

GENERIC · POWERTRAIN

P2128

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P2128

Accelerator Pedal Position Sensor E Circuit High

P2128 means the engine computer has detected an abnormally high voltage on the signal circuit for accelerator pedal position sensor E, which is one of the redundant pedal position sensors used to cross-check driver demand. The computer compares this sensor's output against the other pedal sensors and the expected range, and it sets the code when the E circuit voltage stays above the calibrated threshold for longer than the fault timer allows.

SYSTEM

Powertrain

CODE TYPE

Generic (all makes)

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Fuel and air metering

Symptoms you may notice

- Illuminated check engine light or electronic throttle control warning lamp
- Reduced engine power or limp-home mode with a limited throttle opening
- A dead or unresponsive accelerator pedal, or a pedal that feels normal but produces no engine response
- Hesitation, stumble, or surging during light throttle application
- Often no symptoms besides the warning light, especially if the fault is intermittent
- Transmission may hold a gear or shift harshly because torque management is affected

Common causes, most likely first

- 1 Open or high-resistance signal circuit between the accelerator pedal sensor E and the engine control module, often from a chafed or broken wire
- 2 Corroded, loose, or water-intruded connector pins at the pedal assembly or the engine control module
- 3 Failed accelerator pedal position sensor E inside the pedal assembly, typically an internal potentiometer or hall-effect element that has gone open
- 4 Short to voltage on the sensor E signal circuit, which can be caused by harness damage near the pedal or along the firewall
- 5 Poor sensor ground or reference voltage supply shared with the pedal sensors, which skews the E signal high
- 6 Engine control module internal fault on the sensor input circuit, which is rare but does occur



How to diagnose and fix it

- 1 Scan all modules for stored and pending codes and record freeze-frame data for P2128 before clearing anything
- 2 Inspect the accelerator pedal connector and the engine control module connector for corrosion, pushed pins, or water intrusion
- 3 Back-probe the sensor E signal circuit and compare its voltage against the other pedal sensor signals through a smooth sweep of the pedal
- 4 Check the sensor reference voltage and ground at the pedal connector under load with a meter or oscilloscope
- 5 Perform a wiggle test on the harness while watching live pedal position data to expose an intermittent open or short
- 6 Repair or replace the damaged section of harness, then clear codes and verify the pedal position readings track correctly
- 7 If wiring and connectors are sound, replace the accelerator pedal assembly and relearn the pedal position if the manufacturer requires it

What the pedal sensor E code hides

- Sensor E is one of several redundant pedal tracks, so a high signal on E alone often means the other tracks still read correctly and the driver notices little beyond the warning light.
- A common misdiagnosis is replacing the pedal assembly when the real fault is a rubbed signal wire behind the pedal bracket or at a bulkhead pass-through.
- Water intrusion into the pedal connector after a windshield leak or floor flooding can set this code without any visible damage to the pedal itself.
- A failing sensor ground shared with the pedal tracks can push the E signal high and mimic a bad sensor, so always load-test the ground before condemning parts.
- Clearing the code without checking freeze-frame data can erase the pedal angle and engine speed at the moment of failure, which are the best clues for an intermittent fault.

Can I keep driving with P2128?

The vehicle may enter reduced power mode with limited throttle response, so avoid highway merging and heavy traffic until it is repaired. If the pedal has gone unresponsive or the engine idles only, stop driving and arrange a tow rather than risk a stall in motion.



Tools that help

- OBD-II scan tool with live data and freeze-frame capability
- Digital multimeter
- Oscilloscope for viewing pedal sensor waveforms
- Back-probe pins and jumper wires
- Wiring diagram for the accelerator pedal circuit
- Contact cleaner and dielectric grease for connector service

Reading P2128

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.
28	The exact fault within that area.

Often seen with

P2122 Accelerator Pedal Position Sensor D Circuit Low · **P2123** Accelerator Pedal Position Sensor D Circuit High · **P2127** Accelerator Pedal Position Sensor E Circuit Low · **P2135** Throttle/Pedal Position Sensor A/B Voltage Correlation · **P2138** Throttle/Pedal Position Sensor D/E Voltage Correlation

See it working

Watch the animated explainer [How a Six-Speed Manual Gearbox Works](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p2128/>

