

GENERIC · POWERTRAIN

P201E

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P201E

Intake Manifold Runner Control Actuator Internal Performance (Bank 2)

P201E indicates that the powertrain control module (PCM) has detected an internal performance fault within the intake manifold runner control (IMRC) actuator on bank 2. The PCM monitors the actuator's electrical response and position feedback, and it sets this code when the actuator's internal circuit or motor does not behave as commanded, such as failing to move the runner flaps or reporting an implausible position.

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 idle or stumbling when the engine is cold
- Reduced engine power or poor acceleration at certain speeds
- Hesitation or surging during light-throttle cruising
- Decreased fuel economy in some cases
- An audible rattle or clicking from the intake manifold area on bank 2

Common causes, most likely first

- 1 Failed or binding IMRC actuator on bank 2
- 2 Wiring damage (open, short, or corrosion) between the PCM and the bank 2 IMRC actuator
- 3 Carbon buildup or mechanical binding of the intake manifold runner flaps on bank 2
- 4 Faulty position sensor inside the bank 2 IMRC actuator
- 5 PCM software issue or internal driver fault (less common)
- 6 Connector pins that are loose, pushed back, or contaminated at the actuator



How to diagnose and fix it

- 1 Perform a visual inspection of the bank 2 IMRC actuator, its connector, and the associated wiring for damage or corrosion
- 2 Use a scan tool to command the IMRC actuator through its full range and observe position feedback for smooth operation
- 3 Check the actuator's electrical circuit with a multimeter for continuity, shorts, and correct reference voltage
- 4 Remove the intake manifold or access port to inspect the runner flaps for carbon buildup or mechanical binding
- 5 Clean or repair the runner flaps and linkage if binding is found, then re-test actuator operation
- 6 Replace the bank 2 IMRC actuator if it fails electrical or functional testing
- 7 Clear the code and perform a road test to verify the repair and confirm the monitor runs to completion

When the actuator is not the real culprit

- A sticking or carbon-fouled runner flap on bank 2 can mimic an actuator failure by overloading the actuator motor, so always verify free movement of the flaps before condemning the actuator.
- The PCM may set P201E due to a poor electrical connection at the actuator connector, and simply reseating or cleaning the pins can resolve the fault without parts replacement.
- On some vehicles, a low or weak battery can cause the actuator to fail its self-test and set this code, so check battery condition and charging system first.
- P201E is specific to bank 2, so if bank 1 has a similar fault, diagnose both banks separately; a shared vacuum or wiring issue may affect both.
- After replacing the actuator, some vehicles require a relearn or calibration procedure with a scan tool to avoid a repeat code.

Can I keep driving with P201E?

You can usually continue driving with P201E, but expect reduced performance and possible rough running; avoid heavy acceleration or towing until the fault is repaired, and address it promptly to prevent secondary damage to the intake system.

Tools that help

- OBD-II scan tool with bidirectional control
- Digital multimeter
- Basic hand tools (sockets, screwdrivers)
- Vacuum pump or smoke machine for intake leak testing
- Service information for bank 2 IMRC actuator location and testing



Reading P201E

- 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.
- 1E** 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) · **P2006** Intake Manifold Runner Control Stuck Closed (Bank 1) · **P201D** Intake Manifold Runner Control Actuator Internal Performance · **P201F** Reductant Pump A Stuck On

See it working

Watch the animated explainer [Helicopter Flight Simulator: Learn the Three Controls](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p201e/>

