

GENERIC · POWERTRAIN

P2667

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P2667

Fuel Shutoff Valve 'B' Control Circuit High

P2667 means the powertrain control module (PCM) commanded the fuel shutoff valve 'B' circuit to a state and the circuit voltage stayed higher than expected, indicating a short to power or an open return path. The PCM monitors the driver output and flags a high-side fault when the feedback voltage does not match the commanded state.

SYSTEM

Powertrain

CODE TYPE

Generic (all makes)

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Computer and output circuits

Symptoms you may notice

- Illuminated check engine light, often with no other noticeable symptoms
- Extended cranking or a no-start condition because fuel is not being shut off or delivered correctly
- Rough idle or stumble after startup if the valve is stuck partially open or closed
- A fuel smell or visible fuel seepage around the valve or its connector in severe short-to-power cases
- Reduced fuel economy or rich-running exhaust odor when the valve fails to close on deceleration
- Intermittent stalling or hesitation when the PCM cannot control the valve during fuel cut events

Common causes, most likely first

- 1 Damaged or chafed wire in the valve control circuit shorted to battery positive voltage
- 2 Corroded, loose, or water-intruded electrical connector at the fuel shutoff valve
- 3 Failed fuel shutoff valve solenoid with an internally shorted coil
- 4 Open or high-resistance ground circuit for the valve, causing the PCM to see high voltage on the control side
- 5 PCM driver circuit fault or internal driver failure holding the control line high
- 6 Aftermarket alarm, remote starter, or fuel pump kill switch improperly spliced into the valve circuit
- 7 Harness damage from heat, rodent chewing, or previous collision repair near the valve



How to diagnose and fix it

- 1 Scan all modules and record freeze-frame data for P2667, then clear the code and verify whether it returns immediately or only under specific conditions
- 2 Inspect the fuel shutoff valve connector and the harness for corrosion, chafing, pin push-out, or signs of rodent damage
- 3 Measure resistance across the valve solenoid and compare to the manufacturer's specification to rule out an open or shorted coil
- 4 With the key on and the valve commanded off, back-probe the control wire to check for battery voltage that should not be present, confirming a short to power
- 5 Check the valve ground circuit for excessive voltage drop under load, repairing any high-resistance ground or connector terminal
- 6 Disconnect the PCM and check the control circuit for continuity to ground and to battery positive to isolate the short before condemning the PCM
- 7 Repair or replace the faulty harness section or valve, clear codes, and run a road test with fuel cut events to confirm the monitor completes without resetting P2667

What a high-side fuel valve code really means

- A high-side code does not automatically mean the valve is bad; a shorted control wire or a poor ground will set the same code and replacing the valve will not fix it
- Many vehicles use the fuel shutoff valve only during deceleration fuel cut and evap testing, so the driver may notice nothing at all until the monitor runs on a specific drive cycle
- Aftermarket remote starters and alarm systems are a frequent hidden cause because installers sometimes tap the fuel valve circuit for a kill relay, creating a short to power
- A failed PCM driver is rare but possible, and it should only be suspected after the harness and valve have been ruled out with voltage-drop and continuity testing
- The same circuit may be shared with the fuel pump relay or evap system on some platforms, so a fault in a related component can set P2667 without any direct valve problem

Can I keep driving with P2667?

You can usually drive short distances to a repair shop if the only symptom is the warning light, but avoid hard acceleration and long trips because a stuck valve can cause rich running, fuel smell, or a no-start. If you smell raw fuel or see a leak, stop driving and have the vehicle towed.



Tools that help

- OBD-II scan tool with live data and bidirectional control capability
- Digital multimeter with back-probe pins and voltage-drop testing
- Wiring diagram and connector pinout for the specific vehicle
- Hand tools for connector and harness access
- Test light or fused jumper wire for circuit loading checks

Reading P2667

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

Often seen with

P0087 Fuel Rail/System Pressure - Too Low · **P0088** Fuel Rail/System Pressure - Too High · **P0230** Fuel Pump Primary Circuit Malfunction · **P2666** Fuel Shutoff Valve 'B' Control Circuit Low · **P2668** Fuel Mode Indicator Lamp Control Circuit

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/p2667/>

