DTC P2119:00 [SKYACTIV-G 2.0]

id0102h1708200

DTC P2119:00	Throttle valve actuator control throttle body range/performance problem
DETECTION CONDITION	• The PCM compares the actual TP with initial setting TP when the ignition is switched to off. If the TP is higher than the initial setting TP, the PCM determines that there is a throttle valve return spring 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. • The 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 • Drive-by-wire control malfunction • Throttle body (return spring) malfunction • PCM malfunction
SYSTEM WIRING DIAGRAM	—

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.
3	**INSPECT THROTTLE BODY CONNECTOR CONDITION** • 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 7.
		No	Go to the next step.
4	**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 7.
		No	Go to the next step.
5	**INSPECT DRIVE-BY-WIRE CONTROL SYSTEM OPERATION** • Perform the Drive-by-wire Control System Inspection. (See ENGINE CONTROL SYSTEM OPERATION INSPECTION [SKYACTIV-G 2.0].) • Is there any malfunction?	Yes	Repair or replace the malfunctioning part according to the inspection results, then go to Step 7.
		No	Go to the next step.
6	**INSPECT THROTTLE BODY** • Inspect the throttle body. (See THROTTLE BODY INSPECTION [SKYACTIV-G 2.0].) • Is there any malfunction?	Yes	Replace the throttle body, then go to the next step. (See INTAKE-AIR SYSTEM REMOVAL/INSTALLATION [SKYACTIV-G 2.0].)
		No	Go to the next step.

STEP	INSPECTION		ACTION
7	**VERIFY DTC TROUBLESHOOTING COMPLETED** • 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].) • Switch the ignition ON (engine off or on) and wait for **1 min or more**. • Switch the ignition to off. • 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.
8	**VERIFY AFTER REPAIR PROCEDURE** • 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.