

GENERIC · POWERTRAIN

P08E0

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P08E0

Shift Solenoid L Stuck On

P08E0 indicates that the transmission control module (TCM) has detected the shift solenoid L circuit is stuck in the energized (on) state when it should be off. This means the solenoid is continuously commanding a shift or pressure change, which can cause harsh engagement, slipping, or limp mode.

SYSTEM

Powertrain

CODE TYPE

Generic (all makes)

SEVERITY

High

FIX DIFFICULTY

Professional

AREA

Transmission

Symptoms you may notice

- Harsh or delayed shifts, especially when selecting drive or reverse
- Transmission stuck in a single gear or limp mode
- Illuminated check engine light and possibly flashing gear indicator
- Slipping or flaring during acceleration
- Often no symptoms besides the warning light, especially if the solenoid is only intermittently stuck

Common causes, most likely first

- 1 Faulty shift solenoid L internally shorted or stuck open
- 2 Damaged or chafed wiring harness to the solenoid
- 3 Corroded or loose electrical connector at the solenoid
- 4 Transmission control module (TCM) internal fault driving the solenoid circuit continuously
- 5 Valve body contamination or stuck valve causing solenoid to remain energized
- 6 Low transmission fluid level or degraded fluid causing solenoid malfunction

How to diagnose and fix it

- 1 Scan all modules and record freeze-frame data to confirm the code and check for related transmission codes
- 2 Inspect the solenoid L electrical connector and wiring for damage, corrosion, or loose pins
- 3 Measure resistance of solenoid L and compare to manufacturer specification
- 4 Check transmission fluid level and condition; service if contaminated or low
- 5 Perform a voltage drop test on the solenoid control circuit to rule out wiring resistance
- 6 If electrical checks pass, remove the valve body and test solenoid L for mechanical sticking
- 7 Replace the faulty solenoid or repair wiring as needed, then clear codes and verify operation



Don't assume the solenoid is bad

- A stuck-on solenoid L can be caused by a shorted wire grounding the control circuit, so always inspect the harness before replacing the solenoid.
- The TCM may command the solenoid on due to a faulty pressure switch or sensor, making the solenoid itself a victim rather than the cause.
- Debris in the transmission fluid can lodge in the solenoid valve, causing it to stick on; a fluid service may resolve the issue if caught early.
- In some transmissions, solenoid L is part of a solenoid pack that must be replaced as an assembly, so check the design before ordering parts.
- A stuck-on solenoid can cause the transmission to overheat quickly, so avoid driving if the fluid smells burnt or the transmission slips severely.

Can I keep driving with P08E0?

If the transmission is slipping, harsh, or in limp mode, avoid driving to prevent further damage. If the only symptom is the warning light and the vehicle drives normally, you may drive cautiously to a repair shop, but have it diagnosed promptly.

Tools that help

- OBD-II scan tool with transmission capability
- Digital multimeter
- Transmission fluid level dipstick or scan tool for fluid temperature
- Wiring diagram for the specific vehicle
- Socket set and torque wrench for valve body removal

Reading P08E0

P	Powertrain: engine, transmission and emissions.
0	Generic (SAE) code: it means the same thing on every OBD-II vehicle.
8	Transmission.
E0	The exact fault within that area.

Often seen with

P0700 Transmission Control System Malfunction · **P0715** Input/Turbine Speed Sensor Circuit Malfunction · **P08E1** Shift Solenoid L Electrical · **P08E2** Shift Solenoid L Intermittent · **P08E3** Shift Solenoid L Control Circuit Range/Performance



See it working

Watch the animated explainer [How an Automatic Transmission Works, Gear by Gear](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p08e0/>

