

GENERIC · POWERTRAIN

P213D

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P213D

EGR Throttle Control Circuit B High

P213D means the engine computer has detected a high-voltage condition on the control circuit for the throttle actuator that regulates exhaust gas recirculation (EGR) flow on engines equipped with an EGR throttle valve. The circuit is reading above its expected range, so the computer cannot reliably command the valve and has set this code.

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

Symptoms you may notice

- Illuminated check engine light, often with no other noticeable symptoms
- Rough idle or idle surge when the EGR throttle is commanded closed
- Hesitation or stumble during light acceleration
- Reduced engine power or limp mode in some vehicles
- Poor fuel economy or increased exhaust smoke on diesel engines
- Intermittent fault that appears and clears with temperature or vibration

Common causes, most likely first

- 1 Damaged or chafed wiring in the EGR throttle control circuit, especially near the connector or harness bend
- 2 Corroded, loose, or water-intruded electrical connector at the EGR throttle actuator
- 3 Failed EGR throttle actuator motor or internal position sensor
- 4 Short to voltage on the control circuit from a rubbed-through wire
- 5 Faulty engine control module (ECM) driver for the EGR throttle circuit
- 6 Poor ground connection shared by the EGR throttle actuator and ECM

How to diagnose and fix it

- 1 Scan all modules and record freeze-frame data to confirm when the high-voltage condition occurs
- 2 Inspect the EGR throttle actuator connector and harness for corrosion, chafing, or water intrusion
- 3 Measure control circuit voltage with a multimeter and compare to manufacturer specifications
- 4 Perform a wiggle test on the harness while monitoring live data to expose intermittent faults
- 5 Check the actuator ground circuit for excessive resistance and repair as needed
- 6 Substitute a known-good EGR throttle actuator only after circuit tests pass
- 7 Clear the code and verify the repair with a road test under the conditions stored in freeze-frame



What the high-voltage reading really means

- A high-voltage code on a control circuit often points to an open ground or a short to voltage rather than a failed actuator, so circuit testing must come before parts replacement.
- The EGR throttle valve is frequently confused with the main electronic throttle body, and technicians sometimes replace the wrong part because the two look similar on the engine.
- Water intrusion into the actuator connector is a common cause on vehicles that operate in wet or dusty environments, and the corrosion can be hidden inside the terminal cavity.
- A failing EGR throttle actuator can set this code intermittently without ever storing a drivability symptom, which tempts owners to ignore it until the valve sticks open.
- Shared ground points between the EGR throttle and other engine sensors can cause this code to appear alongside unrelated sensor codes, so check the ground stud before condemning the actuator.

Can I keep driving with P213D?

You can usually drive the vehicle to a repair shop, but avoid heavy acceleration and long trips until the fault is diagnosed because a stuck EGR throttle can cause rough running or reduced power. If the engine enters limp mode or stalls, stop driving and arrange a tow.

Tools that help

- OBD-II scan tool with live data and freeze-frame capability
- Digital multimeter with back-probe pins
- Wiring diagram for the EGR throttle control circuit
- Hand tools for connector and harness access
- Contact cleaner and dielectric grease

Reading P213D

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.
3D	The exact fault within that area.

Often seen with

P0401 EGR Flow Insufficient Detected · **P0402** EGR Flow Excessive Detected · **P2135** Throttle/Pedal Position Sensor A/B Voltage Correlation · **P213C** EGR Throttle Control Circuit B Low · **P213E** Fuel Injection System Fault - Forced Engine Shutdown



See it working

Watch the animated explainer [Manual Car Driving Simulator: Learn Clutch Control](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p213d/>

