

CHRYSLER · POWERTRAIN

P1756

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1756 · Chrysler

Governor Pressure Not Equal To Target At 15-20 PSI

P1756 on Chrysler vehicles means the transmission control module (TCM) commanded the governor pressure solenoid to a target pressure between 15 and 20 PSI, but the governor pressure sensor reported a pressure that did not match that target within the allowed tolerance. The TCM sets this code when the actual governor pressure deviates from the commanded value during that specific low-pressure test window, indicating a hydraulic or electrical fault in the governor pressure control circuit.

SYSTEM

Powertrain

CODE TYPE

Chrysler specific

SEVERITY

Medium

FIX DIFFICULTY

Professional

AREA

Transmission

Symptoms you may notice

- Illuminated check engine light or transmission warning light, often with no other symptoms
- Harsh or delayed shifts, especially when the transmission is cold
- Transmission may enter limp mode and stay in a single gear
- Erratic shift points or shuddering during acceleration
- Poor fuel economy due to improper shift scheduling
- In some cases, no drivability symptoms besides the warning light

Common causes, most likely first

- 1 Faulty governor pressure solenoid, which is the most common cause on Chrysler 45RFE/545RFE units
- 2 Contaminated or degraded transmission fluid causing solenoid sticking or pressure irregularities
- 3 Worn or damaged governor pressure sensor giving inaccurate readings
- 4 Internal transmission hydraulic leak or worn valve body components affecting governor pressure
- 5 Damaged wiring or corroded connectors between the TCM and the governor pressure solenoid or sensor
- 6 Restricted transmission filter or low fluid level causing pressure control issues
- 7 Failed TCM or valve body assembly, though less common than solenoid or fluid issues



How to diagnose and fix it

- 1 Check transmission fluid level and condition; top off or replace fluid and filter if contaminated or low
- 2 Inspect the governor pressure solenoid and sensor connectors for corrosion, loose pins, or damaged wiring
- 3 Use a scan tool to command governor pressure and compare the sensor reading to the target to verify the fault
- 4 Test the governor pressure solenoid resistance and compare to factory specifications; replace if out of range
- 5 Remove the valve body and inspect the governor pressure solenoid and sensor for debris or wear; clean or replace as needed
- 6 Perform a transmission adaptive relearn procedure after any repair to reset shift adaptives
- 7 If the fault persists after electrical and hydraulic checks, diagnose the TCM and internal transmission components

Governor pressure faults often misdiagnosed

- A low fluid level or a clogged transmission filter can cause this code without any faulty solenoid, so always verify fluid condition and level before replacing parts.
- The governor pressure solenoid on Chrysler 45RFE and 545RFE transmissions is a common failure point, but the sensor can also drift and set P1756 even when the solenoid is working correctly.
- This code can be set by a momentary glitch in the governor pressure circuit, so check for stored pending codes and freeze-frame data before condemning a component.
- Wiring harness chafing near the transmission bell housing or valve body connector is a frequent hidden cause that visual inspection often misses.
- After replacing the governor pressure solenoid or sensor, the TCM must relearn the governor pressure curve; skipping the relearn can cause the code to return immediately.

Can I keep driving with P1756?

You can usually drive the vehicle short distances to a repair shop, but avoid heavy acceleration, towing, or long trips because the transmission may enter limp mode and cause unsafe shifting. If the transmission slips or refuses to shift, stop driving and have it towed to prevent further damage.

Tools that help

- OBD-II scan tool with bidirectional control and transmission data capabilities
- Digital multimeter for testing solenoid resistance and wiring continuity
- Transmission fluid level dipstick and fluid pump
- Torque wrench and basic hand tools for valve body removal
- Factory service information or wiring diagrams for Chrysler transmission circuits



Reading P1756

- P** Powertrain: engine, transmission and emissions.
- 1** Manufacturer-specific code (Chrysler): its meaning depends on the make.
- 7** Transmission.
- 56** The exact fault within that area.

Often seen with

P1757 Transmission Shift Solenoid B Circuit Shorted · **P1757** Governor Pressure Above 3 PSI When Request Is 0 PSI · **P1757** Governor Pressure Above 3 PSI When Request Is 0 PSI · **P0715** Input/Turbine Speed Sensor Circuit Malfunction · **P0731** Gear 1 Incorrect Ratio · **P0740** Torque Converter Clutch Circuit Malfunction

See it working

Watch the animated explainer [Readiness Monitors and the OBD-II Drive Cycle](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/chrysler-p1756/>

