

GENERIC · POWERTRAIN

P08C9

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P08C9

Pressure Control Solenoid M Control Circuit Range/Performance

P08C9 indicates that the transmission control module (TCM) has detected an out-of-range or performance fault in the control circuit for pressure control solenoid M, which is one of several solenoids that regulate hydraulic pressure inside the automatic transmission. The computer compares commanded solenoid current or duty cycle against expected values and flags the code when the circuit's electrical behavior or the resulting hydraulic response falls outside the calibrated window.

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 gear shifts, especially when the transmission is cold or under light throttle
- Slipping or flaring during upshifts or downshifts as line pressure control becomes inconsistent
- The transmission may enter limp mode, sticking in a single gear or refusing to shift
- Rough idle or engine stalling when the vehicle is stationary in gear, if the affected solenoid influences lockup or line pressure
- A stored code with freeze-frame data showing the fault occurred at a specific temperature, speed, or commanded current

Common causes, most likely first

- 1 Degraded or contaminated automatic transmission fluid (ATF) causing solenoid sticking or sluggish response
- 2 Faulty pressure control solenoid M itself, with an internal short, open winding, or worn valve bore
- 3 Damaged or chafed wiring in the solenoid control circuit, often near the transmission connector or along the harness
- 4 Corroded or loose electrical connector pins at the solenoid or at the TCM
- 5 A restricted or clogged transmission filter or valve body passage reducing hydraulic response
- 6 TCM software calibration issue or internal driver fault in the TCM
- 7 Low transmission fluid level due to a leak, causing aeration and erratic pressure control



How to diagnose and fix it

- 1 Check the transmission fluid level and condition; top off or replace fluid and filter if the fluid is dark, burnt, or contaminated
- 2 Inspect the solenoid M electrical connector and the transmission harness for corrosion, chafing, or loose pins, and repair as needed
- 3 Measure the resistance of solenoid M at the transmission connector and compare it to the manufacturer's specification to rule out an open or shorted coil
- 4 Use a scan tool to command solenoid M through its full range and observe current and pressure response, looking for a lazy or non-responsive solenoid
- 5 Perform a voltage drop test on the power and ground sides of the solenoid circuit under load to catch high-resistance connections
- 6 If electrical checks pass, remove the valve body and inspect solenoid M and its associated passages for debris, sticking, or wear; replace the solenoid or valve body as required
- 7 After repair, clear the codes and perform a relearn or adaptation drive cycle, then verify the code does not return and shift quality is restored

What the pressure control solenoid code hides

- A P08C9 can be set by a fluid pressure problem rather than an electrical failure, so replacing the solenoid without checking fluid condition and filter restriction often leads to a repeat repair.
- The TCM may set this code intermittently when the solenoid is hot or cold, so a resistance check at room temperature alone can miss a coil that fails only at operating temperature.
- Wiring harness chafing near the transmission bellhousing or under the battery tray is a common hidden cause that a visual inspection of the solenoid itself will not reveal.
- Some vehicles use the same part number for multiple pressure control solenoids, and swapping solenoids without confirming the circuit identity can introduce new shift complaints.
- A low or aerated fluid level from a slow leak can mimic a failed solenoid M by causing erratic pressure control, so always verify fluid level and condition before condemning the solenoid.

Can I keep driving with P08C9?

You can usually drive the vehicle to a repair shop, but avoid heavy throttle, towing, or long highway trips because the transmission may enter limp mode or shift unpredictably. If the vehicle is already in limp mode or the transmission slips severely, stop driving and arrange a tow to prevent internal damage.



Tools that help

- OBD-II scan tool with bidirectional control and transmission live data
- Digital multimeter with resistance and voltage drop capability
- Transmission fluid level dipstick or scan tool fluid level procedure
- Factory service information for solenoid resistance specifications and circuit diagrams
- Basic hand tools and a torque wrench for valve body or pan removal
- Transmission fluid pump or funnel for topping off fluid

Reading P08C9

P	Powertrain: engine, transmission and emissions.
0	Generic (SAE) code: it means the same thing on every OBD-II vehicle.
8	Transmission.
C9	The exact fault within that area.

Often seen with

P07BF Input/Turbine Shaft Speed Sensor A Circuit Low · **P0841** Transmission Fluid Pressure Sensor/Switch 'A' Circuit Range/ · **P0868** Transmission Fluid Pressure Low · **P08C8** Pressure Control Solenoid M Control Circuit/Open · **P08CA** Pressure Control Solenoid M Control Circuit Low

See it working

Watch the animated explainer [How a Catalytic Converter Works: 3D Cutaway](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p08c9/>

