

DTC	P0121	Throttle / Pedal Position Sensor / Switch "A" Circuit Range / Performance Problem
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HINT:

This DTC relates to the Throttle Position (TP) sensor.

DESCRIPTION

Refer to DTC P0120 (See page [ES-117](#)).

DTC No.	DTC Detection Conditions	Trouble Areas
P0121	Difference between VTA1 and VTA2 voltages less than 0.8 V, or more than 1.6 V for 2 seconds (1 trip detection logic)	<ul style="list-style-type: none"> • TP sensor (built into throttle body)

ES**MONITOR DESCRIPTION**

The ECM uses the TP sensor to monitor the throttle valve opening angle.

This sensor transmits two signals: VTA1 and VTA2. VTA1 is used to detect the throttle opening angle and VTA2 is used to detect malfunctions in VTA1. The ECM performs several checks to confirm the proper operation of the TP sensor and VTA1.

For each throttle opening angle, a specific voltage difference is expected between the outputs of VTA1 and VTA2. If the voltage output difference between the two signals deviates from the normal operating range, the ECM interprets this as a malfunction of the TP sensor. The ECM illuminates the MIL and sets the DTC.

If the malfunction is not repaired successfully, the DTC is set 2 seconds after the engine is next started.

MONITOR STRATEGY

Related DTCs	P0121: TP sensor rationality
Required Sensors/Components (Main)	TP sensor
Required Sensors/Components (Related)	-
Frequency of Operation	Continuous
Duration	Within 2 seconds
MIL Operation	Immediate
Sequence of Operation	None

TYPICAL ENABLING CONDITIONS

Either of following conditions A or B is met	-
A. Ignition switch	ON
B. Electric throttle motor power	ON
TP sensor malfunction (P0120, P0122, P0123, P0220, P0222, P0223, P2135)	Not detected

TYPICAL MALFUNCTION THRESHOLDS

Either of following conditions is met	-
"Difference of TP sensor voltage between VTA1 and VTA2 x 0.8"	Higher than 1.6 V
"Difference of TP sensor voltage between VTA1 and VTA2 x 0.8"	Lower than 0.8 V

FAIL-SAFE

When this DTC, as well as other DTCs relating to ETCS (Electronic Throttle Control System) malfunctions, is set, the ECM enters fail-safe mode. During fail-safe mode, the ECM cuts the current to the throttle actuator off, and the throttle valve is returned to a 6° throttle angle by the return spring. The ECM then adjusts the engine output by controlling the fuel injection (intermittent fuel-cut) and ignition timing, in accordance with the accelerator pedal opening angle, to allow the vehicle to continue at a minimal speed. If the accelerator pedal is depressed firmly and gently, the vehicle can be driven slowly. Fail-safe mode continues until a pass condition is detected, and the ignition switch is then turned OFF.

INSPECTION PROCEDURE

HINT:

Read freeze frame data using an intelligent tester. Freeze frame data record the engine condition when malfunctions are detected. When troubleshooting, freeze frame data can help determine if the vehicle was moving or stationary, if the engine was warmed up or not, if the air-fuel ratio was lean or rich, and other data, from the time the malfunction occurred.

ES

1 CHECK ANY OTHER DTCs OUTPUT (IN ADDITION TO DTC P0121)

- (a) Connect an intelligent tester to the DLC3.
- (b) Turn the ignition switch ON.
- (c) Turn the tester ON.
- (d) Enter the following menus: DIAGNOSIS / ENHANCED II / DTC INFO / CURRENT CODES.
- (e) Read the DTC.

Result

Display (DTC Output)	Proceed to
P0121	A
P0121 and other DTCs	B

B
GO TO DTC CHART (See page [ES-57](#))
A
REPLACE THROTTLE WITH MOTOR BODY ASSEMBLY (See page [ES-428](#))