

GENERIC · POWERTRAIN

P08E5

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P08E5

Shift Solenoid L Control Circuit High

P08E5 indicates that the transmission control module (TCM) has detected an abnormally high voltage on the control circuit for shift solenoid L, which is one of the solenoids that manages hydraulic pressure for gear shifts. The circuit is typically ground-switched by the TCM, so a high voltage reading means the TCM sees the circuit as open, shorted to power, or the solenoid's internal resistance is out of specification.

SYSTEM

Powertrain

CODE TYPE

Generic (all makes)

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

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
- The transmission may enter limp mode, limiting vehicle speed and available gears
- Slipping or flaring during upshifts or downshifts
- Inconsistent shift points or failure to engage certain gears
- Poor fuel economy or increased engine RPM at highway speeds due to improper gear selection

Common causes, most likely first

- 1 Faulty shift solenoid L with an open or high-resistance internal coil
- 2 Damaged or corroded wiring harness or connector at the solenoid or TCM
- 3 Open circuit in the control wire between the TCM and solenoid L
- 4 Short to voltage on the control circuit, often from chafed wiring
- 5 Poor ground connection for the solenoid or TCM
- 6 Internal TCM driver circuit failure, though less common
- 7 Contamination or debris in the valve body causing solenoid malfunction



How to diagnose and fix it

- 1 Perform a visual inspection of the solenoid L wiring and connectors for damage, corrosion, or loose pins
- 2 Use a scan tool to command solenoid L on and off and listen for an audible click; no click suggests an electrical fault
- 3 Measure the resistance of solenoid L with a multimeter and compare to the manufacturer's specification
- 4 Check for continuity and voltage drop on the control circuit between the TCM and solenoid L
- 5 Test the TCM output signal with an oscilloscope or a noid light to confirm the driver is functioning
- 6 If the solenoid is faulty, replace it and clear the code; if wiring is damaged, repair the harness
- 7 After repair, clear codes and perform a relearn or adaptation drive cycle as required by the manufacturer

Don't replace the solenoid before checking this

- A high voltage code on a ground-switched solenoid circuit often results from an open circuit rather than a shorted solenoid, so a simple resistance check can save you from replacing a good part.
- Corrosion inside a connector can increase resistance and mimic a failed solenoid, so always inspect the pins and seals before condemning the solenoid.
- The TCM may set this code intermittently if the wiring harness rubs against a sharp edge, especially near the transmission case or engine mount.
- Some vehicles use a single solenoid for multiple functions, so a failure of solenoid L can affect several gear ranges and may be misdiagnosed as a mechanical transmission problem.
- After replacing a solenoid or repairing wiring, the TCM may need an adaptive learning reset to prevent harsh shifts and false re-setting of the code.

Can I keep driving with P08E5?

If the vehicle is in limp mode or shifting harshly, avoid highway driving and heavy loads, and have it diagnosed promptly to prevent transmission damage. If the only symptom is the warning light, you can drive cautiously to a repair shop, but do not ignore the code for long.

Tools that help

- OBD-II scan tool with bidirectional control and live data
- Digital multimeter
- Oscilloscope or noid light
- Wire repair kit with crimpers and heat shrink
- Vehicle-specific service information for solenoid resistance specifications



Reading P08E5

P	Powertrain: engine, transmission and emissions.
0	Generic (SAE) code: it means the same thing on every OBD-II vehicle.
8	Transmission.
E5	The exact fault within that area.

Often seen with

P0700 Transmission Control System Malfunction · **P0750** Shift Solenoid 'A' · **P08E4** Shift Solenoid L Control Circuit Low · **P08E6** Shift Solenoid L Control Circuit/Open · **P0973** Shift Solenoid 'A' Control Circuit Low

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/p08e5/>

