

GM · POWERTRAIN

P1757

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1757 · GM

Governor Pressure Above 3 PSI When Request Is 0 PSI

P1757 on GM vehicles means the transmission control module (TCM) commanded the governor pressure solenoid to zero PSI but the governor pressure sensor still reported more than 3 PSI. The computer detected a hydraulic or electrical fault that prevents governor pressure from dropping when it should, which can upset shift timing and line pressure control.

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

Symptoms you may notice

- The check engine light or transmission warning light illuminates, often with no other noticeable symptoms at first.
- Harsh or delayed shifts, especially when the transmission is cold or under light throttle.
- The transmission may stay in a single gear or enter limp mode after the code sets.
- A noticeable clunk or bump when shifting into drive or reverse.
- Poor fuel economy or higher engine RPM at highway speed if the transmission holds a lower gear.
- In some cases, the vehicle drives normally and the only sign is the stored code.

Common causes, most likely first

- 1 A sticking or contaminated governor pressure solenoid that cannot fully vent pressure when commanded to zero.
- 2 A faulty governor pressure sensor that reports residual pressure when none exists.
- 3 Debris or sludge in the governor pressure circuit, often from neglected transmission fluid.
- 4 A restricted or kinked governor pressure circuit hose or passage inside the valve body.
- 5 A short to voltage or chafed wiring in the governor pressure solenoid control circuit.
- 6 A failing transmission control module (TCM) that miscommands the solenoid or misreads the sensor.
- 7 Internal valve body wear that allows pressure to bleed into the governor circuit when it should be isolated.



How to diagnose and fix it

- 1 Check the transmission fluid level and condition; low or burnt fluid often points to the root cause and is the cheapest first check.
- 2 Use a scan tool to command the governor pressure solenoid to zero and watch the governor pressure sensor reading to confirm the fault is present.
- 3 Inspect the governor pressure solenoid and sensor connectors and wiring for corrosion, chafing, or loose pins.
- 4 Measure the resistance of the governor pressure solenoid and compare it to the GM specification for your transmission.
- 5 Remove the governor pressure solenoid and inspect it for debris or sticking; clean or replace it if contaminated.
- 6 If the solenoid and wiring test good, check the valve body and governor pressure passages for restrictions or wear.
- 7 After repairs, clear the code and perform a relearn or adapt drive cycle as required for your GM transmission.

What a governor pressure code really tells you

- A P1757 is often set by a dirty solenoid rather than a failed one, so a thorough fluid flush and solenoid cleaning can resolve it without parts replacement.
- The governor pressure sensor can be the liar in the system; a sensor that reads high at zero command will set this code even when the hydraulic circuit is perfect.
- On some GM transmissions, a weak or failing transmission control module (TCM) can command the solenoid incorrectly, so always verify the command signal with a scan tool before condemning the solenoid.
- A restricted transmission cooler or a clogged filter can raise residual pressure in the governor circuit, mimicking a solenoid fault.
- This code does not always mean the transmission is failing; many vehicles continue to shift acceptably, but ignoring it can lead to premature clutch wear.

Can I keep driving with P1757?

You can usually drive the vehicle to a shop, but avoid heavy throttle and towing because the transmission may shift harshly or enter limp mode. If the transmission slips or refuses to shift, stop driving and have it towed to prevent internal damage.

Tools that help

- Scan tool with bidirectional controls and live data for transmission pressure
- Digital multimeter for circuit and solenoid resistance testing
- Transmission fluid level dipstick or scan tool fluid temperature reading
- Basic hand tools for removing the governor pressure solenoid
- Factory service information for GM transmission specifications and torque values



Reading P1757

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

Often seen with

P1751 Power Supply Voltage High · **P1760** Shift Lock Malfunction · **P1750** Power Supply Voltage Low · **P1760** Overrun Clutch Solenoid Valve Circuit · **P1750** Solenoid Assembly · **P1751** A/T Control Relay · **P1751** Transmission Shift Solenoid A Mechanical Fault · **P1756** Transmission Shift Solenoid B Mechanical Fault · **P1756** Governor Pressure Not Equal To Target At 15-20 PSI · **P1760** TCM Supply Voltage Interrupted · **P1751** Shift Solenoid A Performance · **P1756** Shift Solenoid B Performance · **P1760** Transmission system problems · **P1756** Governor Pressure Not Equal To Target At 15-20 PSI · **P1751** Secondary Pressure Solenoid Open Circuit · **P1750** Secondary Pressure Solenoid Circuit Range Performance · **P0740** Torque Converter Clutch Circuit Malfunction

See it working

Watch the animated explainer [Manual Car Driving Simulator: Learn Clutch Control](#) on Auto Veteran to see the parts involved moving.

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

