

GENERIC · POWERTRAIN

P0772

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0772

Shift Solenoid 'E' Stuck On

P0772 means the transmission control module (TCM) has commanded shift solenoid E to turn off, but the solenoid circuit remains energized, so the solenoid is stuck in the on state. The TCM detects this by comparing the commanded state of the solenoid to the actual electrical feedback from the circuit, and it sets the code when the feedback shows the solenoid is still on after the command to turn off.

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, and the transmission may enter limp mode with only one or two gears available.
Harsh or delayed shifts, or a noticeable bump when the transmission changes gear, because the stuck solenoid keeps a clutch or band applied when it should release.
- The transmission may slip or flare during acceleration if the stuck solenoid prevents proper pressure control for the affected shift.
- In some vehicles the driver notices no change in driveability at all, with the warning light being the only symptom.
- The engine may rev higher than normal at a given road speed if the transmission stays in a lower gear than commanded.
- A stored P0772 may be accompanied by other shift solenoid or transmission ratio codes, and the transmission may default to a fixed gear for protection.

Common causes, most likely first

- A failed shift solenoid E that is mechanically stuck in the energized position, often due to internal wear or a broken return spring.
- A short to power in the solenoid control circuit, such as a chafed wire touching a live conductor, which keeps the solenoid energized regardless of the TCM command.
- A faulty transmission control module (TCM) or a driver circuit inside the TCM that is stuck on and cannot remove the ground command to the solenoid.
- Contaminated transmission fluid or debris lodged in the solenoid valve, holding the solenoid pintle in the open or on position.
- A poor electrical connection or corrosion in the solenoid connector that causes intermittent feedback and a false stuck-on detection.
- A damaged valve body or stuck shift valve that mechanically holds the solenoid in the on position even when the solenoid itself is commanded off.



How to diagnose and fix it

- 1 Scan all modules and record freeze-frame data for P0772, then check for related transmission codes and verify the commanded versus actual solenoid state with a bidirectional scan tool.
- 2 Inspect the solenoid E electrical connector and harness for corrosion, chafing, or a short to power, and perform a wiggle test while watching solenoid feedback on the scan tool.
- 3 Measure the resistance of shift solenoid E at the transmission connector and compare it to the manufacturer's specification to rule out an open or shorted coil.
- 4 Check the transmission fluid level and condition, and look for debris or burnt fluid that could indicate internal contamination affecting solenoid operation.
- 5 Use a scan tool to command solenoid E on and off and observe whether the feedback follows the command, which confirms whether the fault is electrical or mechanical.
- 6 If the circuit and solenoid test good, remove the valve body and inspect solenoid E and the associated shift valves for sticking, debris, or mechanical binding.
- 7 Replace the faulty solenoid or repair the shorted circuit as needed, clear the codes, and perform a relearn or adaptation drive cycle to confirm the repair.

What a stuck-on solenoid really means

- A P0772 can be set by a short to power in the wiring even when the solenoid itself is perfectly good, so technicians who replace the solenoid without checking the circuit often see the code return.
- Some transmissions use solenoid E for a specific clutch or band that is applied in multiple gears, so a stuck-on solenoid may cause symptoms in gears that seem unrelated to the code description.
- A low battery or charging system fault can cause the TCM to misread solenoid feedback and set a false P0772, so always verify system voltage before condemning the transmission.
- The code does not always mean the solenoid is mechanically stuck; it can be a TCM driver fault that keeps the circuit energized, and a TCM replacement may be required after electrical checks pass.
- After replacing a solenoid or repairing the circuit, many vehicles require a transmission adaptive relearn or a specific drive cycle before the TCM will clear the code and restore normal shift feel.

Can I keep driving with P0772?

You can usually drive the vehicle to a repair shop if the transmission still engages gears and the vehicle moves, but avoid heavy acceleration and long trips because limp mode or harsh shifting can worsen internal wear. If the transmission slips badly or will not engage a gear, stop driving and have the vehicle towed to prevent further damage.



Tools that help

- Bidirectional scan tool capable of commanding shift solenoids and reading transmission live data
- Digital multimeter for circuit resistance and voltage checks
- Transmission fluid level gauge and clean fluid for inspection
- Wire piercing probes and a test light for circuit testing
- Manufacturer service information for solenoid resistance specifications and valve body torque sequences

Reading P0772

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

Often seen with

P0750 Shift Solenoid 'A' · **P0755** Shift Solenoid 'B' · **P0760** Shift Solenoid 'C' · **P0771** Shift Solenoid 'E' Performance or Stuck Off · **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/p0772/>

