

GENERIC · POWERTRAIN

P2662

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P2662

'B' Rocker Arm Actuator System Stuck On (Bank 2)

P2662 indicates that the powertrain control module (PCM) has detected an abnormal condition in the variable valve timing (VVT) rocker arm actuator circuit for bank 2, specifically that the actuator is stuck in the energized or 'on' position. The PCM monitors the actuator command and feedback circuit and sets this code when the electrical current or response does not match the expected value for the commanded state, indicating a short to power or a mechanical jam.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Generic (all makes)	Medium	Intermediate	Computer and output circuits

Symptoms you may notice

- Illumination of the check engine light (malfunction indicator lamp) with no other noticeable symptoms.
- Rough idle or misfire, especially when the engine is cold or at low RPM.
- Reduced engine performance and poor fuel economy due to improper valve timing.
- Increased engine noise or valve train clatter from the affected bank.
- In some cases, the engine may enter limp mode or have difficulty starting.

Common causes, most likely first

- 1 Faulty rocker arm actuator solenoid or actuator assembly on bank 2.
- 2 Wiring harness damage such as a short to power, open circuit, or chafed wires in the actuator circuit.
- 3 Corroded or loose electrical connector at the actuator or PCM.
- 4 Mechanical binding or sludge buildup in the rocker arm actuator mechanism.
- 5 Failed PCM driver for the actuator control circuit (rare).
- 6 Low engine oil level or degraded oil affecting hydraulic actuator operation.
- 7 Aftermarket or incorrect oil filter causing oil pressure issues to the actuator.



How to diagnose and fix it

- 1 Verify the code with a scan tool and check for any related pending or history codes in the VVT system.
- 2 Inspect the engine oil level and condition; change oil and filter if contaminated or incorrect viscosity.
- 3 Perform a visual inspection of the bank 2 actuator wiring and connector for damage, corrosion, or loose pins.
- 4 Use a multimeter to check for short to power, open circuit, or excessive resistance in the actuator control circuit.
- 5 Test the actuator with a bidirectional scan tool to command it on and off while listening for activation or checking for voltage changes.
- 6 If electrical tests pass, remove and inspect the actuator for mechanical binding or sludge; clean or replace as needed.
- 7 Clear codes and perform a road test to confirm the repair, monitoring live data for proper actuator operation.

Oil quality and circuit checks before parts

- A stuck-on rocker arm actuator is often caused by a short to power in the wiring harness rather than a failed actuator, so always check the circuit before replacing components.
- Sludge or varnish from extended oil change intervals can cause the actuator to stick mechanically, mimicking an electrical fault.
- The PCM may set P2662 if the actuator connector is unplugged or has high resistance, so a simple connector reseat can sometimes resolve the issue.
- This code is specific to bank 2; if bank 1 has a similar code, look for common oil pressure or wiring harness issues affecting both banks.
- Some vehicles use the same actuator for multiple functions, and a failure can also trigger codes for camshaft position or VVT performance, so diagnose the root cause rather than chasing secondary codes.

Can I keep driving with P2662?

Driving with P2662 is generally safe for short distances, but avoid aggressive acceleration or heavy loads because improper valve timing can cause engine damage over time. Have the vehicle diagnosed promptly to prevent worsening performance or potential catalytic converter damage.

Tools that help

- OBD-II scan tool with bidirectional control and live data
- Digital multimeter
- Basic hand tools (socket set, screwdrivers)
- Wiring diagram for the specific vehicle
- Oil pressure gauge (if mechanical inspection is needed)



Reading P2662

- P** Powertrain: engine, transmission and emissions.
- 2** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
- 6** Computer and output circuits.
- 62** The exact fault within that area.

Often seen with

P0011 'A' Camshaft Position - Timing Over-Advanced or System Perfo · **P0021** 'A' Camshaft Position - Timing Over-Advanced or System Perfo · **P2661** 'B' Rocker Arm Actuator System Performance or Stuck Off (Ban · **P2663** 'B' Rocker Arm Actuator Control Circuit Low (Bank 2) · **P2664** 'B' Rocker Arm Actuator Control Circuit High (Bank 2)

See it working

Watch the animated explainer [How a Manual Transmission Works: Four-Speed Cutaway](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p2662/>

