

DTC	P0121	THROTTLE/PEDAL POSITION SENSOR/SWITCH "A" CIRCUIT RANGE/PERFORMANCE PROBLEM
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CIRCUIT DESCRIPTION

Refer to DTC P0120 on page [05-469](#) .

DTC No.	DTC Detection Condition	Trouble Area
P0121	Condition (a) continues for 2.0 sec.: (a) Difference between VTA1 and VTA2 deviates from threshold	Throttle position sensor

MONITOR DESCRIPTION

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

This sensor includes 2 signals: VTA1 and VTA2. VTA1 is used to detect the throttle opening angle and VTA2 is used to detect malfunctions in VTA1. There are several checks that the ECM performs to confirm proper operation of the throttle position sensor and VTA1.

The VTA1 and VTA2 voltage output difference should be less than 0.1V and more than 0.4V. If the voltage output difference deviates from this range, the ECM concludes the throttle position sensor has a malfunction. The ECM will turn on the MIL and a DTC will be set.

FAIL SAFE

If the Electronic Throttle Control System (ETCS) has a malfunction, the ECM cuts off current to the throttle control motor. The throttle control valve returns to a predetermined opening angle (approximately 16°) by the force of 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 enable the vehicle to continue at a minimal speed.

If the accelerator pedal is depressed firmly and slowly, the vehicle can be driven slowly.

If a "pass" condition is detected and then the ignition switch is turned OFF, the fail-safe operation will stop and the system will return to normal condition.

MONITOR STRATEGY

Related DTCs	P0121: TP (Throttle position) Sensor Rationality
Required sensors / components (Main)	TP sensor
Required sensors / components (Related)	-
Frequency of operation	Continuous
Duration	2 seconds
MIL operation	Immediate
Sequence operation	None

TYPICAL ENABLING CONDITIONS

The monitor will run whenever these DTCs are not present	See page 05-377
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TYPICAL MALFUNCTION THRESHOLDS

Either of the following condition is met:	-
TP sensor 1 - (TP sensor 2 x 0.8)	Below 0.8 V or 1.6 V or more

INSPECTION PROCEDURE

HINT:

Read freeze frame data using the hand-held tester or the OBD II scan tool. Freeze frame data records the engine conditions when a malfunction is detected. When troubleshooting, freeze frame data can help determine if the vehicle was running or stopped, 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.

REPLACE THROTTLE BODY ASSY (See page 10-18)
