

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

DESCRIPTION**HINT:**

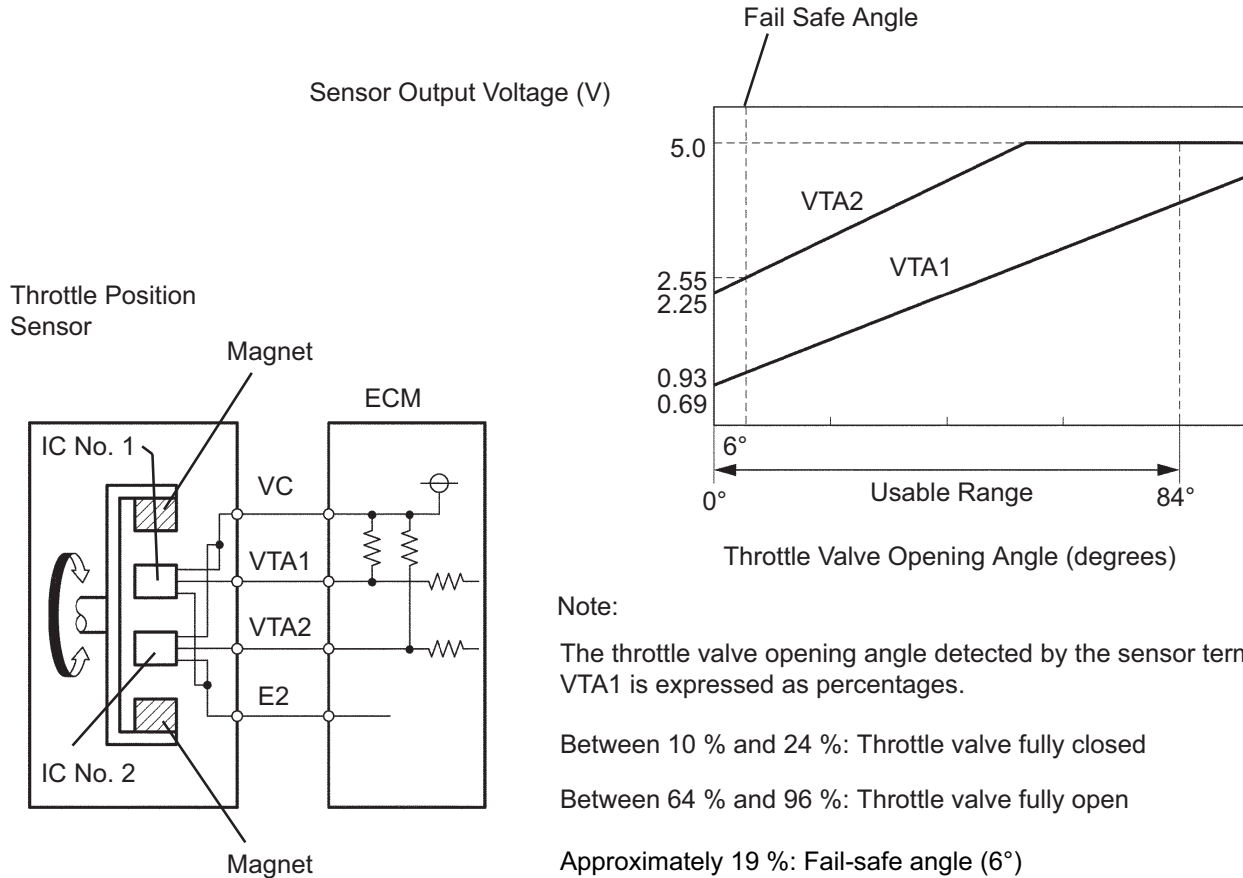
This DTC relates to the Throttle Position (TP) sensor.

This ETCS (Electrical Throttle Control System) does not use a throttle cable.

The Throttle Position (TP) sensor is mounted on the throttle body, and detects the opening angle of the throttle valve. This sensor is a non-contact type, and uses Hall-effect elements, in order to yield accurate signals, even in extreme driving conditions, such as at high speeds as well as very low speeds.

The TP sensor has two sensor circuits which each transmits a signal, VTA1 and VTA2. VTA1 is used to detect the throttle valve angle and VTA2 is used to detect malfunctions in VTA1. The sensor signal voltages vary between 0 V and 5 V in proportion to the throttle valve opening angle, and are transmitted to the VTA terminals of the ECM.

As the valve closes, the sensor output voltage decreases and as the valve opens, the sensor output voltage increases. The ECM calculates the throttle valve opening angle according to these signals and controls the throttle actuator in response to driver inputs. These signals are also used in calculations such as air-fuel ratio correction, power increase correction and fuel-cut control.



A019802E07

DTC No.	DTC Detection Condition	Trouble Area
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)	TP sensor (built into throttle body)

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 output voltage 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

ES

Monitor runs whenever following DTCs not present	None
Either of following conditions A or B set	-
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

Difference in voltage between VAT1 and VTA2 TP sensor 1 - [TP sensor 2 x 0.8 (corrected by learning value)]	Less than 0.8 V or more than 1.6 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 engine switch is then turned to off.

HINT:

Read freeze frame data using the intelligent tester. The ECM records vehicle and driving condition information as freeze frame data the moment a DTC is stored. 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.

1

REPLACE THROTTLE BODY ASSEMBLY

NEXT

END