

GENERIC · POWERTRAIN

P07BE

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P07BE

Transmission Park Position Sensor/Switch A/B Correlation

P07BE is set when the transmission control module compares the two internal park position sensor signals, typically a redundant pair inside the park lock or range switch assembly, and finds they disagree beyond a calibrated tolerance. The computer has detected a correlation fault between sensor A and sensor B, meaning one channel reports park while the other does not, or their voltages fall outside the expected relationship.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Generic (all makes)	Medium	Intermediate	Transmission

Symptoms you may notice

- Often no symptoms besides the warning light, especially if the fault is intermittent
- The gear position indicator may show Park when the shifter is in another range, or fail to show Park when it is
- The vehicle may refuse to start because the module does not confirm park, or may not release the shifter from park
- A warning message such as 'Transmission not in Park' or a chime may appear when the driver exits
- In some vehicles the transmission may default to a limp or fail-safe mode with limited range engagement
- Intermittent operation over bumps or in wet weather if the switch connector or internal contacts are marginal

Common causes, most likely first

- Contaminated or worn internal contacts in the park position switch assembly causing one channel to drop out
- Loose, corroded, or water-intruded connector at the transmission range or park switch
- Chafed or open wiring between the switch and the transmission control module affecting only one signal circuit
- Mechanical misalignment of the switch or shifter cable so the two sensors never agree at the park detent
- Failed park position sensor assembly with one redundant element drifting out of specification
- Transmission control module software or internal signal processing fault, less common but documented
- Low or unstable supply voltage or a poor ground shared by the switch and module



How to diagnose and fix it

- 1 Scan all modules and record freeze-frame data for P07BE, then check for related range or park switch codes before touching hardware
- 2 Inspect the park/range switch connector and harness for corrosion, water intrusion, pushed pins, and chafing, and clean or repair as needed
- 3 Verify battery voltage and the ground circuit at the switch and module, since a weak supply can corrupt one sensor channel
- 4 Back-probe both sensor A and sensor B signal circuits and compare their voltages through the full shifter sweep, looking for a channel that drops or sticks
- 5 Check shifter cable adjustment and switch alignment so park is mechanically confirmed at the detent before condemning the sensor
- 6 If one channel is missing or out of range while the other is correct, replace the park position sensor or range switch assembly and clear the code
- 7 After repair, clear codes, perform any required park position relearn or adaptation, and road test through all ranges to confirm the code does not return

Why park switch correlation faults mislead

- A correlation code does not tell you which sensor is wrong, so technicians who replace the switch without comparing both signals often find the fault was a chafed wire on one channel
- Water intrusion at the transmission connector is a frequent hidden cause because it affects one pin more than the other and only shows up in damp weather
- A shifter cable that is slightly out of adjustment can make both sensors read correctly in every range except park, setting this code with no electrical fault at all
- Some vehicles set P07BE when the battery is disconnected or voltage is low during a start attempt, and the code clears after a proper drive cycle once stable voltage returns
- The park position signal is often shared with the starting inhibit and key-removal logic, so a fault here can present as a no-crank or cannot-remove-key complaint rather than a transmission symptom

Can I keep driving with P07BE?

The vehicle is generally safe to drive if it starts, moves, and selects ranges normally, but avoid relying on park confirmation and use the parking brake. If the car will not start, will not come out of park, or drops into a limp mode, have it diagnosed before continuing to drive.



Tools that help

- OBD-II scan tool with transmission module and live data capability
- Digital multimeter with back-probe pins
- Wiring diagram for the park/range switch and transmission control module circuits
- Basic hand tools for connector and switch access
- Battery load tester or charging system tester

Reading P07BE

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

Often seen with

P0705 Transmission Range Sensor Circuit Malfunction · **P0706** Transmission Range Sensor Circuit Range/Performance · **P07BF** Input/Turbine Shaft Speed Sensor A Circuit Low · **P07C0** Input/Turbine Shaft Speed Sensor A Circuit High · **P0850** Park/Neutral Switch Input Circuit

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/p07be/>

