

GENERIC · POWERTRAIN

P08C1

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P08C1

Pressure Control Solenoid L Control Circuit Low

P08C1 means the transmission control module (TCM) has detected that the electrical circuit for pressure control solenoid L is drawing less current than expected, indicating a low-side fault such as a short to ground or an open circuit. The solenoid is a hydraulic valve that the TCM uses to regulate clutch pressure, so a low circuit condition prevents the computer from commanding the intended pressure.

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

Symptoms you may notice

- Illumination of the check engine light or transmission warning light, often with no other noticeable symptoms
- Harsh or delayed shifts as the transmission defaults to a fixed line pressure
- The transmission may enter limp mode and stay in a single gear
- Slipping or flaring during gear changes under load
- A stored code P08C1 accompanied by other solenoid circuit codes

Common causes, most likely first

- 1 A short to ground in the solenoid L control wire between the TCM and the solenoid
- 2 An open circuit in the solenoid L control wire or a poor connector terminal
- 3 A failed pressure control solenoid L with an internal short or open coil
- 4 Corrosion or water intrusion at the transmission connector or TCM connector
- 5 A faulty TCM driver circuit for solenoid L
- 6 Damaged wiring harness inside the transmission pan from heat or debris



How to diagnose and fix it

- 1 Connect a scan tool and record all stored and pending codes, then clear codes and test-drive to confirm P08C1 returns
- 2 Inspect the transmission wiring harness and connectors for chafing, corrosion, or loose pins, especially at the solenoid L connector
- 3 Measure the resistance of solenoid L at the transmission connector and compare it to the manufacturer's specification
- 4 Check the solenoid L control wire for a short to ground and for continuity from the TCM to the solenoid
- 5 If the circuit tests good, remove the transmission pan and inspect the solenoid L coil and internal harness
- 6 Replace the faulty solenoid or repair the damaged wire, then clear codes and verify the repair with a road test
- 7 If the circuit and solenoid are intact, test or replace the TCM as the last step

What a low circuit code really means

- A low circuit code does not automatically mean the solenoid is bad; a short to ground anywhere on the control wire will set the same code and mimic a failed solenoid.
- Many technicians replace the solenoid first and find the fault was a chafed wire inside the transmission pan, so always ohm the circuit before removing the pan.
- Water intrusion at the transmission connector is a common hidden cause on vehicles that have been through deep puddles or pressure washing.
- A failing TCM driver can set P08C1 intermittently, so wiggle-test the harness while watching live solenoid current data on the scan tool.
- This code often appears alongside other pressure control solenoid codes when the shared power or ground circuit for the solenoid pack is compromised.

Can I keep driving with P08C1?

You can usually drive the vehicle to a repair shop, but the transmission may be in limp mode with harsh shifts and reduced performance. Avoid heavy acceleration, towing, or long highway trips until the fault is repaired, because continued driving with incorrect line pressure can damage clutch packs.

Tools that help

- OBD-II scan tool with live transmission data
- Digital multimeter for resistance and continuity testing
- Wiring diagram for the transmission control circuit
- Transmission pan gasket and fluid for pan removal
- Back probe kit for testing connectors without damage



Reading P08C1

- P** Powertrain: engine, transmission and emissions.
- 0** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
- 8** Transmission.
- C1** The exact fault within that area.

Often seen with

P0700 Transmission Control System Malfunction · **P07BF** Input/Turbine Shaft Speed Sensor A Circuit Low · **P08C0** Pressure Control Solenoid L Control Circuit Range/Performanc · **P08C2** Pressure Control Solenoid L Control Circuit High · **P08C3** Pressure Control Solenoid M

See it working

Watch the animated explainer [How a MAF Sensor Works: Hot-Wire Airflow Explained](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p08c1/>

