

JAGUAR · POWERTRAIN

P1384

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1384 · Jaguar

Variable Valve Timing Solenoid A Circuit

P1384 on a Jaguar means the engine control module has detected an electrical fault in the circuit for Variable Valve Timing Solenoid A, which is the oil control valve that adjusts camshaft timing on one bank of the engine. The computer monitors the solenoid's command wire for expected voltage or current behaviour and flags the code when the signal falls outside the programmed window, so the fault is electrical rather than a mechanical timing problem.

SYSTEM

Powertrain

CODE TYPE

Jaguar specific

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Ignition system and misfire

Symptoms you may notice

- Illumination of the check engine light, often with no other symptoms besides the warning light
- Rough idle or unstable engine speed at a stop, especially when the engine is cold
- Reduced engine performance and sluggish acceleration because cam timing stays in its default position
- Poor fuel economy as the engine management system reverts to a fixed timing strategy
- Occasional stalling or hesitation when pulling away from a standstill
- A slight rattle or tapping from the cam cover area if the solenoid is sticking and oil pressure fluctuates

Common causes, most likely first

- 1 Failed variable valve timing solenoid, usually due to a burnt internal coil or worn plunger
- 2 Damaged or corroded wiring between the engine control module and the solenoid connector
- 3 Oil sludge or debris blocking the solenoid's internal oil passages, preventing the plunger from moving freely
- 4 Loose, backed-out or contaminated solenoid connector pins causing an intermittent circuit
- 5 Low engine oil level or degraded oil reducing hydraulic pressure to the variable valve timing unit
- 6 A shorted or open circuit inside the engine harness where it rubs against the cam cover or intake manifold
- 7 Rarely, a failed driver inside the engine control module that cannot supply the solenoid current



How to diagnose and fix it

- 1 Check engine oil level and condition first, then top up or change oil if it is low or heavily contaminated
- 2 Inspect the solenoid connector and the harness section near the cam cover for corrosion, chafing or loose pins
- 3 Measure the solenoid coil resistance with a multimeter and compare it to the Jaguar specification for the engine fitted
- 4 Back-probe the solenoid command wire and watch for a pulsed voltage signal while the engine is running and the fault is active
- 5 Remove the solenoid and inspect the screen and oil passages for sludge or metal debris, cleaning or replacing as required
- 6 If the circuit and solenoid test good, check for a short to ground or a broken wire between the solenoid and the engine control module
- 7 Clear the code and perform a road test with live variable valve timing data displayed to confirm the commanded and actual cam timing agree

What P1384 does not always mean

- A P1384 is frequently set by dirty engine oil rather than a failed solenoid, so a sludge-blocked oil control valve can mimic an electrical failure until the screen is inspected.
- The code can be stored intermittently by a connector that only loses contact when the engine moves under load, which is why a static resistance test at idle may pass.
- Jaguar's variable valve timing solenoid A refers to a specific bank, and technicians who replace the wrong bank's solenoid waste time because the code does not always name the bank in plain text.
- A weak battery or charging system fault can cause the engine control module to log this code during cranking, so check system voltage before condemning the solenoid.
- Replacing the solenoid without checking oil pressure at the variable valve timing gallery risks a repeat failure when a worn oil pump or blocked pickup is the real cause.

Can I keep driving with P1384?

You can usually drive the car to a workshop, but avoid hard acceleration and long journeys because the engine is running on a default cam timing strategy that can worsen fuel consumption and emissions. If the engine idles roughly or stalls, stop driving and arrange a diagnostic check.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Back-probe kit or breakout leads
- Socket set and torx bits for cam cover access
- Oil pressure gauge
- Torque wrench



Reading P1384

- P** Powertrain: engine, transmission and emissions.
- 1** Manufacturer-specific code (Jaguar): its meaning depends on the make.
- 3** Ignition system and misfire.
- 84** The exact fault within that area.

Often seen with

P1383 Cam Timing Advance is Excessive · **P1385** Variable Cam Timing Solenoid B Malfunction · **P1385** Knock Sensor 4 Circuit · **P0011** 'A' Camshaft Position - Timing Over-Advanced or System Perfo · **P0012** 'A' Camshaft Position - Timing Over-Retarded (Bank 1) · **P0021** 'A' Camshaft Position - Timing Over-Advanced or System Perfo

See it working

Watch the animated explainer [Four-Stroke Engine Cutaway: Intake to Exhaust](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/jaguar-p1384/>

