

GENERIC · POWERTRAIN

P2134

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P2134

Throttle/Pedal Position Sensor/Switch 'F' Circuit Intermittent

P2134 indicates that the powertrain control module (PCM) has detected an intermittent fault in the circuit for throttle or pedal position sensor 'F'. This sensor is part of a redundant system that tells the computer how far the driver is pressing the accelerator, and an intermittent signal means the electrical path momentarily opens or shorts, causing the PCM to lose accurate pedal position data.

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

Symptoms you may notice

- The check engine light (malfunction indicator lamp) illuminates on the dashboard.
- The engine may enter limp mode, limiting speed and power to protect the vehicle.
- The accelerator pedal may feel unresponsive or have delayed reactions when pressed.
- The engine may hesitate, stumble, or idle erratically due to inconsistent pedal signals.
- Cruise control may be disabled or fail to engage.
- Often no symptoms besides the warning light, especially if the intermittent fault is brief.

Common causes, most likely first

- Worn or damaged wiring in the accelerator pedal position sensor circuit, such as chafed insulation or broken strands.
- Corroded or loose electrical connectors at the pedal sensor or PCM, causing intermittent contact.
- A failing accelerator pedal position sensor 'F' itself, where internal components wear and produce erratic signals.
- Poor ground connection for the pedal sensor circuit, leading to voltage fluctuations.
- Water intrusion into the pedal sensor connector or wiring harness, causing short circuits.
- Aftermarket accessories or poor previous repairs that interfere with the sensor wiring.
- Rarely, a faulty PCM with intermittent internal driver issues affecting the sensor circuit.



How to diagnose and fix it

- 1 Perform a visual inspection of the accelerator pedal sensor wiring and connectors for damage, corrosion, or loose pins.
- 2 Use a scan tool to monitor live data from the accelerator pedal position sensors and look for dropouts or erratic readings while wiggling the harness.
- 3 Check the sensor's reference voltage and ground circuits with a multimeter to ensure they are stable and within specification.
- 4 Perform a wiggle test on the wiring harness and connectors while watching live data to pinpoint intermittent faults.
- 5 If wiring and connectors are good, test the accelerator pedal position sensor 'F' with a multimeter for smooth resistance changes through its range.
- 6 Replace the accelerator pedal assembly if the sensor is faulty, following the manufacturer's diagnostic procedures.
- 7 Clear the diagnostic trouble codes and verify the repair by test-driving the vehicle and confirming the code does not return.

Intermittent faults demand careful circuit testing

- Intermittent codes like P2134 often leave no stored freeze-frame data, so technicians must rely on live data monitoring and wiggle tests to reproduce the fault.
- A common oversight is replacing the accelerator pedal assembly without first checking the wiring harness, which is frequently the actual cause of intermittent sensor codes.
- The code can be set by a momentary voltage spike or drop caused by a poor ground connection elsewhere in the vehicle, not just at the pedal sensor.
- Some vehicles use multiple redundant sensors; a fault in sensor 'F' may not disable the vehicle entirely but can cause reduced power and stored codes in other modules.
- After any repair, it is critical to perform a relearn or calibration procedure for the electronic throttle system if the pedal or throttle body is replaced, or the code may return.

Can I keep driving with P2134?

If the vehicle drives normally with only the warning light on, you can drive cautiously to a repair shop, but avoid aggressive acceleration or heavy loads. If the engine enters limp mode or the pedal response is erratic, pull over safely and have the vehicle towed to prevent a dangerous loss of power.



Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Wiring diagram for the accelerator pedal position sensor circuit
- Back probe pins or breakout box
- Basic hand tools for trim removal and connector access

Reading P2134

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

Often seen with

P2135 Throttle/Pedal Position Sensor A/B Voltage Correlation · **P2136** Throttle/Pedal Position Sensor/Switch 'A' / 'C' Voltage Corr · **P2137** Throttle/Pedal Position Sensor/Switch 'B' / 'C' Voltage Corr · **P2138** Throttle/Pedal Position Sensor D/E Voltage Correlation · **P2139** Throttle/Pedal Position Sensor/Switch 'D' / 'F' Voltage Corr

See it working

Watch the animated explainer [EV Powertrain Trainer: How an Electric Car Drives](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p2134/>

