

GENERIC · POWERTRAIN

P0084

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0084

Exhaust Valve Control Solenoid Circuit (Bank 2)

P0084 indicates that the powertrain control module (PCM) has detected an electrical fault in the circuit that operates the exhaust valve control solenoid on bank 2 of the engine. The solenoid is used to vary exhaust flow, often for noise reduction or low-end torque, and the PCM monitors the circuit for expected voltage or current; when the signal falls outside the expected range, the code is stored.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Generic (all makes)	Low	Intermediate	Fuel and air metering and auxiliary emission controls

Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms
- A slight decrease in engine performance or fuel economy
- Audible exhaust note changes, such as a louder or different tone under certain conditions
- In rare cases, a rough idle or hesitation if the valve remains in an unfavorable position
- Possible related codes for other exhaust valve solenoids or system performance

Common causes, most likely first

- 1 Damaged or disconnected wiring or connector at the exhaust valve control solenoid
- 2 Failed exhaust valve control solenoid (open or shorted coil)
- 3 Corroded or dirty electrical contacts in the solenoid connector
- 4 Open or shorted circuit in the harness between the PCM and solenoid
- 5 Faulty PCM driver for the solenoid circuit (less common)
- 6 Exhaust valve mechanically stuck, causing the solenoid to draw abnormal current



How to diagnose and fix it

- 1 Visually inspect the solenoid connector and wiring for damage, corrosion, or looseness
- 2 Measure the resistance of the solenoid with a multimeter and compare to manufacturer specifications
- 3 Check for battery voltage and ground at the solenoid connector with the key on
- 4 Perform a wiggle test on the harness while monitoring solenoid resistance or voltage
- 5 Check continuity and resistance of the circuit between the PCM and solenoid
- 6 If the circuit and solenoid test good, suspect the PCM and perform pinpoint diagnostics before replacement
- 7 Clear the code and verify the repair with a test drive

Common misdiagnosis traps for P0084

- A stuck exhaust valve can mimic a solenoid failure, so always verify that the valve moves freely before replacing the solenoid.
- The code can be set by a poor connection that only acts up under vibration, so a wiggle test is essential.
- Some vehicles use the exhaust valve solenoid for active exhaust noise control, and a failure may not affect drivability at all.
- A faulty PCM is rare, but it should be ruled out only after all circuit and component tests pass.
- Related codes for bank 1 or other solenoids often appear together, indicating a shared power or ground issue.

Can I keep driving with P0084?

The vehicle is generally safe to drive with P0084 because the fault usually affects exhaust tuning rather than core engine operation. Avoid aggressive driving or towing until the issue is repaired, and address the code promptly to prevent secondary problems.

Tools that help

- OBD-II scan tool
- Digital multimeter
- Wire probe set
- Service information for circuit specifications

Reading P0084

- 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.
-
- 84** The exact fault within that area.



Often seen with

P0083 Intake Valve Control Solenoid Circuit High (Bank 2) · **P0085** Exhaust Valve Control Solenoid Circuit Low (Bank 2) · **P0086** Exhaust Valve Control Solenoid Circuit High (Bank 2) · **P0087** Fuel Rail/System Pressure - Too Low

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/p0084/>

