

GENERIC · POWERTRAIN

P340C

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P340C

Deactivation/Exhaust Valve Control Circuit Bank 1

P340C indicates that the powertrain control module (PCM) has detected an electrical fault in the control circuit for the bank 1 deactivation or exhaust valve, which is used to vary valve timing or lift for improved efficiency and emissions. The PCM monitors the circuit for expected voltage or current and sets the code when the signal is out of range, indicating an open, short, or component failure.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Generic (all makes)	Medium	Intermediate	Auxiliary emission controls

Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms.
- Rough idle or misfire, especially when the engine is cold or under light load.
- Reduced engine power or sluggish acceleration due to improper valve operation.
- Decreased fuel economy as the engine cannot transition between valve modes efficiently.
- Occasional stalling or hesitation when coming to a stop.
- Audible ticking or tapping from the valve cover area if a solenoid is stuck.

Common causes, most likely first

- 1 Faulty deactivation/exhaust valve control solenoid or actuator.
- 2 Damaged or corroded wiring harness or connector at the solenoid.
- 3 Open or short circuit in the control circuit between the PCM and solenoid.
- 4 Failed PCM driver for the control circuit (rare).
- 5 Oil sludge or debris blocking the solenoid screen, causing electrical feedback.
- 6 Internal mechanical failure of the valve lifter or rocker arm affecting circuit load.



How to diagnose and fix it

- 1 Perform a visual inspection of the solenoid connector and wiring for damage or corrosion.
- 2 Check the solenoid resistance with a multimeter and compare to manufacturer specifications.
- 3 Test the control circuit for continuity and short to ground or power using a wiring diagram.
- 4 Verify power and ground signals at the solenoid with a test light or oscilloscope while cranking.
- 5 Clean or replace the solenoid if resistance is out of spec or mechanically stuck.
- 6 Repair any damaged wiring or connectors and clear the code to see if it returns.
- 7 If the circuit tests good, follow the manufacturer's diagnostic flow for PCM testing or mechanical valve inspection.

Don't overlook oil condition and circuit testing

- A common oversight is ignoring oil maintenance; degraded oil can clog the solenoid screen and cause electrical codes without a failed component.
- The code can be set by a momentary glitch, so always check for related pending codes and freeze-frame data before replacing parts.
- A faulty solenoid may test good at room temperature but fail when hot, so perform resistance tests both cold and after warming the engine.
- Wiring harness chafing near sharp edges or hot exhaust components is a frequent hidden cause that visual inspection alone may miss.
- Replacing the solenoid without verifying the control circuit can lead to repeat failures if the underlying wiring issue is not addressed.

Can I keep driving with P340C?

You can generally drive with this code, but avoid aggressive acceleration or heavy loads because the engine may enter a limp mode that reduces power. If the check engine light starts flashing or you notice severe misfiring, stop driving and seek service immediately to prevent catalytic converter damage.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Test light
- Oscilloscope (optional for signal analysis)
- Basic hand tools and socket set
- Wiring diagram for the specific vehicle



Reading P340C

- P** Powertrain: engine, transmission and emissions.
- 3** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
- 4** Auxiliary emission controls.
- 0C** 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 · **P340A** Deactivation/Intake Valve Control Circuit Bank 1 · **P340D** Deactivation/Exhaust Valve Control Circuit Bank 2

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/p340c/>

