

GENERIC · POWERTRAIN

P095C

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P095C

Gear Shift Position Circuit C Low

P095C indicates that the transmission control module has detected a low voltage condition on the circuit for 'C' gear shift position, which is typically the sensor or switch that confirms the shifter is in a specific range such as Park or Neutral. The computer sets this code when the signal voltage on that circuit falls below the expected threshold for the current gear, indicating an open circuit, a short to ground, or a faulty sensor.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Generic (all makes)	Medium	Intermediate	Transmission

Symptoms you may notice

- The check engine light or transmission warning light illuminates on the dashboard.
- The gear position indicator on the instrument cluster may flash, show the wrong gear, or fail to display the selected range.
- The transmission may refuse to shift out of Park or may not engage the selected gear, causing a no-start or no-move condition.
- Harsh or erratic shifting may occur as the transmission control module loses accurate gear position information.
- In some vehicles, the engine may crank but not start because the module does not recognize Park or Neutral.
- Often no symptoms besides the warning light, especially if the fault is intermittent.

Common causes, most likely first

- A faulty gear shift position sensor or switch (circuit C) that has failed internally and is not sending the correct voltage signal.
- Damaged or corroded wiring in the circuit C harness, such as a broken wire, chafed insulation, or a loose connector at the sensor or transmission control module.
- A poor ground connection for the sensor or the transmission control module, causing reference voltage to drop below the expected level.
- A short to ground in the circuit C wiring, which pulls the signal voltage low and triggers the code.
- A malfunctioning transmission control module (TCM) that is incorrectly interpreting a good signal or has an internal driver fault.
- Low fluid pressure or mechanical wear inside the transmission that prevents the shift mechanism from reaching the position expected by the sensor, indirectly causing a low signal.
- Aftermarket accessories or poor previous repairs that have disturbed the circuit C wiring or connectors.



How to diagnose and fix it

- 1 Use a scan tool to read the live data for gear shift position circuit C and compare the displayed voltage with the manufacturer's specification for each gear range.
- 2 Visually inspect the circuit C sensor, its connector, and the wiring harness for corrosion, loose pins, chafing, or signs of damage, and repair any obvious faults.
- 3 Check the sensor's ground circuit and reference voltage with a digital multimeter to confirm the sensor is receiving power and ground as designed.
- 4 Perform a resistance or voltage drop test on the circuit C wiring between the sensor and the transmission control module to rule out an open or short to ground.
- 5 If the wiring and grounds are good, test the gear shift position sensor according to the service information and replace it if it fails the specification.
- 6 Clear the code and perform a road test or a relearn procedure as required by the manufacturer to verify the repair and ensure the code does not return.
- 7 If the code persists after all external checks, diagnose the transmission control module and internal transmission components as a last resort.

Don't overlook the shifter mechanism itself

- A common oversight is replacing the gear position sensor without checking the mechanical linkage or shifter cable; a misadjusted cable can hold the sensor just off its expected position and set a low voltage code.
- The code can be set by a weak battery or charging system issue that causes the transmission control module to log a low voltage fault on the sensor circuit, so always verify battery and charging system health first.
- On many vehicles, circuit C is the Park/Neutral signal, and a fault here can prevent the engine from cranking or the key from being removed, which owners often misdiagnose as a starter or ignition switch problem.
- Intermittent codes often trace to a connector that is not fully seated or has water intrusion, especially on vehicles that have been in flood-prone areas or had recent transmission service.
- A low voltage on circuit C does not always mean the sensor is bad; a shorted wire in the same harness as the backup lamps or reverse lockout can pull the signal low and set this code.

Can I keep driving with P095C?

If the vehicle starts and drives normally, you can drive it to a repair shop, but avoid long trips and be prepared for the transmission to enter limp mode or refuse to shift. If the vehicle will not start or move, or if shifting is erratic, stop driving and have it towed to prevent further transmission damage.



Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Service information or wiring diagrams for the specific vehicle
- Basic hand tools (socket set, screwdrivers, trim removal tools)
- Jack and jack stands or ramps for under-vehicle access

Reading P095C

P	Powertrain: engine, transmission and emissions.
0	Generic (SAE) code: it means the same thing on every OBD-II vehicle.
9	Transmission.
5C	The exact fault within that area.

Often seen with

P0705 Transmission Range Sensor Circuit Malfunction · **P0706** Transmission Range Sensor Circuit Range/Performance · **P095A** Gear Shift Position Circuit C · **P095B** Gear Shift Position Circuit C Range/Performance · **P095D** Gear Shift Position Circuit C High

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/p095c/>

