

GENERIC · POWERTRAIN

P07E6

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P07E6

Stuck in Park

P07E6 indicates that the transmission control module (TCM) has detected a condition where the transmission range sensor or park lock mechanism is stuck in the Park position, even though the driver may be attempting to shift into another gear. The computer monitors the park lock solenoid circuit and range sensor inputs to determine if the transmission is unable to disengage from Park when commanded.

SYSTEM

Powertrain

CODE TYPE

Generic (all makes)

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Transmission

Symptoms you may notice

- The gear selector can be moved but the transmission remains in Park, preventing the vehicle from moving
- The shift lever may feel loose or unable to move out of Park without using the shift lock override
- A warning light on the instrument cluster, often the check engine light or a transmission fault message
- The vehicle may not start if the park lock system is engaged and the brake-shift interlock is not functioning
- Often no symptoms besides the warning light if the fault is intermittent or only affects a specific circuit condition

Common causes, most likely first

- 1 Faulty park lock solenoid or actuator that fails to release the shift lock mechanism
- 2 Worn or damaged transmission range sensor (TRS) providing incorrect Park position feedback
- 3 Open or shorted wiring in the park lock solenoid circuit, including damaged connectors or chafed harness
- 4 Failed brake-shift interlock switch or circuit, preventing the park lock from releasing
- 5 Mechanical binding in the shift lever assembly or park lock mechanism due to lack of lubrication or debris
- 6 Software glitch or calibration issue in the transmission control module (TCM) requiring reprogramming



How to diagnose and fix it

- 1 Verify the fault by scanning all modules for codes and checking live data for park lock solenoid status and range sensor inputs
- 2 Inspect the shift lever assembly and park lock mechanism for mechanical binding or debris, cleaning and lubricating as needed
- 3 Test the park lock solenoid for resistance and operation, comparing to manufacturer specifications
- 4 Check the brake-shift interlock switch and circuit for proper voltage and continuity when the brake pedal is pressed
- 5 Inspect the transmission range sensor for proper alignment and signal output, replacing if faulty
- 6 Check wiring and connectors between the TCM, park lock solenoid, and range sensor for damage or corrosion
- 7 If all hardware checks pass, reprogram the TCM with the latest software and perform a relearn procedure

Park lock faults often misdiagnosed as shift cable issues

- A common mistake is replacing the shift cable or entire shifter assembly when the actual fault is a failed park lock solenoid or a simple blown fuse.
- The code can set intermittently due to a weak battery or low voltage, so always check battery health and charging system before condemning components.
- Some vehicles use a park lock system integrated into the ignition switch, so a faulty ignition switch can cause P07E6 without any transmission problems.
- The transmission range sensor may be part of the park lock strategy, and a misadjusted sensor can report Park when the transmission is actually in another gear, setting this code.
- After repairs, a relearn or calibration procedure for the park lock system is often required to prevent the code from returning.

Can I keep driving with P07E6?

If the vehicle is stuck in Park, do not force the shift lever as this can cause further damage. Use the shift lock override to move the vehicle to a safe location if necessary, but avoid driving until the fault is repaired because the vehicle may not reliably engage or disengage Park.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Test light
- Socket and wrench set
- Manufacturer service information for circuit testing



Reading P07E6

- P** Powertrain: engine, transmission and emissions.
- 0** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
- 7** Transmission.
- E6** The exact fault within that area.

Often seen with

P0705 Transmission Range Sensor Circuit Malfunction · **P0706** Transmission Range Sensor Circuit Range/Performance · **P07E5** Unable to Engage Drive · **P07E7** Stuck in Drive · **P0850** Park/Neutral Switch Input Circuit

See it working

Watch the animated explainer [Four-Stroke Engine Notebook: The Otto Cycle Explained](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p07e6/>

