

GENERIC · POWERTRAIN

P072F

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P072F

Stuck in Gear 4

P072F indicates that the transmission control module has detected a stuck-in-gear condition specifically for fourth gear, meaning the commanded gear ratio does not match the actual ratio for an extended period. The computer monitors input and output shaft speeds to calculate the actual ratio and flags the code when fourth gear is engaged but the ratio remains outside the expected range.

SYSTEM

Powertrain

CODE TYPE

Generic (all makes)

SEVERITY

Medium

FIX DIFFICULTY

Professional

AREA

Transmission

Symptoms you may notice

- The malfunction indicator lamp (MIL) illuminates on the dashboard.
- The transmission may feel like it is slipping or shuddering when shifting into fourth gear.
- The engine may rev higher than normal at highway speeds because the transmission stays in third gear or neutrals out.
- Harsh or delayed shifts may be noticed during normal driving.
- The transmission may enter limp mode, limiting vehicle speed and gear selection.
- Often no symptoms besides the warning light, especially if the fault is intermittent.

Common causes, most likely first

- 1 Low or contaminated transmission fluid causing poor hydraulic pressure and clutch engagement.
- 2 A faulty shift solenoid or solenoid pack that fails to direct fluid properly for fourth gear.
- 3 Worn or damaged fourth gear clutch packs or bands inside the transmission.
- 4 A sticking valve body or accumulator piston that prevents proper hydraulic apply.
- 5 Internal transmission mechanical failure, such as a broken band or planetary gear set.
- 6 Electrical issues in the solenoid circuit, including damaged wiring or a faulty transmission control module (TCM).
- 7 Incorrect transmission fluid level or use of the wrong fluid type.



How to diagnose and fix it

- 1 Check the transmission fluid level and condition; top off or replace fluid if it is low or burnt.
- 2 Perform a visual inspection of the transmission wiring harness and connectors for damage or corrosion.
- 3 Use a scan tool to command fourth gear and monitor solenoid operation and ratio changes.
- 4 Test the shift solenoid for fourth gear with a multimeter and compare to manufacturer specifications.
- 5 Inspect the valve body for sticking valves or debris; clean or replace as needed.
- 6 If electrical and hydraulic checks pass, remove the transmission pan to inspect for clutch material or mechanical damage.
- 7 Replace the faulty solenoid, valve body, or internal components as diagnosed, then clear codes and verify repair with a road test.

Don't Assume a Bad Transmission Yet

- A stuck-in-gear code for fourth gear is often caused by low fluid level or a clogged filter rather than a failed transmission, so always check the basics first.
In some vehicles, the code may set due to a faulty output speed sensor or input speed sensor, which can mimic a mechanical stuck gear.
- The transmission control module may command fourth gear but the actual ratio is calculated from sensor signals; a sensor error can trigger P072F even if the transmission is mechanically fine.
- Intermittent electrical faults in the solenoid circuit can cause the code to set only under certain conditions, such as after the transmission warms up.
Replacing the transmission without diagnosing the solenoid circuit or valve body is a common and expensive misdiagnosis.

Can I keep driving with P072F?

It is generally safe to drive the vehicle to a repair shop, but avoid heavy acceleration or highway speeds if the transmission is slipping or in limp mode. Prolonged driving with a stuck gear can cause further internal damage, so schedule diagnosis soon.

Tools that help

- OBD-II scan tool with live data and bidirectional control
- Digital multimeter
- Transmission fluid level dipstick or scan tool for fluid temperature
- Jack and jack stands or a lift for under-vehicle access
- Socket set and wrenches for pan removal and solenoid replacement



Reading P072F

P	Powertrain: engine, transmission and emissions.
0	Generic (SAE) code: it means the same thing on every OBD-II vehicle.
7	Transmission.
2F	The exact fault within that area.

Often seen with

P0715 Input/Turbine Speed Sensor Circuit Malfunction · **P072E** Stuck in Gear 3 · **P0730** Incorrect Gear Ratio · **P0734** Gear 4 Incorrect Ratio · **P0740** Torque Converter Clutch Circuit Malfunction

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/p072f/>

