



P08CB

Pressure Control Solenoid M Control Circuit High

P08CB indicates that the transmission control module (TCM) has detected an abnormally high voltage on the control circuit for pressure control solenoid M, which is one of the hydraulic pressure regulators inside the transmission valve body. The circuit is monitored for expected voltage ranges, and a high reading usually means the solenoid coil is open, the ground path is broken, or the control wire is shorted to voltage.

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 defaults to a fixed line pressure strategy
- The transmission may enter limp mode and stay in a single gear or neutral
- Slipping or flaring during acceleration if the solenoid cannot regulate pressure correctly
- Rough engagement when shifting from park or neutral into drive or reverse

Common causes, most likely first

- 1 Open solenoid coil winding inside pressure control solenoid M
- 2 Broken or corroded ground wire between the solenoid and the transmission case or chassis
- 3 Short to voltage on the control circuit, often from chafed wiring near the valve body or connector
- 4 Failed transmission control module (TCM) driver circuit for solenoid M
- 5 Contaminated transmission fluid clogging the solenoid valve and causing abnormal current draw
- 6 Loose or damaged electrical connector at the transmission pass-through or solenoid body



How to diagnose and fix it

- 1 Scan all modules for stored and pending codes, then verify battery voltage and ground integrity before touching the transmission
- 2 Inspect the transmission wiring harness and connectors for chafing, corrosion, or pushed-out pins, especially near the valve body
- 3 Measure resistance across solenoid M at the transmission connector and compare it to the manufacturer's specification
- 4 Check for short to voltage on the control circuit with the key on and the TCM disconnected
- 5 Perform a voltage drop test on the solenoid ground circuit while the circuit is loaded
- 6 If electrical checks pass, remove the valve body and bench-test solenoid M for coil resistance and mechanical sticking
- 7 Replace the faulty solenoid or repair the wiring, clear the codes, and perform a transmission adaptive relearn drive cycle

What a high voltage reading really means

- A high voltage code on a pressure control solenoid almost always points to an open circuit rather than a shorted solenoid, so resistance testing is more useful than voltage probing alone.
- Many technicians replace the solenoid first and later find a corroded ground strap or a chafed wire in the harness, so the ground path deserves the same scrutiny as the control wire.
- This code can be set by a momentary glitch during low-voltage cranking, so check for a weak battery or poor engine ground before condemning transmission parts.
- Contaminated fluid that clogs the solenoid valve can raise circuit voltage by changing the solenoid's current draw, so fluid condition is part of the diagnosis.
- A failed TCM driver can mimic a bad solenoid, and swapping the solenoid without checking the TCM output may leave the code returning immediately.

Can I keep driving with P08CB?

You can usually drive the vehicle to a repair shop if the transmission still shifts, but avoid heavy acceleration and towing because the transmission may be running on default pressure. If the vehicle is in limp mode or slipping badly, stop driving and arrange a tow to prevent internal transmission damage.

Tools that help

- OBD-II scan tool with transmission module capability
- Digital multimeter with resistance and voltage drop functions
- Manufacturer service information for solenoid resistance specifications and wiring diagrams
- Transmission fluid pressure gauge set
- Basic hand tools and a torque wrench for valve body access



Reading P08CB

P	Powertrain: engine, transmission and emissions.
0	Generic (SAE) code: it means the same thing on every OBD-II vehicle.
8	Transmission.
CB	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/ · **P08CA** Pressure Control Solenoid M Control Circuit Low · **P08CC** Shift Solenoid J · **P08CD** Shift Solenoid J Performance/Stuck Off

See it working

Watch the animated explainer [How a Boxer Engine Works: Flat Engine Cutaway](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p08cb/>

