

GENERIC · POWERTRAIN

P2019

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P2019

Intake Manifold Runner Position Sensor/Switch Circuit (Bank 2)

P2019 indicates that the powertrain control module (PCM) has detected an abnormal signal from the intake manifold runner position sensor or switch circuit on bank 2. The intake manifold runner system uses flaps or a tuning valve to alter the effective intake runner length for better low-end torque and high-rpm power, and the PCM expects a specific voltage or switch state that does not match commanded position.

SYSTEM

Powertrain

CODE TYPE

Generic (all makes)

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Fuel and air metering and auxiliary emission controls

Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms
- Slight hesitation or stumble during light acceleration
- Reduced engine power or poor fuel economy
- Rough idle or unstable engine speed
- A noticeable lack of low-end torque or high-rpm power
- In rare cases, a rattling or ticking noise from the intake manifold area

Common causes, most likely first

- 1 Faulty intake manifold runner position sensor or switch
- 2 Damaged or disconnected electrical connector at the sensor
- 3 Broken, chafed, or corroded wiring in the sensor circuit
- 4 Sticking or binding intake manifold runner flap or actuator linkage
- 5 Failed intake manifold runner actuator (vacuum or electric motor)
- 6 Vacuum leak or restricted vacuum supply to the actuator
- 7 PCM software issue or internal fault (less common)



How to diagnose and fix it

- 1 Perform a visual inspection of the sensor, connector, and wiring for damage or corrosion
- 2 Check for technical service bulletins (TSBs) related to the code for your specific vehicle
- 3 Use a scan tool to command the runner actuator and observe sensor feedback for smooth operation
- 4 Measure sensor reference voltage and ground at the connector with a digital multimeter
- 5 Test the actuator for proper vacuum or electrical operation and repair any leaks or faults
- 6 Replace the intake manifold runner position sensor or switch if faulty
- 7 Clear the code and verify repair with a test drive and live data monitoring

Common misdiagnosis traps for P2019

- A stuck or carbon-fouled intake manifold runner flap often mimics a sensor failure, so always verify actuator movement before replacing the sensor.
- The code can be set by a simple loose connector or chafed wire that only acts up under vibration or temperature changes, so wiggle-test the harness while watching live data.
- On some vehicles, a failing vacuum reservoir or cracked vacuum line to the actuator causes the runner to stay in one position, triggering P2019 without any electrical fault.
- P2019 is often accompanied by other intake-related codes like P2004 or P2005, which can point to a shared root cause such as a binding linkage.
- After repairs, the PCM may require a relearn or adaptation drive cycle before the code will clear permanently, so do not assume a recurring code means the fix failed.

Can I keep driving with P2019?

You can usually continue driving with P2019, but avoid aggressive acceleration or heavy loads until the fault is repaired, as the engine may lack power and fuel economy may suffer. If the check engine light begins flashing or you notice severe misfiring, stop driving and seek professional diagnosis.

Tools that help

- OBD-II scan tool with live data and bidirectional control
- Digital multimeter
- Vacuum pump and gauge
- Basic hand tools (screwdrivers, socket set)
- Wiring diagram for the specific vehicle



Reading P2019

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

Often seen with

P2004 Intake Manifold Runner Control Stuck Open (Bank 1) · **P2005** Intake Manifold Runner Control Stuck Open (Bank 2) · **P2015** Intake Manifold Runner Position Sensor/Switch Circuit Range/ · **P2016** Intake Manifold Runner Position Sensor/Switch Circuit Low (B · **P2017** Intake Manifold Runner Position Sensor/Switch Circuit High (

See it working

Watch the animated explainer [Fuel Trims Explained: Short-Term and Long-Term](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p2019/>

