driving with P08BC?

You can usually drive the vehicle to a repair shop, but avoid aggressive acceleration or towing, and be prepared for harsh shifts or limp mode. If the transmission slips severely or refuses to engage gears, stop driving and seek professional help.

Tools that help

- OBD-II scan tool with transmission live data capability
- Digital multimeter
- Transmission fluid level dipstick or scan tool fluid level check
- Wiring diagram and solenoid resistance specifications
- Basic hand tools for connector and solenoid access

Reading P08BC

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

Often seen with

P0700 Transmission Control System Malfunction · **P0715** Input/Turbine Speed Sensor Circuit Malfunction · **P08BB** Pressure Control Solenoid L Performance/Stuck Off · **P08BD** Pressure Control Solenoid L Electrical · **P08BE** Pressure Control Solenoid L Intermittent



See it working

Watch the animated explainer [How a Starter Motor Works: Pre-Engaged Starter](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p08bc/>

