

GENERIC · POWERTRAIN

P0771

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0771

Shift Solenoid 'E' Performance or Stuck Off

P0771 means the transmission control module (TCM) has commanded shift solenoid 'E' to a state and the resulting hydraulic or electrical feedback did not match the expected value, so the solenoid is judged stuck off or underperforming. The computer typically detects this by comparing commanded solenoid current or hydraulic pressure against actual measured response, often through a pressure switch or solenoid resistance circuit.

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 lamp illuminates, often with no other noticeable symptoms at first.
- Harsh or delayed shifts, especially when the transmission is cold or under light throttle.
- The transmission may stay in a single gear or enter limp mode, limiting vehicle speed.
- Slipping or flaring during upshifts or downshifts that the solenoid is supposed to control.
- A noticeable clunk or engagement shock when selecting drive or reverse.
- Poor fuel economy or elevated engine rpm at highway speed if the affected gear is skipped.

Common causes, most likely first

- Degraded or contaminated automatic transmission fluid (ATF) that prevents the solenoid from moving freely.
- A failing shift solenoid 'E' with worn internal seals, a stuck plunger, or an open or shorted coil.
- Damaged or corroded wiring and connectors between the TCM and the solenoid, including chafed harnesses inside the transmission.
- A restricted or blocked hydraulic passage or valve body circuit feeding the solenoid, often from debris or varnish.
- Low transmission fluid level or a clogged transmission filter reducing supply pressure to the solenoid.
- A faulty TCM or internal driver circuit that cannot command the solenoid correctly, though this is less common.
- Sticking valve body shift valves or accumulator pistons that mimic a solenoid fault by altering hydraulic response.



How to diagnose and fix it

- 1 Check the transmission fluid level, color, and smell; top off or replace fluid and filter if contaminated or low.
- 2 Scan all modules for stored and pending codes, then inspect freeze-frame data and solenoid command versus feedback values.
- 3 Perform a resistance and voltage-drop test on the shift solenoid 'E' circuit at the TCM connector and at the transmission pass-through connector.
- 4 Remove the transmission pan and inspect for debris, then test the solenoid electrically and, where accessible, apply direct power to confirm it clicks and moves.
- 5 Verify hydraulic pressure at the appropriate test port and compare with specifications to rule out a pump or valve body restriction.
- 6 Replace the faulty shift solenoid 'E' or repair the damaged wiring harness, then clear codes and perform a relearn or adaptive drive cycle.
- 7 If the solenoid and wiring test good, inspect the valve body for sticking valves or debris and service or replace it as needed.

What a P0771 often hides

- A stuck-off solenoid 'E' can be caused by a simple clogged transmission filter, so always verify fluid condition and filter restriction before condemning the solenoid.
- The code does not always mean the solenoid itself has failed; chafed wiring inside the transmission pan or a corroded pass-through connector frequently sets the same fault.
- Some vehicles use solenoid 'E' for a specific clutch pack, and a failed solenoid can cause a default gear strategy that feels like a major transmission failure when only the solenoid is at fault.
- A sticking valve body shift valve can produce identical symptoms and set P0771 because the solenoid cannot move the valve even though the solenoid coil tests good.
- After replacing the solenoid, many transmissions require an adaptive relearn or a specific drive cycle before the code will clear and stay off.

Can I keep driving with P0771?

You can usually drive the vehicle to a repair shop if the transmission still shifts and does not slip severely, but avoid heavy throttle, towing, and highway speeds that force the transmission into limp mode. If the vehicle is stuck in one gear or the transmission slips badly, stop driving to prevent internal damage.



Tools that help

- OBD-II scan tool with transmission module and live data capability
- Digital multimeter for resistance and voltage-drop testing
- Transmission pressure gauge set
- Factory service information for solenoid resistance and hydraulic specifications
- Basic hand tools and a transmission pan gasket or seal kit
- Soldering iron and heat-shrink tubing for harness repairs

Reading P0771

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

Often seen with

P0750 Shift Solenoid 'A' · **P0765** Shift Solenoid 'D' · **P0770** Shift Solenoid 'E' · **P0772** Shift Solenoid 'E' Stuck On · **P0773** Shift Solenoid 'E' Electrical

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/p0771/>

