

FORD · POWERTRAIN

P1762

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1762 · Ford

Overdrive Band Failed Off

P1762 on Ford vehicles means the transmission control module (TCM) commanded the overdrive band on but the band did not apply, so the transmission cannot engage overdrive. The computer detects this by comparing engine speed to output shaft speed and seeing the ratio stay in direct drive instead of dropping into overdrive.

SYSTEM

Powertrain

CODE TYPE

Ford specific

SEVERITY

Medium

FIX DIFFICULTY

Professional

AREA

Transmission

Symptoms you may notice

- The overdrive off light or check engine light illuminates on the dash
- The transmission refuses to shift into overdrive at highway speeds, holding a higher engine RPM than normal
- Poor fuel economy on the highway because the engine stays in direct drive
- A noticeable flare or slip when the transmission attempts the 3-4 shift
- Often no symptoms besides the warning light if the failure is electrical rather than mechanical
- Harsh or delayed shifts as the TCM adapts to the missing overdrive apply

Common causes, most likely first

- 1 Failed overdrive band or worn band lining inside the transmission
- 2 Sticking or failed overdrive servo piston or servo seals
- 3 Faulty overdrive band apply solenoid or its circuit wiring
- 4 Low or degraded automatic transmission fluid (ATF) causing poor band apply
- 5 Valve body wear or a stuck overdrive apply valve in the valve body
- 6 Damaged or misadjusted overdrive band apply linkage or accumulator
- 7 TCM calibration or internal TCM fault misreporting the band apply

How to diagnose and fix it

- 1 Check the automatic transmission fluid level and condition; top off or service if low or burnt
- 2 Scan all modules for stored and pending codes and verify the TCM sees the correct gear ratio data
- 3 Inspect the overdrive servo and band apply circuit for sticking, seal damage, or solenoid faults
- 4 Perform a line pressure and band apply pressure test per Ford service procedure to confirm mechanical band apply
- 5 Check the overdrive band adjustment (where applicable) and servo travel against specification
- 6 Remove the transmission pan to inspect for band material debris and test the overdrive solenoid electrically
- 7 If electrical and hydraulic checks pass, remove the transmission to inspect and replace the overdrive band and servo

Before you replace the overdrive band

- A sticking overdrive servo or a failed servo seal can set P1762 and mimic a worn band, so always verify servo travel and seal condition before condemning the band itself.
- Low or burnt transmission fluid is a common cause of a band that will not apply, and a fluid service often resolves the code when the band is still within adjustment.
- The TCM may set P1762 based on ratio error alone, so a faulty output shaft speed sensor or wiring can produce the same code without any internal transmission failure.
- On some Ford units the overdrive band is applied by a solenoid shared with another gear, so a solenoid circuit fault can cause both a missing overdrive and a related shift complaint.
- A band that is merely out of adjustment can set P1762; check and adjust the band before assuming the transmission needs to come out.

Can I keep driving with P1762?

You can usually drive the vehicle in the lower gears, but avoid highway speeds and heavy loads because the transmission will stay in direct drive and run hotter. Have the fault diagnosed soon to prevent further band or servo damage.

Tools that help

- OBD-II scan tool with Ford-specific transmission data
- Transmission pressure gauge set
- Digital multimeter
- Service manual with band adjustment and pressure specifications
- Transmission jack and stands for pan or servo access

Reading P1762

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

Often seen with

P1761 Shift Lock Short To Ground · **P1761** Transmission Shift Solenoid 3 Mechanical Fault · **P1761** Shift Solenoid C Performance · **P1761** Shift Solenoid Malfunction · **P0734** Gear 4 Incorrect Ratio · **P0741** Torque Converter Clutch Circuit Performance or Stuck Off · **P0750** Shift Solenoid 'A' · **P0760** Shift Solenoid 'C'



See it working

Watch the animated explainer [How Variable Valve Timing Works: Cam Phaser and VVT Solenoid](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/ford-p1762/>

