

GENERIC · POWERTRAIN

P063E

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P063E

Auto Configuration Throttle Input Not Present Bank 1

P063E means the engine control module (ECM) has not received a valid throttle input configuration message from another module over the controller area network (CAN) bus, so it cannot confirm the throttle pedal-to-throttle body relationship. The ECM sets this code when the expected auto-configuration data for bank 1 throttle input is missing at startup or during a reflash, leaving the throttle strategy unverified.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Generic (all makes)	Medium	Professional	Computer and output circuits

Symptoms you may notice

- The check engine light or electronic throttle control warning lamp is illuminated, often with no other symptoms.
- The engine may enter limp mode with reduced power or a maximum speed limit.
- The accelerator pedal may feel unresponsive or delayed compared with normal operation.
- The engine may idle erratically or stall immediately after startup.
- A message such as 'Service Electronic Throttle' or 'Reduced Engine Power' may appear on the driver information display.
- In some cases the vehicle cranks but does not start because the throttle configuration is incomplete.

Common causes, most likely first

- A missing or corrupted auto-configuration message from the body control module (BCM) or throttle control module after battery replacement or module replacement.
- An interrupted or failed ECM reflash or reprogramming event that left the throttle configuration incomplete.
- A wiring fault or poor connection on the CAN bus circuit between the ECM and the module that supplies throttle configuration data.
- A failed or incorrectly installed electronic throttle body or accelerator pedal position sensor that prevents the ECM from learning its configuration.
- A faulty ECM that cannot store or process the auto-configuration data.
- Low battery voltage or a voltage drop during a module programming event that aborted the configuration write.
- Aftermarket tuning or a piggyback device that interferes with the factory CAN bus messages.



How to diagnose and fix it

- 1 Connect a scan tool and read all modules for communication codes, then record freeze-frame data and check for related CAN bus faults before clearing anything.
- 2 Verify battery voltage and charging system output, then clear the code and perform a full ignition cycle to see whether the configuration message returns.
- 3 Check the CAN bus wiring and connectors between the ECM and the module responsible for throttle configuration, looking for corrosion, chafing, or loose pins.
- 4 Perform the manufacturer's throttle body and accelerator pedal relearn or auto-configuration procedure with a capable scan tool.
- 5 If the code persists, reprogram or update the ECM with the latest factory calibration using a J2534 pass-through device.
- 6 Inspect the electronic throttle body and accelerator pedal sensor for correct part numbers and secure mounting, replacing only if the relearn cannot complete.
- 7 As a last step, substitute a known-good ECM only after confirming power, ground, and CAN integrity, then perform the configuration procedure.

Why throttle configuration goes missing

- A battery replacement or a jump-start that causes a voltage spike can interrupt the module handshake that writes throttle configuration data, setting P063E without any hard part failure.
- Technicians often replace the throttle body when the real fault is an incomplete ECM reflash or a missing configuration message from the BCM, so always check module communication before condemning hardware.
- P063E can be stored alongside U0100 or U0121 when the CAN bus is disrupted, and clearing those communication codes first may allow the throttle configuration to complete normally.
- Some vehicles require the throttle configuration to be performed with the engine off and the key in a specific position, and skipping that step leaves the code active even with good components.
- Aftermarket remote starters or alarm systems that tap into the CAN bus can block the configuration message and cause P063E to return after every clear.

Can I keep driving with P063E?

The vehicle may enter reduced-power limp mode, so avoid highway driving and heavy acceleration until the fault is repaired. If the engine starts and idles normally, a short trip to a repair shop is acceptable, but stop driving if the throttle response becomes unpredictable.



Tools that help

- OBD-II scan tool with bidirectional control and module programming capability
- J2534 pass-through device for ECM reprogramming
- Digital multimeter for voltage and continuity checks
- CAN bus breakout box or oscilloscope for network diagnostics
- Factory service information for throttle relearn and configuration procedures

Reading P063E

- P** Powertrain: engine, transmission and emissions.
-
- 0** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
-
- 6** Computer and output circuits.
-
- 3E** The exact fault within that area.

Often seen with

P063F Auto Configuration Engine Coolant Temperature Input Not Pres · **P2135** Throttle/Pedal Position Sensor A/B Voltage Correlation · **P2138** Throttle/Pedal Position Sensor D/E Voltage Correlation · **U0100** Lost Communication With ECM/PCM A · **U0121** Lost Communication With Anti-Lock Brake System (ABS) Control

See it working

Watch the animated explainer [How Drive-by-Wire Works: Electronic Throttle Body](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p063e/>

