

GENERIC · POWERTRAIN

P0068

OBD-II TROUBLE CODE

P0068

MAP/MAF - Throttle Position Correlation

P0068 indicates that the engine computer has detected a mismatch between the throttle body position and the airflow or manifold pressure it expects for that throttle angle. The powertrain control module (PCM) compares the throttle position sensor (TPS) signal with the mass air flow (MAF) or manifold absolute pressure (MAP) sensor reading and sets this code when the two do not correlate within a calibrated window.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Generic (all makes)	Medium	Intermediate	Fuel and air metering and auxiliary emission controls

Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms
- Rough or unstable idle, sometimes accompanied by stalling when coming to a stop
- Hesitation or stumble during acceleration, especially from a standstill
- Reduced engine power or limp mode triggered by the PCM as a protective measure
- Poor fuel economy or an overly rich or lean exhaust smell
- Inconsistent throttle response, such as a delay or surge when pressing the accelerator

Common causes, most likely first

- 1 Dirty or contaminated mass air flow (MAF) sensor element causing inaccurate airflow reporting
- 2 Vacuum leaks downstream of the MAF sensor or at the intake manifold gaskets
- 3 Carbon buildup on the throttle plate or in the throttle bore restricting airflow at small openings
- 4 Faulty or sticking throttle position sensor (TPS) or accelerator pedal position sensor
- 5 Wiring damage, corrosion, or loose connectors in the MAF, MAP, or TPS circuits
- 6 Failed manifold absolute pressure (MAP) sensor giving erroneous pressure readings
- 7 Mechanical issues such as a sticking throttle body or a torn intake boot



How to diagnose and fix it

- 1 Inspect the air intake tract for cracks, loose clamps, or disconnected hoses that could cause unmetered air to enter
- 2 Clean the MAF sensor with a dedicated MAF cleaner and verify the sensing element is free of debris
- 3 Remove and clean the throttle body bore and plate, then perform a throttle relearn procedure if required
- 4 Use a scan tool to compare live TPS, MAF, and MAP readings against expected values throughout the throttle range
- 5 Check the wiring and connectors at the MAF, MAP, and TPS for chafing, corrosion, or loose pins
- 6 Perform a smoke test to locate vacuum leaks that are not visible during a visual inspection
- 7 Replace any sensor or component that fails electrical or functional testing, then clear the code and verify the repair with a road test

Why P0068 often misleads on throttle body replacement

- A dirty MAF sensor is frequently the real culprit behind P0068, yet many technicians replace the throttle body first because the code mentions throttle position correlation.
- Small vacuum leaks that are invisible to the eye can skew the MAP or MAF reading just enough to set this code without causing a noticeable driveability complaint.
- After cleaning or replacing the throttle body, a relearn procedure is often required; skipping it can cause the code to return immediately even though the repair was correct.
- The PCM may set P0068 as a consequence of a failing accelerator pedal position sensor on drive-by-wire systems, so the pedal assembly deserves testing alongside the throttle body.
- Intake air leaks between the MAF sensor and the throttle body can allow unmetered air to enter, creating a correlation error that mimics a faulty sensor.

Can I keep driving with P0068?

You can usually drive the vehicle to a repair shop, but avoid aggressive acceleration and heavy loads because the PCM may enter limp mode without warning. If the engine stalls, idles roughly, or loses power, stop driving and arrange a tow to prevent a safety hazard.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter for circuit testing
- MAF sensor cleaner spray
- Throttle body cleaner and soft brush
- Smoke machine for vacuum leak detection
- Basic hand tools for intake and sensor removal



Reading P0068

- P** Powertrain: engine, transmission and emissions.
- 0** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
- 0** Fuel and air metering and auxiliary emission controls.
- 68** The exact fault within that area.

Often seen with

P0101 Mass/Volume Air Flow Circuit Range/Performance · **P0102** Mass/Volume Air Flow Circuit Low Input · **P0106** MAP/Barometric Pressure Circuit Range/Performance · **P0121** Throttle Position Sensor A Circuit Range/Performance · **P2135** Throttle/Pedal Position Sensor A/B Voltage Correlation

See it working

Watch the animated explainer [How a Fuel Injector Works: Pulse Width and Spray](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0068/>

