

GM · POWERTRAIN

P1899

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1899 · GM

Park Neutral Position Switch Stuck In Park or In Gear

P1899 is set by the transmission control module (TCM) when the park/neutral position switch signal does not change state as expected, indicating the switch is stuck reporting either Park or a gear position regardless of the actual selector lever position. The computer compares the switch input against vehicle speed and other gear indicators, and flags the code when the signal remains static during a drive cycle.

SYSTEM

Powertrain

CODE TYPE

GM specific

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Transmission

Symptoms you may notice

- The check engine light or service engine soon light is illuminated on the instrument cluster.
- The engine may crank but not start because the TCM believes the transmission is in gear rather than Park or Neutral.
- The reverse lamps may stay on continuously or fail to illuminate when Reverse is selected.
- The transmission may shift harshly or refuse to enter certain gears because the TCM cannot confirm selector position.
- A no-crank condition may occur intermittently when the shifter is in Park, requiring a wiggle or shift to Neutral to start.
- Often no symptoms besides the warning light, especially if the switch is stuck in a position that still allows normal starting and shifting.

Common causes, most likely first

- 1 Park/neutral position switch internal contact wear or contamination causing a stuck signal.
- 2 Loose, corroded, or damaged electrical connector at the park/neutral position switch.
- 3 Misadjusted switch linkage or cable preventing the switch from moving through its full range.
- 4 Chafed or broken wiring between the switch and the transmission control module.
- 5 Faulty transmission control module (TCM) not interpreting a valid switch signal correctly.
- 6 Mechanical binding in the shifter assembly or manual valve body limiting switch movement.



How to diagnose and fix it

- 1 Connect a scan tool and verify the park/neutral switch status parameter changes correctly through all selector positions while watching live data.
- 2 Inspect the switch connector and harness for corrosion, loose pins, or chafed wires, and repair as needed.
- 3 Check the switch adjustment and linkage travel, then adjust according to GM service information if the switch does not align with the detents.
- 4 Perform a resistance or continuity test on the switch in each position and compare to the manufacturer's specification.
- 5 Backprobe the switch signal circuit at the TCM and confirm the voltage changes when the selector is moved.
- 6 If the switch tests out of specification, replace the park/neutral position switch and clear the code.
- 7 After repair, clear codes and perform a road test through all gear ranges to confirm the code does not return.

Why the shifter feels fine but the code sets

- A park/neutral switch can fail intermittently and only set P1899 after a specific drive cycle, so a simple key-on check may show normal live data and mislead a technician.
- Corrosion inside the switch connector is a common cause on older GM trucks and SUVs, and the switch itself may be perfectly functional once the connector is cleaned.
- The TCM may set P1899 when the switch signal is stuck in a gear position even though the shifter physically moves, because the switch is not following the manual valve.
- A misadjusted shifter cable can hold the switch just off a detent, causing a stuck-in-gear signal without any obvious driver complaint beyond the warning light.
- Do not replace the TCM before verifying the switch signal at the module; a shorted signal wire can mimic a failed switch and lead to an unnecessary module replacement.

Can I keep driving with P1899?

The vehicle is generally safe to drive if it starts and shifts normally, but avoid relying on remote start or assuming the reverse lamps work until the fault is repaired. If the engine will not crank in Park or the transmission behaves erratically, park the vehicle and arrange diagnosis rather than continuing to drive.

Tools that help

- Scan tool with live data capability
- Digital multimeter
- Test light
- Wire terminal pick and electrical contact cleaner
- GM service information for switch adjustment specifications



Reading P1899

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

Often seen with

P0705 Transmission Range Sensor Circuit Malfunction · **P0706** Transmission Range Sensor Circuit Range/Performance · **P0707** Transmission Range Sensor Circuit Low · **P0708** Transmission Range Sensor Circuit High · **P0850** Park/Neutral Switch Input Circuit

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/gm-p1899/>

