



P08CA

Pressure Control Solenoid M Control Circuit Low

P08CA indicates that the powertrain control module has detected an abnormally low voltage or current on the control circuit for pressure control solenoid M, which is one of several solenoids used to regulate hydraulic pressure inside an automatic transmission. The circuit is considered low when the measured signal falls below the manufacturer's expected threshold, which usually points to a short to ground, an open circuit, or a faulty solenoid rather than a mechanical transmission failure.

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 as the transmission fails to regulate line pressure correctly
- The transmission may enter limp mode and stay in a single gear or neutral
- Slipping or flaring during acceleration because clutch apply pressure is too low
- Erratic shift timing or shuddering when the solenoid cannot hold commanded pressure

Common causes, most likely first

- 1 A short to ground in the wiring harness between the pressure control solenoid M and the transmission control module
- 2 An open or high-resistance connection at the solenoid connector or inside the solenoid coil
- 3 A failed pressure control solenoid M with an internally shorted or open winding
- 4 Contaminated or degraded transmission fluid causing solenoid valve sticking and abnormal current draw
- 5 A faulty transmission control module or powertrain control module driver circuit for solenoid M
- 6 Corroded or backed-out terminals in the transmission pass-through connector or solenoid body connector



How to diagnose and fix it

- 1 Scan all modules for stored and pending codes, then verify battery voltage and ground integrity before any circuit testing
- 2 Inspect the solenoid M connector and the transmission pass-through connector for corrosion, fluid intrusion, or loose terminals
- 3 Measure the resistance of solenoid M at the connector and compare it to the manufacturer's specification to rule out an open or shorted coil
- 4 Backprobe the control circuit at the transmission control module and check for a short to ground or an open circuit with a multimeter
- 5 If the circuit tests good, remove the transmission pan and inspect the solenoid body for debris, then replace solenoid M if resistance or function is out of spec
- 6 Clear the codes and perform a relearn or adaptive drive cycle as required by the manufacturer to confirm the repair
- 7 If the circuit and solenoid are intact, test or replace the transmission control module or powertrain control module as the last step

What a low solenoid circuit really means

- A low circuit code is set by measured current or voltage, so a short to ground anywhere along the harness can mimic a failed solenoid and lead to unnecessary solenoid replacement.
- Debris in the transmission fluid can cause the solenoid valve to stick, which changes the current profile and sets a low circuit code even though the coil itself is electrically sound.
- The transmission control module often shares the solenoid ground path with other pressure control solenoids, so a single bad ground can set multiple related codes at once.
- A weak or failing battery or charging system can cause a low voltage condition that the module interprets as a solenoid circuit fault, so always verify system voltage first.
- Replacing the solenoid without flushing contaminated fluid or cleaning the solenoid body often leads to a repeat failure of the new part within a short time.

Can I keep driving with P08CA?

You can usually drive the vehicle to a repair shop if the transmission still shifts and the warning light is the only symptom, but avoid heavy acceleration or towing because low line pressure can cause clutch slip and internal damage. If the transmission has entered limp mode or is slipping badly, stop driving and have the vehicle towed to prevent a costly mechanical failure.



Tools that help

- OBD-II scan tool with transmission module capability
- Digital multimeter with backprobe pins
- Manufacturer service information for solenoid resistance specifications and circuit pinouts
- Transmission fluid drain pan and fluid pump for solenoid access
- Torque wrench for solenoid body and pan bolts

Reading P08CA

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

Often seen with

P0741 Torque Converter Clutch Circuit Performance or Stuck Off · **P07BF** Input/Turbine Shaft Speed Sensor A Circuit Low · **P08C9** Pressure Control Solenoid M Control Circuit Range/Performanc · **P08CB** Pressure Control Solenoid M Control Circuit High · **P08CC** Shift Solenoid J

See it working

Watch the animated explainer [Master the Four-Stroke Engine Cycle](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p08ca/>

