

GENERIC · POWERTRAIN

P08C6

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P08C6

Pressure Control Solenoid M Electrical

P08C6 indicates that the transmission control module (TCM) has detected an electrical fault in the circuit for pressure control solenoid M, which is used to regulate hydraulic pressure inside the transmission. The TCM monitors the solenoid's electrical current and voltage and sets this code when the readings fall outside the expected range, indicating an open circuit, short circuit, or excessive resistance.

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 no symptoms besides the warning light, especially if the fault is intermittent
- Harsh or delayed gear shifts
- Transmission may enter limp mode, limiting vehicle speed and gear selection
- Slipping or flaring during gear changes
- Poor fuel economy or unusual engine RPM at highway speeds

Common causes, most likely first

- 1 Faulty pressure control solenoid M (internal electrical failure)
- 2 Damaged or corroded wiring harness or connector at the solenoid
- 3 Open or short circuit in the solenoid control circuit
- 4 Transmission fluid contamination or degradation causing solenoid malfunction
- 5 Failing transmission control module (TCM) or internal circuit issue
- 6 Loose or damaged ground connection for the solenoid circuit



How to diagnose and fix it

- 1 Use a scan tool to retrieve all stored codes and freeze-frame data, then clear codes and test-drive to see if P08C6 returns.
- 2 Inspect the solenoid M electrical connector and wiring for corrosion, chafing, or loose pins; repair as needed.
- 3 Measure the resistance of solenoid M with a multimeter and compare to the manufacturer's specification; replace if out of range.
- 4 Check the transmission fluid level and condition; service fluid if contaminated or degraded.
- 5 Perform a voltage drop test on the solenoid power and ground circuits to identify excessive resistance.
- 6 If the circuit and solenoid test good, diagnose the TCM and its internal drivers; replace or reprogram as required.
- 7 After repairs, clear codes and verify proper operation with a road test, ensuring no pending or stored codes return.

Don't overlook the wiring harness

- A common oversight is replacing the solenoid without checking the wiring harness for intermittent shorts that only appear when the transmission is hot or vibrating.
- P08C6 can be set by a low battery or charging system issue that causes voltage spikes, so always verify battery and charging system health before condemning the solenoid.
- Some vehicles use a single solenoid for multiple pressure control functions, so a failure may cause symptoms in more than one gear range, leading to misdiagnosis of a mechanical transmission problem.
- The code may be stored as pending or history without illuminating the warning light if the fault is intermittent; always check all code statuses with a capable scan tool.
- Aftermarket solenoids with incorrect resistance values can cause repeat codes even when new, so always compare the replacement part to the original specification.

Can I keep driving with P08C6?

If the vehicle is in limp mode or shifting harshly, avoid highway driving and seek service soon to prevent transmission damage. If only the warning light is on and the vehicle drives normally, you can drive cautiously to a repair shop, but avoid heavy loads or aggressive acceleration.

Tools that help

- OBD-II scan tool with transmission code capability
- Digital multimeter
- Transmission fluid level dipstick or scan tool for fluid temperature
- Wiring diagram and service information for the specific vehicle
- Socket set and torque wrench for solenoid replacement
- Transmission fluid pump or funnel for fluid service



Reading P08C6

- P** Powertrain: engine, transmission and emissions.
- 0** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
- 8** Transmission.
- C6** The exact fault within that area.

Often seen with

P0700 Transmission Control System Malfunction · **P07BF** Input/Turbine Shaft Speed Sensor A Circuit Low · **P07C0** Input/Turbine Shaft Speed Sensor A Circuit High · **P08C5** Pressure Control Solenoid M Stuck On · **P08C7** Pressure Control Solenoid M Intermittent

See it working

Watch the animated explainer [How a Jet Engine Works: Two-Spool Turbofan](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p08c6/>

