

GENERIC · POWERTRAIN

P341B

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P341B

Deactivation/Intake Valve Control Circuit Performance Bank 2

P341B indicates that the powertrain control module has detected a performance fault in the intake valve control circuit for bank 2, meaning the electrical or mechanical response of the valve actuator did not match the commanded state within the expected time or range. The computer monitors the circuit for opens, shorts, or sluggish actuator movement and sets this code when the actual valve behavior deviates from the desired profile.

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 at idle due to incorrect valve timing on bank 2
- Reduced engine power or poor acceleration, especially at low RPM
- Decreased fuel economy because the engine cannot optimize intake airflow
- Intermittent stalling or hesitation when coming to a stop
- Audible ticking or unusual noise from the bank 2 valve cover area

Common causes, most likely first

- 1 Faulty intake valve control solenoid or actuator on bank 2
- 2 Wiring damage such as an open circuit, short to ground, or corroded connector at the bank 2 valve control circuit
- 3 Sticking or clogged oil control valve screen restricting hydraulic flow to the actuator
- 4 Low engine oil level or degraded oil causing poor hydraulic response
- 5 Mechanical binding in the intake valve train or variable valve timing phaser on bank 2
- 6 Failed powertrain control module driver for the bank 2 intake valve control circuit (rare)



How to diagnose and fix it

- 1 Verify engine oil level and condition, then change oil and filter if overdue or contaminated
- 2 Inspect the bank 2 intake valve control solenoid connector and wiring for corrosion, chafing, or loose pins
- 3 Measure resistance of the bank 2 intake valve control solenoid and compare to manufacturer specification
- 4 Command the valve actuator with a scan tool and observe circuit voltage or current feedback for proper response
- 5 Remove and clean the oil control valve screen or replace the solenoid if clogged or electrically out of spec
- 6 Check for mechanical binding in the bank 2 variable valve timing phaser or intake valve train
- 7 If all electrical and hydraulic checks pass, test the powertrain control module driver circuit and replace the module only as a last resort

Oil quality and circuit checks before parts

- A dirty or restricted oil control valve screen is a frequent cause of this code that many technicians overlook while replacing the solenoid itself.
The code can set intermittently from a poor electrical connection that only acts up when the engine is hot or vibrating, so wiggle-test the harness while monitoring live data.
- Low oil pressure or sludged oil can mimic a failed actuator, so always verify oil condition and pressure before condemning the valve control hardware.
- Bank 2 intake valve control performance can be affected by a failing variable valve timing phaser that mechanically binds, even when the solenoid tests good.
This code does not always mean the actuator is dead; a stretched timing chain or mis-set cam timing on bank 2 can cause the same performance deviation.

Can I keep driving with P341B?

You can usually drive the vehicle to a repair shop, but avoid heavy acceleration and prolonged idling because incorrect bank 2 valve timing can cause misfires and increased exhaust emissions. If the engine runs rough, stalls, or loses significant power, stop driving and have it towed to prevent further damage.

Tools that help

- OBD-II scan tool with bidirectional control and live data
- Digital multimeter for circuit and solenoid resistance testing
- Oil pressure gauge
- Basic hand tools and socket set
- Wiring diagram for the bank 2 intake valve control circuit



Reading P341B

- P** Powertrain: engine, transmission and emissions.
- 3** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
- 4** Auxiliary emission controls.
- 1B** 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 · **P340B** Deactivation/Intake Valve Control Circuit Bank 2 · **P341A** Deactivation/Intake Valve Control Circuit Performance Bank 1 · **P341C** Deactivation/Exhaust Valve Control Circuit Performance Bank

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/p341b/>

