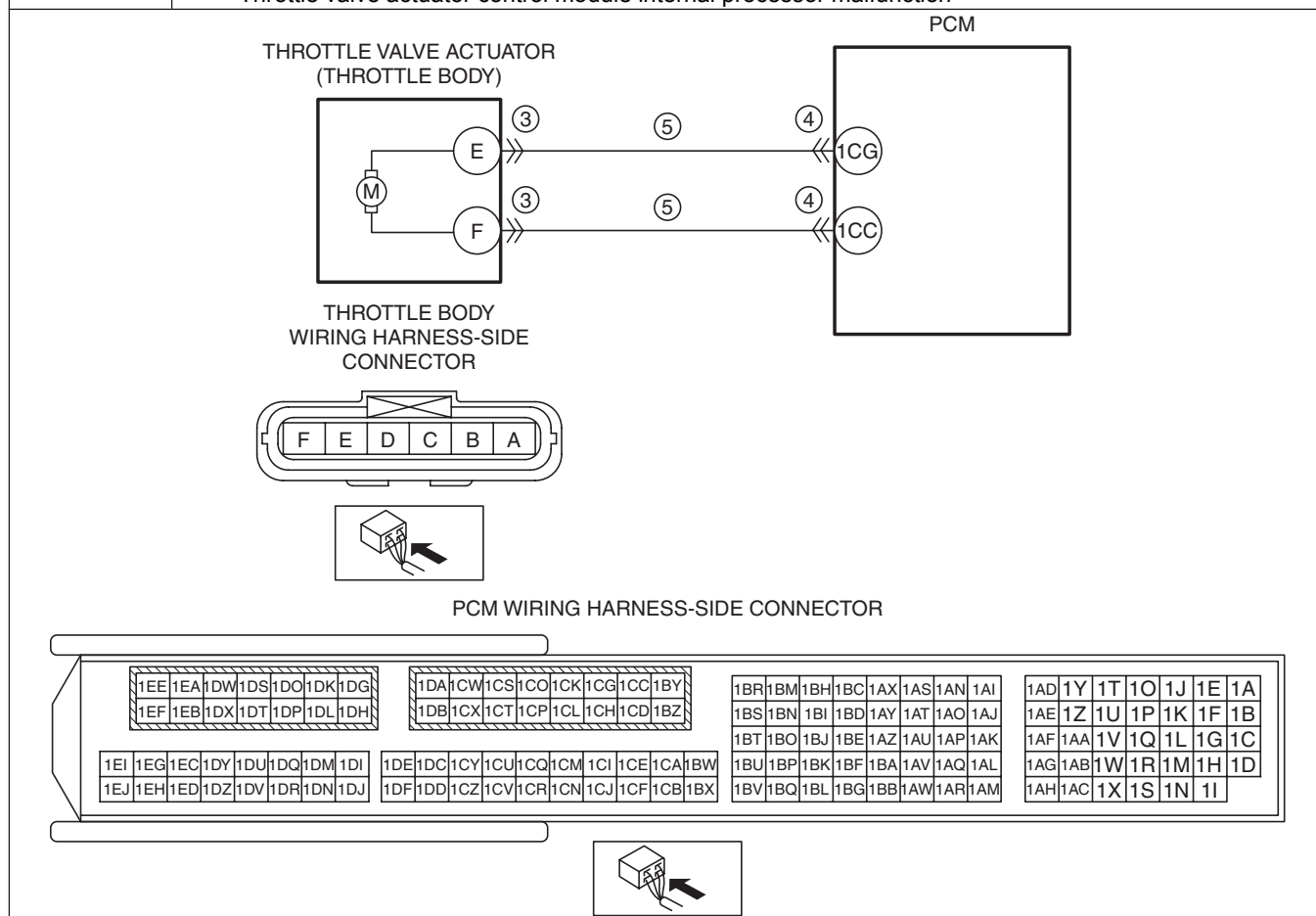


DTC P2107:00	Throttle valve actuator control module processor error
DETECTION CONDITION	<ul style="list-style-type: none"> Throttle valve actuator control module internal processor error. Diagnostic support note <ul style="list-style-type: none"> This is a continuous monitor (CCM). The check engine light illuminates if the PCM detects the above malfunction condition during the first drive cycle. FREEZE FRAME DATA (Mode 2)/Snapshot data is available. The DTC is stored in the PCM memory.
FAIL-SAFE FUNCTION	<ul style="list-style-type: none"> Restricts the upper limit of the engine speed. Stops the drive-by-wire control (throttle valve is open at approx. 8 ° by return spring force).
POSSIBLE CAUSE	<ul style="list-style-type: none"> Throttle body connector or terminals malfunction PCM connector or terminals malfunction Throttle body circuits are shorted to each other PCM malfunction <ul style="list-style-type: none"> Throttle valve actuator control module internal processor malfunction



Diagnostic Procedure

STEP	INSPECTION		ACTION
1	VERIFY FREEZE FRAME DATA (MODE 2)/ SNAPSHOT DATA HAS BEEN RECORDED • Has the FREEZE FRAME DATA (Mode 2)/ snapshot data been recorded?	Yes	Go to the next step.
		No	Record the FREEZE FRAME DATA (Mode 2)/snapshot data on the repair order, then go to the next step.
2	VERIFY RELATED SERVICE INFORMATION AVAILABILITY • Verify related Service Information availability. • Is any related Service Information available?	Yes	Perform repair or diagnosis according to the available Service Information. • If the vehicle is not repaired, go to the next step.
		No	Go to the next step.

STEP	INSPECTION	ACTION	
3	INSPECT THROTTLE BODY CONNECTOR CONDITION <ul style="list-style-type: none"> • Switch the ignition to off. • Disconnect the throttle body connector. • Inspect for poor connection (such as damaged/pulled-out pins, corrosion). • Is there any malfunction? 	Yes	Repair or replace the connector and/or terminals, then go to Step 6.
		No	Go to the next step.
4	INSPECT PCM CONNECTOR CONDITION <ul style="list-style-type: none"> • Disconnect the PCM connector. • Inspect for poor connection (such as damaged/pulled-out pins, corrosion). • Is there any malfunction? 	Yes	Repair or replace the connector and/or terminals, then go to Step 6.
		No	Go to the next step.
5	INSPECT THROTTLE VALVE ACTUATOR CIRCUITS FOR SHORT TO EACH OTHER <ul style="list-style-type: none"> • Verify that the throttle body and PCM connectors are disconnected. • Inspect for continuity between throttle body terminals E and F (wiring harness-side). • Is there continuity? 	Yes	Repair or replace the wiring harness for a possible short to each other, then go to the next step.
		No	Go to the next step.
6	VERIFY DTC TROUBLESHOOTING COMPLETED <ul style="list-style-type: none"> • Make sure to reconnect all disconnected connectors. • Clear the DTC from the PCM memory using the M-MDS. (See AFTER REPAIR PROCEDURE [SKYACTIV-G 2.0].) • Start the engine. • Perform the KOEO or KOER self test. (See KOEO/KOER SELF TEST [SKYACTIV-G 2.0].) • Is the same DTC present? 	Yes	Repeat the inspection from Step 1. • If the malfunction recurs, replace the PCM. (See PCM REMOVAL/INSTALLATION [SKYACTIV-G 2.0].) Go to the next step.
		No	Go to the next step.
7	VERIFY AFTER REPAIR PROCEDURE <ul style="list-style-type: none"> • Perform the "AFTER REPAIR PROCEDURE". (See AFTER REPAIR PROCEDURE [SKYACTIV-G 2.0].) • Are any DTCs present? 	Yes	Go to the applicable DTC inspection. (See DTC TABLE [SKYACTIV-G 2.0].)
		No	DTC troubleshooting completed.