

GENERIC · POWERTRAIN

P340D

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P340D

Deactivation/Exhaust Valve Control Circuit Bank 2

P340D indicates that the powertrain control module (PCM) has detected an electrical fault in the control circuit for the bank 2 deactivation or exhaust valve, which is used to manage cylinder deactivation or exhaust flow. The PCM monitors the circuit for expected voltage or current and sets this 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-like shudder, especially when the engine transitions between full and reduced displacement
- Reduced engine power or a limp-home mode in some vehicles
- Audible ticking or tapping from the valve area during activation
- Poor fuel economy if the valve remains stuck in one position
- In rare cases, a noticeable exhaust leak sound or increased exhaust noise

Common causes, most likely first

- 1 Faulty deactivation/exhaust valve solenoid or actuator
- 2 Damaged or corroded wiring harness or connector at the valve
- 3 Open or shorted control circuit between the PCM and the valve
- 4 Failed PCM driver for the valve control circuit
- 5 Internal mechanical binding of the valve assembly
- 6 Oil sludge or debris obstructing the valve solenoid passages



How to diagnose and fix it

- 1 Perform a visual inspection of the valve, connector, and wiring for damage or corrosion
- 2 Use a scan tool to command the valve on and off and listen for activation
- 3 Measure resistance and voltage at the valve solenoid and compare to manufacturer specifications
- 4 Check continuity and shorts in the control circuit from the PCM to the valve
- 5 Test the PCM output signal with a lab scope or bidirectional scan tool
- 6 Replace the faulty valve solenoid or actuator if electrically defective
- 7 Repair or replace damaged wiring or connectors, then clear codes and verify operation

Don't overlook circuit integrity checks

- A common oversight is replacing the valve solenoid without first checking the wiring harness for chafing or corrosion, which often mimics a failed solenoid.
- The code can be set by a mechanical binding issue that prevents the valve from moving freely, so electrical tests alone may not reveal the root cause.
- Some vehicles use the same circuit for multiple functions, so a fault in a related system can trigger P340D even if the valve itself is fine.
- Intermittent faults may only appear under specific conditions such as cold starts or high load, making a wiggle test of the harness essential.
- A failed PCM driver is rare but possible; always rule out simpler causes before condemning the computer.

Can I keep driving with P340D?

You can usually drive the vehicle with this code, but avoid heavy acceleration or towing until it is repaired, as the engine may enter a reduced-power mode or suffer from poor fuel economy and increased emissions.

Tools that help

- OBD-II scan tool with bidirectional control
- Digital multimeter
- Lab scope
- Wiring diagram and service information
- Basic hand tools



Reading P340D

- P** Powertrain: engine, transmission and emissions.
- 3** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
- 4** Auxiliary emission controls.
- 0D** The exact fault within that area.

Often seen with

P340B Deactivation/Intake Valve Control Circuit Bank 2 · **P340C** Deactivation/Exhaust Valve Control Circuit Bank 1 · **P3410** Cylinder 2 Deactivation/Intake Valve Control Performance

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/p340d/>

