

GENERIC · POWERTRAIN

P08C5

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P08C5

Pressure Control Solenoid M Stuck On

P08C5 indicates that the transmission control module (TCM) has detected a fault where pressure control solenoid M is stuck in the energized (on) state, meaning it is commanding hydraulic pressure when it should be off or modulating. The TCM monitors the solenoid's electrical circuit and hydraulic response, and when the commanded state does not match the actual state, it sets this code and typically illuminates the malfunction indicator lamp (MIL).

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
- Harsh or delayed gear shifts, especially when engaging drive or reverse
- Transmission stuck in a single gear (limp mode) with reduced performance
- Slipping or flaring during acceleration as clutch pressures are incorrect
- Often no symptoms besides the warning light, especially if the fault is intermittent

Common causes, most likely first

- 1 Faulty pressure control solenoid M internally stuck in the on position
- 2 Contaminated transmission fluid (dirt, debris, or clutch material) causing the solenoid valve to jam
- 3 Damaged or shorted wiring harness to the solenoid, holding the circuit energized
- 4 Corroded or loose electrical connector at the solenoid or TCM
- 5 Failed TCM driver circuit that continuously commands the solenoid on
- 6 Internal valve body wear or sticking valves affecting solenoid M's hydraulic circuit

How to diagnose and fix it

- 1 Verify the code with a scan tool and check for any related transmission codes or pending codes
- 2 Inspect the transmission fluid level and condition for contamination or burnt smell
- 3 Perform a visual inspection of the solenoid M wiring and connector for damage or corrosion
- 4 Measure the resistance of solenoid M and compare to the manufacturer's specification
- 5 Test the solenoid M circuit for shorts to power or ground using a multimeter
- 6 If electrical tests pass, remove and inspect solenoid M for sticking or debris, and replace if necessary
- 7 After repair, clear codes and perform a road test to verify the fix and ensure no reoccurrence



Don't overlook fluid condition and wiring

- A stuck-on solenoid M can sometimes be freed by a transmission fluid flush if the cause is varnish or debris, but this is not a guaranteed fix and should be followed by rechecking the code.
- The TCM may set P08C5 even when the solenoid is mechanically free if the electrical circuit is shorted to power, so always check for a short to voltage before condemning the solenoid.
- In some transmissions, solenoid M is part of the valve body assembly and cannot be replaced separately, requiring valve body replacement or rebuild.
- Intermittent P08C5 codes often trace to a chafed wire in the harness near hot or moving components, so a wiggle test of the harness while monitoring solenoid status can reveal the fault.
- A stuck-on pressure control solenoid can cause elevated line pressure that leads to broken hard parts if ignored, so address the code promptly even if drivability seems normal.

Can I keep driving with P08C5?

Driving with P08C5 is possible but not recommended because the transmission may shift harshly or enter limp mode, increasing wear. Avoid heavy acceleration and towing, and have the vehicle diagnosed promptly to prevent further damage.

Tools that help

- OBD-II scan tool with transmission diagnostic capability
- Digital multimeter
- Transmission fluid pressure gauge
- Wire terminal removal tools
- Vehicle-specific service information for solenoid resistance specifications

Reading P08C5

P	Powertrain: engine, transmission and emissions.
0	Generic (SAE) code: it means the same thing on every OBD-II vehicle.
8	Transmission.
C5	The exact fault within that area.

Often seen with

P0700 Transmission Control System Malfunction · **P0715** Input/Turbine Speed Sensor Circuit Malfunction · **P0740** Torque Converter Clutch Circuit Malfunction · **P08C4** Pressure Control Solenoid M Performance/Stuck Off · **P08C6** Pressure Control Solenoid M Electrical



See it working

Watch the animated explainer **V6 Engine Explained: 60° Bank and Firing Order** on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p08c5/>

