

GENERIC · POWERTRAIN

P07E7

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P07E7

Stuck in Drive

P07E7 is a generic transmission code indicating that the transmission control module (TCM) has detected the transmission is stuck in Drive, meaning it cannot engage or disengage other gears as commanded. The TCM typically sets this code when the actual gear ratio or range position does not match the commanded gear, often due to a mechanical or hydraulic fault inside the transmission.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Generic (all makes)	High	Professional	Transmission

Symptoms you may notice

- Transmission remains in Drive regardless of shifter position, preventing Reverse or Park engagement
- Harsh or delayed engagement when shifting from Park to Drive
- Engine RPMs flare or surge unexpectedly during acceleration due to inability to shift
- Vehicle may feel sluggish or lack power because it is stuck in a single forward gear
- Often no symptoms besides the warning light, especially if the fault is intermittent
- Transmission may enter limp mode, limiting vehicle speed and gear selection

Common causes, most likely first

- Internal transmission mechanical failure, such as a broken or stuck valve in the valve body
- Faulty shift solenoid or solenoid pack preventing proper hydraulic control
- Low or contaminated transmission fluid causing erratic hydraulic pressure
- Wiring harness damage or poor electrical connection to the transmission solenoids
- Faulty transmission control module (TCM) or software calibration issue
- Sticking accumulator piston or worn seals inside the transmission
- Manual valve misalignment or linkage problem inside the transmission

How to diagnose and fix it

- Check transmission fluid level and condition; top off or replace fluid if contaminated
- Perform a visual inspection of the transmission wiring harness and connectors for damage or corrosion
- Use a scan tool to read TCM codes and monitor live data for commanded versus actual gear ratio
- Test shift solenoids for proper resistance and operation according to manufacturer specifications
- Inspect the valve body for stuck valves or debris, cleaning or rebuilding as necessary
- Replace faulty solenoids or the solenoid pack if testing indicates failure
- Reprogram or replace the TCM if no mechanical or electrical faults are found



When a stuck valve mimics a solenoid failure

- A stuck manual valve or shift valve inside the valve body can produce identical symptoms to a failed solenoid, so always verify hydraulic operation before replacing electrical parts.
- Low fluid level from a slow leak often triggers P07E7 without any visible puddle, so check the fluid level and condition before condemning internal components.
- The code may be set by a simple loose ground connection on the transmission, which is frequently overlooked during diagnosis.
- Some vehicles require a transmission adaptive relearn procedure after repairs, and skipping this step can cause the code to return even after a proper fix.
- P07E7 can be an early warning of a failing transmission, so ignoring it may lead to more extensive and costly damage.

Can I keep driving with P07E7?

Driving with P07E7 is not recommended because the transmission may be stuck in a single gear, which can cause further internal damage and create unsafe driving conditions. Limit driving to moving the vehicle to a safe location or to a repair shop, and avoid highway speeds or heavy loads.

Tools that help

- OBD-II scan tool with transmission diagnostic capability
- Digital multimeter for testing solenoids and wiring
- Transmission fluid level dipstick or scan tool for fluid temperature reading
- Factory service information for solenoid resistance specifications and diagnostic procedures
- Basic hand tools for accessing transmission components

Reading P07E7

P	Powertrain: engine, transmission and emissions.
0	Generic (SAE) code: it means the same thing on every OBD-II vehicle.
7	Transmission.
E7	The exact fault within that area.

Often seen with

P0700 Transmission Control System Malfunction · **P0730** Incorrect Gear Ratio · **P0740** Torque Converter Clutch Circuit Malfunction · **P0750** Shift Solenoid 'A' · **P0760** Shift Solenoid 'C'



See it working

Watch the animated explainer [How a Padlock Works: Pin Tumbler Lock in X-Ray](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p07e7/>

