

GENERIC · POWERTRAIN

P2107

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P2107

Throttle Actuator Control Module Processor

P2107 indicates that the throttle actuator control module, which is the electronic processor inside the throttle body assembly, has reported an internal fault to the engine control module. The engine computer sets this code when the throttle actuator control module's self-test fails or its processor signal is missing or erratic, meaning the module cannot reliably control the throttle plate.

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

Symptoms you may notice

- The engine may enter limp mode, limiting speed to a low threshold such as 25 mph or idle only.
- The throttle pedal may feel unresponsive or delayed when pressed.
- The check engine light illuminates, often accompanied by a traction control or stability control warning light.
- Rough idle or stalling may occur if the throttle plate defaults to a fixed position.
- Often no symptoms besides the warning light, especially if the fault is intermittent.
- The vehicle may refuse to accelerate beyond a certain RPM or may surge unexpectedly.

Common causes, most likely first

- Internal failure of the throttle actuator control module processor, which is built into the throttle body assembly.
- Corroded or damaged electrical connectors at the throttle body, causing intermittent communication.
- Wiring harness damage between the throttle body and the engine control module, such as chafing or rodent damage.
- Low battery voltage or a weak charging system that causes the module to reset or log false faults.
- Water intrusion into the throttle body connector or housing, leading to internal corrosion.
- A faulty engine control module that is misinterpreting the throttle actuator control module signal, though this is rare.



How to diagnose and fix it

- 1 Perform a battery and charging system test to rule out low voltage as the root cause of the code.
- 2 Inspect the throttle body connector and wiring for corrosion, loose pins, or damage, and repair as needed.
- 3 Clear the code and test-drive the vehicle to see if P2107 returns immediately or only under specific conditions.
- 4 Use a scan tool to monitor throttle actuator control module data and compare commanded versus actual throttle position.
- 5 Check for technical service bulletins or software updates for the throttle body or engine control module that address this fault.
- 6 If diagnostics confirm an internal module fault, replace the throttle body assembly and perform the required relearn or calibration procedure.
- 7 After repair, clear codes and verify that no pending or stored faults return during a thorough road test.

Why this code often misleads

- A weak or failing battery is a common culprit that mimics a failed throttle actuator control module because low voltage can cause the module's processor to log a fault without any actual internal failure.
- Many technicians replace the throttle body only to find the code returns due to a corroded connector or chafed wire that was overlooked during initial diagnosis.
- P2107 can be set by a momentary voltage drop during engine cranking, so the fault may be stored but not currently active, leading to unnecessary parts replacement.
- The throttle actuator control module is not always a separate serviceable component; on many vehicles it is integrated into the throttle body, making replacement the only fix if the processor truly fails.
- Related codes such as P2108 or P2110 may accompany P2107, and diagnosing only the first code can miss a broader throttle control system issue.

Can I keep driving with P2107?

If the vehicle is in limp mode or the throttle response is severely limited, do not drive it on public roads because you may not be able to accelerate safely in traffic. If the check engine light is on but the car drives normally, you can drive cautiously to a repair shop, but avoid heavy acceleration and have it diagnosed promptly.

Tools that help

- OBD-II scan tool with live data and bidirectional control capabilities
- Digital multimeter for voltage and resistance checks
- Battery tester and charging system analyzer
- Wiring diagram and connector pinout for the specific vehicle
- Basic hand tools for connector and throttle body removal



Reading P2107

- 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.
- 07** 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 · **P2108** Throttle Actuator Control Module Performance · **P2110** Throttle Actuator Control System - Forced Limited RPM · **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/p2107/>

