

GENERIC · POWERTRAIN

P211B

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P211B

Throttle Actuator B Control System - Stuck Closed

P211B indicates that the powertrain control module (PCM) has commanded the throttle actuator for bank B to move, but the throttle plate remained stuck closed or failed to open as requested. The computer detects this by comparing the commanded throttle position against the actual throttle position sensor (TPS) feedback and sets the code when the plate does not move within the expected time or range.

SYSTEM

Powertrain

CODE TYPE

Generic (all makes)

SEVERITY

High

FIX DIFFICULTY

Professional

AREA

Fuel and air metering

Symptoms you may notice

- Illuminated check engine light, often with reduced engine power or limp mode
- No response or severely delayed response when pressing the accelerator pedal
- Engine idle that is normal or slightly high, but the vehicle will not rev past a low limit
- Stalling or difficulty starting if the throttle plate is fully closed
- Often no symptoms besides the warning light if the fault is intermittent
- Transmission may shift harshly or refuse to downshift due to reduced torque request

Common causes, most likely first

- 1 Carbon buildup or mechanical binding on the throttle plate or bore, preventing movement
- 2 Failed throttle actuator motor (winding open or shorted) for bank B
- 3 Wiring damage (open, short, or high resistance) between the PCM and the throttle actuator
- 4 Corroded or loose electrical connector at the throttle body
- 5 Internal PCM driver fault for the throttle actuator circuit
- 6 Throttle position sensor (TPS) feedback error causing the PCM to misjudge plate position
- 7 Stuck or damaged throttle plate return spring or gear mechanism inside the throttle body



How to diagnose and fix it

- 1 Inspect the throttle body bore and plate for carbon deposits or foreign objects, and clean if necessary
- 2 Check the throttle actuator connector and wiring for corrosion, looseness, or chafing
- 3 Measure resistance of the throttle actuator motor and compare to manufacturer specifications
- 4 Perform a bidirectional scan tool test to command the throttle plate open and closed while watching TPS feedback
- 5 Check for stored codes in other modules (e.g., ABS, transmission) that may indicate a shared power or ground issue
- 6 If the actuator motor or throttle body assembly is faulty, replace it and perform a throttle relearn or adaptation procedure
- 7 Verify repair by clearing codes and test-driving under various load conditions to confirm the throttle responds correctly

Why a clean throttle body still sets P211B

- A throttle body that looks clean can still have a failed actuator motor or a worn internal gear, so cleaning alone often does not fix the code.
- The PCM may set P211B if the TPS signal is erratic even when the actuator is working, so always compare commanded and actual throttle positions with a scan tool.
- Intermittent wiring faults at the throttle body connector are common and can be missed if the harness is only visually inspected without a wiggle test.
- Some vehicles require a throttle body adaptation or relearn after replacement; skipping this step can cause the new unit to set the same code immediately.
- A weak battery or poor ground can cause the actuator to lack enough current to move the plate, mimicking a stuck actuator.

Can I keep driving with P211B?

Do not drive the vehicle if it is in reduced power mode or the throttle does not respond, as this can be dangerous in traffic. If the code is intermittent and the vehicle drives normally, limit driving to a short distance to a repair shop and avoid highways or heavy traffic.

Tools that help

- OBD-II scan tool with bidirectional control and live data
- Digital multimeter
- Throttle body cleaner and shop rags
- Basic hand tools (screwdrivers, sockets, wrenches)
- Wiring diagram for the specific vehicle
- Factory service information for throttle relearn procedure



Reading P211B

- 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.
- 1B** The exact fault within that area.

Often seen with

P0121 Throttle Position Sensor A Circuit Range/Performance · **P211A** Throttle Actuator B Control System - Stuck Open · **P211C** Throttle Actuator B Control Motor Current Range/Performance · **P211D** Throttle Actuator B Control Throttle Body Range/Performance · **P2135** Throttle/Pedal Position Sensor A/B Voltage Correlation

See it working

Watch the animated explainer [How a Padlock Works: Pin Tumbler Lock in X-Ray](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p211b/>

