

CHRYSLER · POWERTRAIN

P1757

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1757 · Chrysler

Governor Pressure Above 3 PSI When Request Is 0 PSI

P1757 on Chrysler vehicles means the transmission control module (TCM) commanded the governor pressure solenoid to zero pressure, but the governor pressure sensor still reported more than 3 PSI. The TCM expects the governor circuit to bleed down to near zero when the request is zero, and this code sets when the measured pressure stays elevated, indicating a hydraulic or electrical fault in the governor pressure control system.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Chrysler specific	Medium	Professional	Transmission

Symptoms you may notice

- Illumination of the check engine light or transmission warning lamp, often with no other symptoms besides the warning light
- Harsh or delayed shifts, especially when the transmission is cold or under light throttle
- Transmission stuck in limp mode with only one or two forward gears available
- Erratic shift points or a flare between gears as the TCM struggles to regulate line pressure
- A noticeable clunk or bump when selecting Drive or Reverse from a stop
- Poor fuel economy or elevated transmission fluid temperature on longer drives

Common causes, most likely first

- 1 Sticking or contaminated governor pressure solenoid, which fails to bleed pressure when commanded to zero
- 2 Internal hydraulic leakage in the valve body, allowing pressure to bypass the governor circuit
- 3 Faulty governor pressure sensor sending an inaccurate high reading to the TCM
- 4 Damaged or corroded wiring and connectors between the TCM and the governor pressure solenoid or sensor
- 5 Restricted or kinked governor pressure circuit passages, often from debris or degraded fluid
- 6 A TCM with corrupted adaptive memory or internal driver faults, though this is less common
- 7 Low or burnt transmission fluid that alters hydraulic behavior and accelerates solenoid wear



How to diagnose and fix it

- 1 Check transmission fluid level, condition, and color; top off or replace fluid if it is low, dark, or smells burnt
- 2 Scan all modules for stored and pending codes, and record freeze-frame data for P1757 to see the commanded versus actual governor pressure
- 3 Inspect the governor pressure solenoid and sensor connectors for corrosion, loose pins, or chafed wiring, and repair as needed
- 4 Use a scan tool to command governor pressure up and down while watching the sensor reading to confirm whether the solenoid or sensor is at fault
- 5 Remove the transmission pan and valve body to inspect the governor pressure solenoid screen and circuit passages for debris or sticking valves
- 6 Replace the governor pressure solenoid and sensor as a pair if diagnostics point to an internal fault, then clear codes and perform a relearn drive cycle
- 7 If the fault persists after electrical and hydraulic repairs, test the TCM driver circuit and replace the TCM only after confirming all other causes are ruled out

Why the governor solenoid often gets replaced wrongly

- A sticking governor pressure solenoid is the most common cause, but a restricted solenoid screen from clutch material or debris can mimic a failed solenoid and will return if the pan and cooler are not cleaned.
- The governor pressure sensor can report high pressure when the circuit is actually at zero, so technicians who replace the solenoid without comparing commanded versus actual pressure often misdiagnose the sensor.
- Chrysler 45RFE and 545RFE transmissions are known for governor pressure solenoid issues, and the code can set from a simple low-fluid condition that allows air into the governor circuit.
- A faulty transmission control module ground or a weak battery can cause erratic governor pressure readings, so check powers and grounds before condemning internal transmission parts.
- This code does not always mean the transmission is mechanically failing; many cases are resolved with a solenoid pack replacement and a fluid service, but ignoring it can lead to burned clutches from prolonged high pressure.

Can I keep driving with P1757?

You can usually drive the vehicle to a shop if the transmission still shifts and the warning light is the only symptom, but avoid heavy throttle, towing, or long highway trips. If the transmission enters limp mode or slips, stop driving and have it towed to prevent internal damage.



Tools that help

- OBD-II scan tool with Chrysler-specific transmission capabilities
- Digital multimeter for circuit and continuity testing
- Transmission fluid pressure gauge set
- Socket and wrench set for pan and valve body removal
- Fluid pump or funnel for transmission fluid service
- Wiring diagram and service information for the specific Chrysler model

Reading P1757

P Powertrain: engine, transmission and emissions.

1 Manufacturer-specific code (Chrysler): its meaning depends on the make.

7 Transmission.

57 The exact fault within that area.

Often seen with

P1762 Shift Lock Short To B+ · **P1756** Transmission Shift Solenoid B Mechanical Fault · **P1762** Transmission SS3 SS4 OD Band Fault · **P1756** Governor Pressure Not Equal To Target At 15-20 PSI · **P1762** Governor Pressure Sensor Offset Improper Voltage · **P1756** Shift Solenoid B Performance · **P1762** Overdrive Band Failed Off · **P1756** Governor Pressure Not Equal To Target At 15-20 PSI · **P1762** Governor Pressure Sensor Offset Improper Voltage · **P0731** Gear 1 Incorrect Ratio · **P0732** Gear 2 Incorrect Ratio

See it working

Watch the animated explainer [How a Car Thermostat Works: Wax Pellet and Cooling Fan](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/chrysler-p1757/>

