

GENERIC · POWERTRAIN

**P340B**

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

## P340B

# Deactivation/Intake Valve Control Circuit Bank 2

P340B indicates that the powertrain control module has detected an electrical fault in the intake valve control circuit for bank 2, which is the side of the engine that does not contain cylinder number one. The circuit typically controls an oil control solenoid or actuator that varies intake valve timing or lift, and the computer sets this code when the commanded state does not match the actual circuit feedback.

SYSTEM

Powertrain

CODE TYPE

Generic (all makes)

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Auxiliary emission controls

## Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms
- Rough idle or unstable engine operation, especially when cold
- Reduced engine power or sluggish acceleration due to disabled variable valve timing
- Poor fuel economy or increased emissions
- Engine may enter limp mode, limiting RPM
- In rare cases, a no-start condition if the valve control system is severely affected

## Common causes, most likely first

- 1 Faulty intake valve control solenoid or actuator on bank 2
- 2 Damaged, chafed, or disconnected wiring in the bank 2 intake valve control circuit
- 3 Corroded or loose electrical connector at the solenoid or PCM
- 4 Failed powertrain control module driver for that circuit (rare)
- 5 Engine oil sludge or debris clogging the solenoid or oil passages
- 6 Internal mechanical failure of the variable valve timing phaser or rocker arm (less common)



## How to diagnose and fix it

- 1 Verify the code with a scan tool and check for any related pending or history codes
- 2 Inspect the bank 2 intake valve control solenoid connector and wiring for damage or corrosion
- 3 Measure resistance of the solenoid and compare to manufacturer specifications
- 4 Check for oil sludge or contamination at the solenoid and clean or replace as needed
- 5 Test the control circuit from the PCM to the solenoid for continuity and short to ground or power
- 6 If the circuit and solenoid test good, perform an active test of the solenoid with a scan tool to confirm operation
- 7 Replace the faulty solenoid or repair wiring as necessary, then clear codes and verify the repair with a road test

## What the code does not always mean

- A P340B is often set by a dirty or clogged oil control solenoid rather than a failed solenoid, so cleaning the solenoid and oil passages can resolve the issue without replacement.
- The code can be triggered by low engine oil level or pressure, so always check the oil condition and level before condemning electrical parts.
- On some engines, the bank 2 intake valve control circuit is shared with other components, and a fault in a related system can cause a false P340B.
- A loose or corroded ground connection for the engine or PCM can cause intermittent circuit faults that set this code, so inspect grounds thoroughly.
- Replacing the PCM without confirming a driver failure is a common misdiagnosis; always test the circuit with a load to rule out a faulty PCM.

## Can I keep driving with P340B?

You can generally drive the vehicle with this code, but avoid heavy acceleration and high speeds because the variable valve timing may be disabled, reducing performance and fuel economy. Have the fault diagnosed soon to prevent potential engine damage from ignored oil flow issues.

## Tools that help

- OBD-II scan tool with bidirectional control capability
- Digital multimeter
- Test light
- Wiring diagram for the specific vehicle
- Basic hand tools for connector and component access



## Reading P340B

- P** Powertrain: engine, transmission and emissions.
- 3** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
- 4** Auxiliary emission controls.
- 0B** 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 · **P0021** 'A' Camshaft Position - Timing Over-Advanced or System Perfo · **P340A** Deactivation/Intake Valve Control Circuit Bank 1 · **P340C** Deactivation/Exhaust Valve Control Circuit 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/p340b/>

