

GENERIC · POWERTRAIN

P0984

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0984

Shift Solenoid 'E' Control Circuit Range/Performance

P0984 means the transmission control module (TCM) has detected that the electrical current or response from shift solenoid 'E' does not match the expected range for the commanded gear. The TCM monitors the solenoid's control circuit and flags this code when the measured performance falls outside the calibrated window, which can affect shift quality or leave the transmission in a default gear.

SYSTEM

Powertrain

CODE TYPE

Generic (all makes)

SEVERITY

Medium

FIX DIFFICULTY

Professional

AREA

Transmission

Symptoms you may notice

- Check engine light or transmission warning light illuminated on the dashboard
- Harsh or delayed shifts, especially when the transmission tries to engage a gear that uses solenoid 'E'
- Transmission stuck in a single gear or limited to limp-home mode
- Slipping or flaring during acceleration as the solenoid fails to regulate pressure correctly
- Often no symptoms besides the warning light, particularly if the fault is intermittent
- Poor fuel economy or unusual engine RPM at highway speed due to incorrect shift scheduling

Common causes, most likely first

- 1 Faulty shift solenoid 'E' itself, such as a worn coil or sticking valve inside the solenoid
- 2 Damaged or corroded wiring and connectors between the TCM and the solenoid
- 3 Low or contaminated transmission fluid causing poor solenoid response
- 4 Blocked or restricted solenoid filter screen or valve body passage
- 5 Internal transmission mechanical wear reducing hydraulic pressure to the solenoid circuit
- 6 TCM software calibration issue or internal TCM fault misreading solenoid performance
- 7 Aftermarket or incorrect solenoid replacement that does not meet the original specification



How to diagnose and fix it

- 1 Scan all modules for stored and pending codes, then record freeze-frame data to see the conditions when P0984 set
- 2 Check transmission fluid level and condition; top off or service fluid if it is low or burnt
- 3 Inspect the solenoid 'E' wiring harness and connector for chafing, corrosion, or loose pins, and perform a wiggle test while monitoring solenoid current
- 4 Measure the resistance of solenoid 'E' at the transmission connector and compare it to the manufacturer's specification
- 5 Command solenoid 'E' with a bidirectional scan tool and observe current draw and hydraulic response to confirm whether the fault is electrical or hydraulic
- 6 Remove the transmission pan, inspect the solenoid and valve body for debris or sticking valves, and replace the solenoid if it fails electrical or functional testing
- 7 After repair, clear codes and perform a relearn or adaptation drive cycle, then verify that P0984 does not return

Solenoid E faults that fool good technicians

- A sticking valve body spool can mimic a failed solenoid 'E' because the TCM sees the correct electrical current but no hydraulic response, so always verify mechanical movement before condemning the solenoid.
- Intermittent P0984 codes often trace to a chafed wire inside the transmission harness that only shorts when the engine moves under load, which a simple resistance check with the vehicle stationary will miss.
- Contaminated transmission fluid from a failing cooler or neglected service can clog the solenoid filter screen and set P0984 without any electrical fault at all.
- Some vehicles use solenoid 'E' for multiple functions, so a failure can cause symptoms in more than one gear range and lead technicians to chase the wrong clutch pack.
- A weak battery or charging system fault can cause the TCM to log P0984 because solenoid current is misread during low-voltage conditions, so check system voltage before replacing parts.

Can I keep driving with P0984?

You can usually drive the vehicle to a repair shop, but avoid heavy acceleration and highway speeds because the transmission may stay in a default gear and overheat. If the transmission slips severely or refuses to engage any gear, stop driving and arrange a tow to prevent internal damage.

Tools that help

- OBD-II scan tool with bidirectional control and transmission data streaming
- Digital multimeter with resistance and current measurement
- Transmission fluid level gauge and drain pan
- Wiring diagram and manufacturer service information for the solenoid circuit
- Socket set and torque wrench for pan and valve body removal



Reading P0984

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

Often seen with

P0700 Transmission Control System Malfunction · **P0982** Shift Solenoid 'D' Control Circuit Low · **P0983** Shift Solenoid 'D' Control Circuit High · **P0985** Shift Solenoid 'E' Control Circuit Low · **P0986** Shift Solenoid 'E' Control Circuit 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/p0984/>

