

GENERIC · POWERTRAIN

P2104

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P2104

Throttle Actuator Control System - Forced Idle

P2104 means the engine computer has commanded the throttle actuator control system into a forced idle mode, where the throttle blade is held at a default idle position and driver pedal input is ignored. The computer detected a fault in the throttle actuator control circuit or its related sensors that prevents safe normal throttle operation, so it defaults to a high-idle or fixed-idle strategy to protect the engine and vehicle.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Generic (all makes)	High	Professional	Fuel and air metering

Symptoms you may notice

- The engine idles at a fixed, often elevated speed and does not respond to the accelerator pedal
- The accelerator pedal feels dead or unresponsive when pressed
- The electronic throttle control warning light or reduced power message appears on the dash
- The vehicle may enter limp mode and be limited to low speed
- The engine may stall or hesitate when coming to a stop
- Often no symptoms besides the warning light if the fault is intermittent

Common causes, most likely first

- Faulty throttle body assembly with a sticking or failed actuator motor
- Damaged or corroded wiring or connector at the throttle body or accelerator pedal sensor
- Failed accelerator pedal position sensor or its circuit
- Throttle position sensor signal out of range or intermittent
- Engine computer software or calibration issue requiring a reflash
- Poor ground connection for the throttle actuator control system
- Contamination or carbon buildup on the throttle plate causing binding



How to diagnose and fix it

- 1 Scan all modules for stored and pending codes, and record freeze-frame data to understand when the fault occurred
- 2 Inspect the throttle body, connector, and wiring for corrosion, chafing, or loose pins
- 3 Check the accelerator pedal position sensor readings on a scan tool while slowly pressing and releasing the pedal
- 4 Command the throttle actuator with a bidirectional scan tool and observe whether the throttle plate moves smoothly through its range
- 5 Clean the throttle body and perform a throttle relearn or idle relearn procedure if contamination is found
- 6 Check powers and grounds at the throttle body and engine computer, and repair any high resistance
- 7 If the actuator or sensor is proven faulty, replace the throttle body assembly and perform the required calibration

Forced idle is not always a bad throttle body

- A weak battery or poor ground can cause the throttle actuator control system to set P2104 because the actuator motor needs stable voltage to move the blade.
- Many technicians replace the throttle body only to find a corroded connector pin or a chafed wire in the harness that was the real cause of the forced idle command.
- The accelerator pedal sensor and the throttle body are a matched pair on many systems, so a fault in either one can trigger P2104 even though the throttle body itself is fine.
- After any repair involving the throttle body or pedal sensor, a relearn or calibration procedure is required, or the code may return immediately.
- P2104 can be set by a momentary voltage drop during cranking, so check for a stored history code before condemning parts.

Can I keep driving with P2104?

Do not drive the vehicle with P2104 active because the throttle may be stuck at idle or a fixed speed, making acceleration unpredictable and unsafe in traffic. Have the vehicle towed or driven only a very short distance to a safe repair location at low speed.

Tools that help

- OBD-II scan tool with bidirectional control and live data
- Digital multimeter for circuit testing
- Wiring diagram for the throttle actuator control system
- Socket set and Torx bits for throttle body removal
- Throttle body cleaner and shop rags



Reading P2104

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

Often seen with

P0121 Throttle Position Sensor A Circuit Range/Performance · **P0221** Throttle Position Sensor B Circuit Range/Performance · **P2105** Throttle Actuator Control System - Forced Engine Shutdown · **P2106** Throttle Actuator Control System - Forced Limited Power · **P2135** Throttle/Pedal Position Sensor A/B Voltage Correlation

See it working

Watch the animated explainer [How Push-Button Start Works: Keyless Ignition](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p2104/>

