

GENERIC · POWERTRAIN

P0075

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0075

Intake Valve Control Solenoid Circuit (Bank 1)

P0075 means the engine computer has detected an electrical fault in the circuit that controls the intake valve timing solenoid on bank 1 of the engine. The computer monitors the solenoid's command wire and sees a voltage or current outside the expected range, so it cannot reliably adjust intake valve timing for that bank.

SYSTEM Powertrain	CODE TYPE Generic (all makes)	SEVERITY Medium	FIX DIFFICULTY Intermediate	AREA Fuel and air metering and auxiliary emission controls
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Symptoms you may notice

- Illuminated check engine light, often with no other noticeable symptoms
- Rough idle or unstable engine speed at a stop
- Reduced engine power or sluggish acceleration, especially at low rpm
- Poor fuel economy compared with normal driving
- Occasional engine stumble or hesitation during light acceleration
- In some vehicles, a default limp-home valve timing strategy that feels like low-end torque loss

Common causes, most likely first

- 1 Failed intake valve control solenoid (open or shorted internal coil)
- 2 Damaged, chafed, or corroded wiring between the solenoid and the engine computer
- 3 Loose or contaminated electrical connector at the solenoid
- 4 Blown fuse or corroded fuse-box terminal feeding the solenoid circuit
- 5 Engine computer driver circuit failure for that solenoid output
- 6 Oil sludge or debris blocking the solenoid screen and causing abnormal current draw
- 7 Aftermarket electrical accessories tapped into the solenoid circuit causing interference



How to diagnose and fix it

- 1 Scan all modules and record freeze-frame data to confirm P0075 is active and not a history code from a previous repair
- 2 Inspect the solenoid connector and the visible harness for corrosion, pushed pins, or chafed insulation, and repair as needed
- 3 Check the fuse and measure battery voltage at the solenoid supply terminal with the key on
- 4 Measure solenoid coil resistance with a multimeter and compare it with the manufacturer's specification for that engine
- 5 Command the solenoid with a scan tool and listen or feel for a click while watching live current or voltage data
- 6 Back-probe the control wire at the computer and check for a short to ground or to power, and for continuity back to the solenoid
- 7 Replace the solenoid only after electrical tests confirm the circuit is sound, then clear codes and verify the repair with a road test

What the P0075 circuit test really checks

- The computer often sets P0075 based on current draw through the solenoid coil, so a mechanically stuck valve timing phaser can trigger it even when the solenoid itself tests good on a bench.
- A dirty engine oil condition is a common hidden cause because sludge migrates into the solenoid screen and changes coil current, so a fresh oil change and screen cleaning sometimes clears the code without parts replacement.
- Technicians sometimes replace the solenoid when the real fault is a chafed wire near the exhaust manifold or a corroded ground shared with other engine sensors, so always wiggle-test the harness while watching live data.
- P0075 is bank-specific, and on V6 or V8 engines a single failed solenoid can make the engine feel down on power without setting misfire codes, which leads some drivers to chase transmission problems instead.
- A weak battery or charging system that drops voltage during cranking can set a false P0075 on some vehicles, so check battery health before condemning the solenoid.

Can I keep driving with P0075?

You can usually drive short distances to a repair shop with P0075, but avoid heavy acceleration and sustained high-speed driving because incorrect intake valve timing can increase exhaust temperatures and reduce engine protection. If the engine runs rough, misfires, or loses power noticeably, stop driving and have it diagnosed promptly.



Tools that help

- OBD-II scan tool with live data and bidirectional control
- Digital multimeter with back-probe pins
- Test light
- Socket and ratchet set
- Electrical contact cleaner
- Manufacturer service information for solenoid resistance and circuit pinout

Reading P0075

P	Powertrain: engine, transmission and emissions.
0	Generic (SAE) code: it means the same thing on every OBD-II vehicle.
0	Fuel and air metering and auxiliary emission controls.
75	The exact fault within that area.

Often seen with

P0010 'A' Camshaft Position Actuator Circuit (Bank 1) · **P0011** 'A' Camshaft Position - Timing Over-Advanced or System Perfo · **P0020** 'A' Camshaft Position Actuator Circuit (Bank 2) · **P0076** Intake Valve Control Solenoid Circuit Low (Bank 1) · **P0077** Intake Valve Control Solenoid Circuit High (Bank 1)

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/p0075/>

