

GENERIC · POWERTRAIN

P076B

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P076B

Shift Solenoid H Performance/Stuck Off

P076B indicates that the transmission control module has detected a performance problem with shift solenoid H, specifically that the solenoid is stuck in the off position or not responding as commanded. The computer monitors solenoid electrical current and hydraulic response, and when the expected pressure change does not occur, it sets this code and typically illuminates the malfunction indicator lamp.

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 is illuminated, often with no other noticeable symptoms.
- Harsh or delayed shifts, especially when the transmission attempts to engage the gear controlled by solenoid H.
- The transmission may slip or fail to shift into certain gears, leading to elevated engine RPM at highway speeds.
- The vehicle may enter limp mode, limiting speed and gear selection to protect the transmission.
- A noticeable clunk or jerk when shifting from park to drive or reverse, if solenoid H affects line pressure.
- Poor fuel economy due to the transmission holding a lower gear or slipping.

Common causes, most likely first

- Faulty shift solenoid H, either electrically open or mechanically stuck, preventing proper hydraulic control.
- Degraded or contaminated automatic transmission fluid (ATF) causing solenoid valves to stick or respond sluggishly.
- Wiring damage such as chafed insulation, corroded connectors, or broken pins in the solenoid circuit.
- A clogged transmission filter or restricted fluid passage reducing hydraulic pressure to the solenoid.
- Valve body wear or sticking valves that prevent the solenoid from applying the correct pressure.
- A faulty transmission control module (TCM) or internal driver circuit, though this is less common.
- Low transmission fluid level due to a leak, leading to inadequate pressure and solenoid performance issues.



How to diagnose and fix it

- 1 Check the transmission fluid level and condition; top off or replace fluid if it is low or contaminated.
- 2 Inspect the solenoid H wiring harness and connectors for damage, corrosion, or loose pins, and repair as needed.
- 3 Use a scan tool to command solenoid H on and off while monitoring current and hydraulic response to confirm the fault.
- 4 Measure the resistance of solenoid H with a multimeter and compare to the manufacturer's specification to identify an open or shorted coil.
- 5 Remove the transmission pan and test solenoid H directly by applying voltage and checking for mechanical movement and pressure changes.
- 6 If the solenoid is faulty, replace it and perform a transmission fluid service, then clear the code and verify the repair with a road test.
- 7 If the solenoid tests good but the code persists, inspect the valve body for wear or sticking valves and repair or replace as necessary.

What a Stuck Solenoid Really Means

- A stuck-off solenoid H often does not cause an immediate drivability complaint because the transmission may use adaptive strategies to compensate, so the warning light can be the only clue.
- Contaminated fluid is a leading cause of solenoid sticking, and simply replacing the solenoid without addressing fluid condition often leads to a repeat failure.
- The code can be set by a mechanical hydraulic issue rather than an electrical solenoid failure, so resistance testing alone is not conclusive.
- Some vehicles use solenoid H for multiple functions, so a failure may affect more than one gear or shift quality, complicating diagnosis.
- Intermittent wiring faults can set P076B without a hard failure, so wiggle tests and voltage drop checks under load are essential.

Can I keep driving with P076B?

It is generally safe to drive the vehicle to a repair shop, but avoid aggressive acceleration or heavy loads because the transmission may not shift properly and could enter limp mode. Prolonged driving with this code can cause further transmission damage, so schedule diagnosis promptly.

Tools that help

- OBD-II scan tool with bidirectional control and live data capability
- Digital multimeter for resistance and voltage measurements
- Transmission fluid pressure gauge
- Socket and wrench set for pan removal and solenoid replacement
- Factory service information for solenoid specifications and torque values



Reading P076B

- P** Powertrain: engine, transmission and emissions.
- 0** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
- 7** Transmission.
- 6B** The exact fault within that area.

Often seen with

P076A Shift Solenoid H · **P076C** Shift Solenoid H Stuck On · **P076D** Shift Solenoid H Electrical · **P076E** Shift Solenoid H Intermittent · **P076F** Gear 7 Incorrect Ratio

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/p076b/>

