DTC P0123:00 [SKYACTIV-G 2.0, SKYACTIV-G 2.5]

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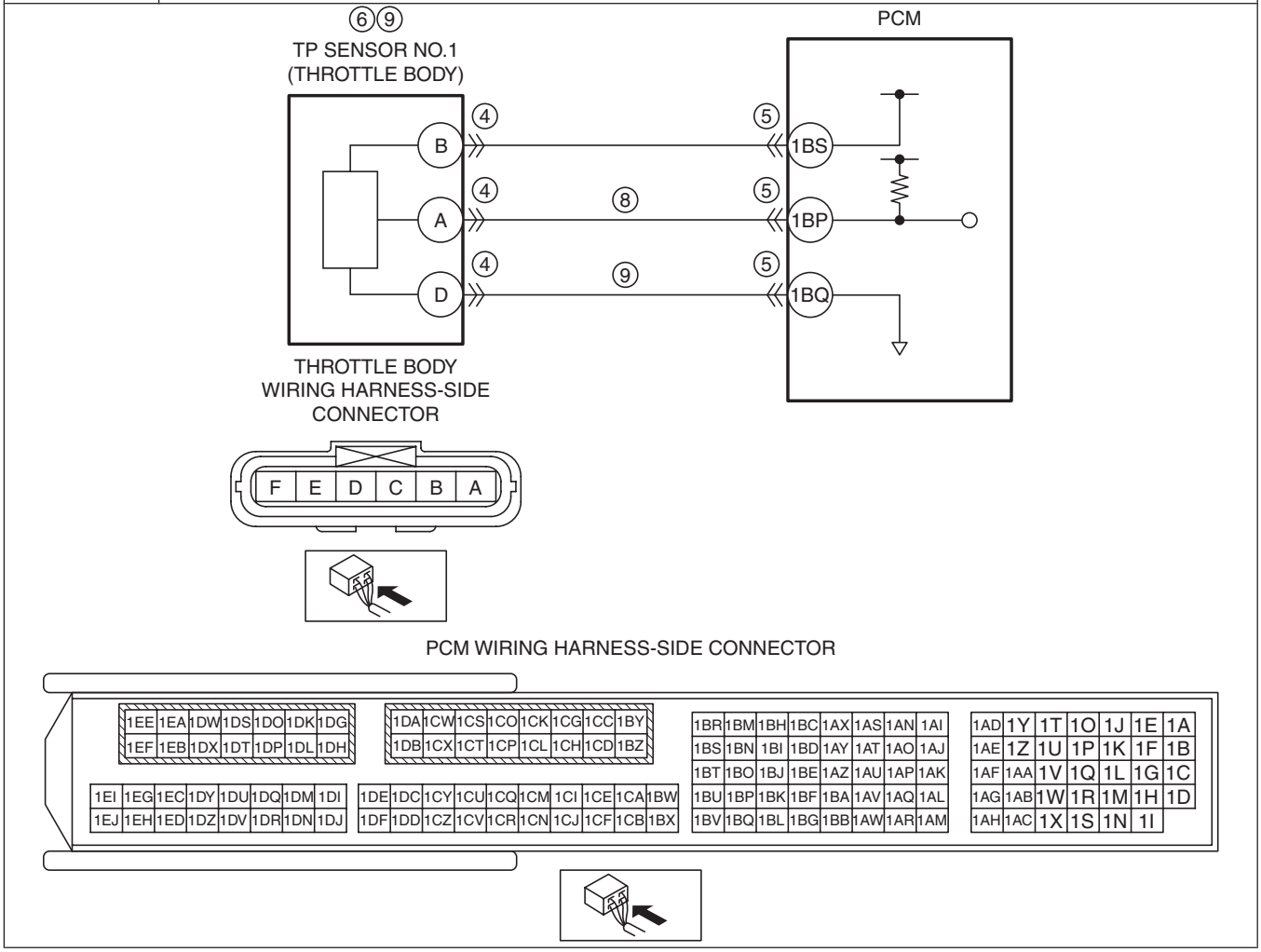
DTC P0123:00	TP sensor No.1 circuit high input
DETECTION CONDITION	• If the PCM detects that the TP sensor No.1 voltage at the PCM terminal 1BP is **above 4.9 V**, the PCM determines that the TP sensor No.1 circuit has a malfunction. **Diagnostic support note** • This is a continuous monitor (CCM). • 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. • DTC is stored in the PCM memory.
FAIL-SAFE FUNCTION	• Restricts the upper limit of the engine speed.
POSSIBLE CAUSE	• Throttle body connector or terminals malfunction • PCM connector or terminals malfunction • TP sensor No.1 malfunction • Short to power supply in wiring harness between throttle body terminal A and PCM terminal 1BP • Open circuit in wiring harness between the following terminals: — Throttle body terminal A—PCM terminal 1BP — Throttle body terminal D—PCM terminal 1BQ • PCM 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.

STEP	INSPECTION		ACTION
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.
3	**DETERMINE IF TP SENSOR NO.1 OR WIRING HARNESS MALFUNCTION** • Access the TP1 PID using the M-MDS. (See ON-BOARD DIAGNOSTIC TEST [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) • Verify the TP1 PID value. • Is the TP1 PID value **5 V** or **B+**?	Yes	Go to Step 7.
		No	Go to the next step.
4	**INSPECT THROTTLE BODY CONNECTOR CONDITION** • Switch the ignition 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 10.
		No	Go to the next step.
5	**INSPECT PCM CONNECTOR CONDITION** • 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 10.
		No	Go to the next step.
6	**INSPECT TP SENSOR NO.1** • Reconnect all disconnected connectors. • Inspect the TP sensor No.1. (See THROTTLE POSITION (TP) SENSOR INSPECTION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) • Is there any malfunction?	Yes	Replace the throttle body, then go to Step 10. (See INTAKE-AIR SYSTEM REMOVAL/INSTALLATION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)
		No	Go to Step 10.
7	**DETERMINE IF TP SENSOR NO.1 SIGNAL CIRCUIT OR TP SENSOR NO.1 GROUND CIRCUIT MALFUNCTION** • Switch the ignition off. • Disconnect the throttle body connector. • Access the TP1 PID using the M-MDS. (See ON-BOARD DIAGNOSTIC TEST [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) • Verify the TP1 PID value. • Is the TP1 PID value **5 V** or **B+**?	Yes	Go to the next step.
		No	Go to Step 9.
8	**INSPECT TP SENSOR NO.1 SIGNAL CIRCUIT FOR OPEN CIRCUIT** • Verify that the throttle body connector is disconnected. • Switch the ignition off. • Disconnect the PCM connector. • Inspect for continuity between throttle body terminal A (wiring harness-side) and PCM terminal 1BP (wiring harness-side). • Is there continuity?	Yes	Repair or replace the wiring harness for a possible short to power supply, then go to Step 10.
		No	Repair or replace the wiring harness for a possible open circuit, then go to Step 10.
9	**INSPECT TP SENSOR NO.1 GROUND CIRCUIT FOR OPEN CIRCUIT** • Verify that the throttle body connector is disconnected. • Switch the ignition off. • Disconnect the PCM connector. • Inspect for continuity between throttle body terminal D (wiring harness-side) and PCM terminal 1BQ (wiring harness-side). • Is there continuity?	Yes	Replace the throttle body, then go to the next step. (See INTAKE-AIR SYSTEM REMOVAL/INSTALLATION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)
		No	Repair or replace the wiring harness for a possible open circuit, then go to the next step.

STEP	INSPECTION		ACTION
10	**VERIFY DTC TROUBLESHOOTING COMPLETED** • Always reconnect all disconnected connectors. • Clear the DTC from the PCM memory using the M-MDS. (See AFTER REPAIR PROCEDURE [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) • Start the engine and warm it up completely. • Perform the KOEO or KOER self test. (See KOEO/KOER SELF TEST [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) • 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, SKYACTIV-G 2.5].) Go to the next step.
		No	Go to the next step.
11	**VERIFY AFTER REPAIR PROCEDURE** • Perform the “AFTER REPAIR PROCEDURE”. (See AFTER REPAIR PROCEDURE [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) • Are any DTCs present?	Yes	Go to the applicable DTC inspection. (See DTC TABLE [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)
		No	DTC troubleshooting completed.