

GENERIC · POWERTRAIN

P2072

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P2072

Throttle Actuator Control System - Ice Blockage (Bank 1)

P2072 indicates that the engine control module (ECM) has detected a condition in the throttle actuator control (TAC) system that it interprets as ice blockage, typically when the throttle plate fails to move as commanded or the motor current is abnormally high during cold-start conditions. The ECM sets this code when the throttle valve does not respond within the expected time or when the TAC motor draws excessive current, suggesting mechanical binding from ice formation in the throttle body.

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
- Reduced engine power or limp mode, limiting vehicle speed
- Rough idle or stalling immediately after a cold start
- Delayed or hesitant throttle response when pressing the accelerator
- Unusual noises from the throttle body, such as clicking or buzzing, during key-on
- In extreme cases, the engine may fail to start or stall repeatedly until warmed up

Common causes, most likely first

- 1 Ice formation inside the throttle body due to condensation freezing in cold weather
- 2 Carbon buildup or sludge on the throttle plate and bore, restricting movement
- 3 Faulty throttle actuator motor with high internal resistance or worn brushes
- 4 Damaged or corroded wiring or connectors at the throttle body
- 5 Throttle position sensor (TPS) misalignment or failure causing incorrect feedback
- 6 ECM software calibration issue that misinterprets throttle response under cold conditions
- 7 Mechanical binding in the throttle shaft or return spring



How to diagnose and fix it

- 1 Scan all modules for stored and pending codes, and record freeze-frame data to confirm the conditions when P2072 set
- 2 Inspect the throttle body for visible ice, carbon buildup, or debris, and clean it thoroughly with throttle body cleaner
- 3 Perform a throttle body relearn or calibration procedure using a scan tool after cleaning
- 4 Check the throttle actuator motor and TPS with a multimeter for resistance and signal integrity according to manufacturer specifications
- 5 Inspect wiring and connectors between the throttle body and ECM for corrosion, chafing, or loose pins
- 6 Test the throttle plate movement manually (with the key off) to check for mechanical binding or a sticking shaft
- 7 If all else fails, update the ECM calibration or replace the throttle body assembly as a last resort

Ice Blockage Code Isn't Always Ice

- A dirty throttle body is the most common cause of P2072 even in warm climates, because carbon buildup mimics the increased motor current seen with ice blockage.
- The code can set intermittently and clear itself after the engine warms up, leading many to wrongly assume the problem is resolved.
- A weak battery or poor ground connection can cause the throttle actuator to draw higher current, triggering P2072 without any mechanical fault.
- Some vehicles require a throttle body relearn procedure after cleaning; skipping this step can cause the code to return immediately.
- P2072 is often accompanied by other throttle-related codes like P2135 or P2101, which can help pinpoint whether the issue is electrical or mechanical.

Can I keep driving with P2072?

You can usually drive the vehicle to a repair shop if the engine runs and the throttle responds, but avoid aggressive acceleration or high speeds because the vehicle may enter limp mode without warning. If the engine stalls repeatedly or the throttle is unresponsive, stop driving and have the vehicle towed to prevent a dangerous loss of power.

Tools that help

- OBD-II scan tool with live data and throttle relearn capability
- Digital multimeter
- Throttle body cleaner and soft brush
- Socket set and screwdrivers
- Factory service information for throttle body specifications



Reading P2072

- 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.
- 72** The exact fault within that area.

Often seen with

P0121 Throttle Position Sensor A Circuit Range/Performance · **P0507** Idle Control System RPM Higher Than Expected · **P2101** Throttle Actuator Control Motor Circuit Range/Performance · **P2119** Throttle Actuator Control Throttle Body Range/Performance · **P2135** Throttle/Pedal Position Sensor A/B Voltage Correlation

See it working

Watch the animated explainer [Inline-Four Engine X-Ray: Firing Order 1-3-4-2](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p2072/>

