

GENERIC · POWERTRAIN

P07A6

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P07A6

Transmission Friction Element C Performance/Stuck Off

P07A6 indicates that the transmission control module has detected a performance problem with friction element C, meaning the clutch or band responsible for a specific gear ratio is not applying or releasing as commanded. The computer typically compares engine speed to transmission output speed and finds that the ratio does not match the expected value when element C is supposed to be engaged, often flagging it as stuck off.

SYSTEM

Powertrain

CODE TYPE

Generic (all makes)

SEVERITY

High

FIX DIFFICULTY

Professional

AREA

Transmission

Symptoms you may notice

- Illumination of the check engine light or transmission warning light, often with no other noticeable symptoms
- Harsh or delayed shifts, especially when the affected gear is engaged
- Slipping during acceleration or a flare in engine speed before the gear engages
- Failure to engage a specific gear, causing the transmission to stay in a lower gear or neutral
- Transmission may enter limp mode with reduced power and limited gear selection
- Increased engine RPM at highway speeds due to a missing overdrive gear

Common causes, most likely first

- 1 Low or degraded transmission fluid causing insufficient hydraulic pressure to apply element C
- 2 Sticking or faulty shift solenoid responsible for directing fluid to element C
- 3 Worn or damaged friction element C (clutch pack or band) itself
- 4 Valve body wear or a stuck valve in the hydraulic circuit for element C
- 5 Internal transmission seal leakage reducing apply pressure to element C
- 6 Electrical fault in the solenoid circuit, such as a short or open in the wiring or connector
- 7 Transmission control module software calibration issue or faulty module (less common)



How to diagnose and fix it

- 1 Check transmission fluid level and condition; top off or replace fluid if contaminated or burnt
- 2 Perform a visual inspection of the solenoid wiring and connectors for damage or corrosion
- 3 Use a scan tool to command element C solenoid and observe transmission response and pressure
- 4 Test the shift solenoid for element C with a multimeter and compare to specifications
- 5 Inspect the valve body for sticking valves or debris, cleaning or rebuilding as needed
- 6 Perform a transmission pressure test to verify hydraulic pressure at the element C circuit
- 7 If internal damage is suspected, remove the transmission for inspection and repair of the friction element and seals

What a P07A6 really tells you

- A P07A6 can be set by a simple low fluid level that causes a pressure drop only under certain conditions, so always check the fluid first before condemning internal parts.
- The code may be stored without any drivability symptoms if the fault is intermittent, leading many to replace parts unnecessarily when a fluid service and adaptation reset would suffice.
- Friction element C is often used for a specific gear ratio, so the code may only appear during certain driving conditions such as highway cruising or a particular shift sequence.
- A faulty solenoid can mimic a worn friction element, so testing the solenoid and its circuit should always precede any internal transmission repair.
- On some vehicles, a software update for the transmission control module can correct false P07A6 codes caused by overly sensitive detection logic.

Can I keep driving with P07A6?

Driving with P07A6 is not recommended because the transmission may slip or fail to engage a gear, leading to loss of power or unsafe driving conditions. If you must drive, avoid heavy acceleration and highway speeds, and have the vehicle inspected by a transmission specialist as soon as possible.

Tools that help

- OBD-II scan tool with transmission diagnostics capability
- Transmission fluid level dipstick or inspection tool
- Digital multimeter for circuit testing
- Transmission pressure gauge
- Factory service information for solenoid and valve body specifications



Reading P07A6

- P** Powertrain: engine, transmission and emissions.
- 0** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
- 7** Transmission.
- A6** The exact fault within that area.

Often seen with

P0730 Incorrect Gear Ratio · **P0740** Torque Converter Clutch Circuit Malfunction · **P07A5** Transmission Friction Element B Stuck On · **P07A7** Transmission Friction Element C Stuck On · **P0841** Transmission Fluid Pressure Sensor/Switch 'A' Circuit Range/

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/p07a6/>

