

GENERIC · POWERTRAIN

P0762

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0762

Shift Solenoid 'C' Stuck On

P0762 indicates that the transmission control module has detected an abnormal condition where shift solenoid C is stuck in the energized or on state, preventing normal hydraulic control. The computer typically recognizes this when the commanded gear ratio does not match the actual ratio, or when electrical feedback from the solenoid circuit remains outside the expected range for the commanded state.

SYSTEM

Powertrain

CODE TYPE

Generic (all makes)

SEVERITY

Medium

FIX DIFFICULTY

Professional

AREA

Transmission

Symptoms you may notice

- Harsh or delayed shifts, especially when the transmission attempts to engage the affected gear
- Transmission may default to limp mode, holding a single gear or refusing to shift
- Illuminated check engine light or transmission warning light on the dashboard
- Slipping sensation or engine flare during acceleration as the transmission fails to apply the correct clutch pack
- Often no symptoms besides the warning light, particularly if the fault is intermittent or occurs only under specific conditions

Common causes, most likely first

- 1 Faulty shift solenoid C, either mechanically stuck open or electrically shorted internally
- 2 Damaged or corroded wiring harness or connector at the solenoid or transmission case pass-through
- 3 Contaminated transmission fluid causing solenoid valve sticking or debris blocking the hydraulic circuit
- 4 Failed transmission control module (TCM) driver circuit for solenoid C
- 5 Internal transmission mechanical wear, such as a stuck valve in the valve body or a damaged clutch pack, that mimics solenoid failure
- 6 Low transmission fluid level or degraded fluid affecting hydraulic pressure and solenoid response



How to diagnose and fix it

- 1 Verify transmission fluid level and condition; top off or replace fluid if contaminated or low
- 2 Perform a visual inspection of the solenoid C wiring harness and connector for chafing, corrosion, or loose pins
- 3 Use a scan tool to command solenoid C on and off while monitoring electrical feedback and listening for solenoid click; compare commanded state to actual state
- 4 Measure resistance of solenoid C at the transmission connector and compare to manufacturer specification; also check for shorts to power or ground
- 5 If electrical tests are inconclusive, remove the transmission pan and inspect solenoid C for debris or mechanical binding; test solenoid operation with a known-good power source
- 6 Replace solenoid C if it fails electrical or mechanical testing, and clean the valve body passages while the pan is off
- 7 Clear codes and perform a relearn or adaptation drive cycle to confirm the repair and ensure no repeat codes

Don't assume the solenoid is bad

- A stuck-on solenoid C can be caused by a shorted driver inside the TCM, so replacing the solenoid without testing the control circuit may not fix the fault.
- Debris from a failing torque converter or clutch pack can lodge in the solenoid valve, causing it to stick on; simply replacing the solenoid without flushing the system often leads to a repeat failure.
- Some vehicles use solenoid C for multiple functions, and a fault may only appear when the transmission is at operating temperature, making cold-testing unreliable.
- A stuck-on solenoid can sometimes be commanded off by the TCM as a limp-home strategy, masking the symptom and leading technicians to overlook the root cause.
- After replacement, many transmissions require a adaptive relearn procedure; skipping it can result in harsh shifts that mimic a recurring fault.

Can I keep driving with P0762?

Driving with P0762 is possible but not recommended because the transmission may enter limp mode or shift unpredictably, increasing wear and safety risk. Avoid heavy acceleration and highway speeds, and have the fault diagnosed promptly to prevent further transmission damage.

Tools that help

- OBD-II scan tool with bidirectional control and transmission data streaming
- Digital multimeter for resistance and voltage measurements
- Transmission fluid level dipstick or scan tool fluid level check function
- Socket set and torque wrench for pan removal and solenoid replacement
- Factory service information for solenoid resistance specifications and relearn procedures



Reading P0762

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

Often seen with

P0750 Shift Solenoid 'A' · **P0755** Shift Solenoid 'B' · **P0760** Shift Solenoid 'C' · **P0765** Shift Solenoid 'D' · **P0770** Shift Solenoid 'E'

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/p0762/>

