

GENERIC · POWERTRAIN

P0757

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0757

Shift Solenoid 'B' Stuck On

P0757 means the transmission control module has commanded shift solenoid B to turn off, but the solenoid circuit remains electrically active, indicating the solenoid is stuck in the on position. The computer detects this by comparing the commanded state of the solenoid to the actual current or voltage feedback on the circuit, and it sets the code when the solenoid stays energized longer than expected.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Generic (all makes)	Medium	Professional	Transmission

Symptoms you may notice

- The check engine light or transmission warning light illuminates on the dashboard.
- Harsh or delayed shifts, especially when the transmission tries to engage a gear that requires solenoid B to be off.
- The transmission may default to a limp-home mode, holding a single gear or refusing to downshift.
- Poor fuel economy or elevated engine RPM at highway speeds due to incorrect gear selection.
- Often no symptoms besides the warning light, particularly if the fault is intermittent or only occurs under specific conditions.

Common causes, most likely first

- Shift solenoid B itself has failed mechanically or electrically and is stuck energized.
- A short to power in the wiring harness between the transmission control module and solenoid B.
- Corroded, loose, or damaged electrical connector pins at the solenoid or transmission case pass-through.
- Transmission fluid contamination or varnish buildup causing the solenoid plunger to stick in the on position.
- A faulty transmission control module that incorrectly commands or fails to detect the solenoid state.
- Internal transmission valve body wear or debris that prevents the solenoid from releasing pressure.



How to diagnose and fix it

- 1 Scan all modules for stored and pending codes, and record freeze-frame data to understand when the fault occurs.
- 2 Inspect the transmission wiring harness and connectors for chafing, corrosion, or loose pins, especially near heat sources and the transmission case.
- 3 Measure the resistance of shift solenoid B at the transmission connector and compare it to the manufacturer's specification.
- 4 Check for a short to power on the solenoid control circuit with a multimeter or test light while wiggling the harness.
- 5 If electrical checks pass, remove the transmission pan and inspect the solenoid for debris, varnish, or mechanical binding.
- 6 Test the solenoid on the bench with a known-good power source to confirm it releases when de-energized.
- 7 Replace the faulty solenoid or repair the wiring as needed, then clear codes and verify the repair with a road test.

What a stuck-on solenoid really means

- A short to power in the harness can mimic a failed solenoid, so always check the circuit for voltage with the solenoid disconnected before condemning the part.
- Contaminated transmission fluid from neglected service intervals is a leading cause of solenoid sticking that many drivers overlook.
- The code does not always mean the solenoid is physically stuck; an intermittent short or a failing transmission control module can set it as well.
- Some vehicles use a single solenoid for multiple shift functions, so a stuck solenoid B can cause symptoms that seem unrelated to one gear.
- After replacing the solenoid, the transmission adaptive learning may need to be reset with a scan tool to restore proper shift quality.

Can I keep driving with P0757?

You can usually drive the vehicle to a repair shop, but avoid aggressive acceleration and highway speeds because the transmission may be in limp mode and could overheat. If the transmission slips severely or refuses to engage a gear, stop driving and have it towed to prevent internal damage.



Tools that help

- OBD-II scan tool with transmission module capability
- Digital multimeter
- Test light
- Transmission fluid pressure gauge
- Socket set and torque wrench
- Factory service information for circuit specifications

Reading P0757

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

Often seen with

P0700 Transmission Control System Malfunction · **P0755** Shift Solenoid 'B' · **P0756** Shift Solenoid 'B' Performance or Stuck Off · **P0758** Shift Solenoid 'B' Electrical · **P0760** Shift Solenoid 'C'

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/p0757/>

