

GENERIC · POWERTRAIN

P2167

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P2167

Throttle/Pedal Position Sensor 'E' Maximum Stop Performance

P2167 indicates that the engine control module has detected a performance problem with the maximum stop position of throttle or pedal position sensor 'E', meaning the sensor's signal at full pedal travel does not match the expected value. The computer compares the sensor's voltage at the mechanical stop against a stored reference and sets the code when the reading falls outside the acceptable range.

SYSTEM

Powertrain

CODE TYPE

Generic (all makes)

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Fuel and air metering

Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms
- Reduced engine power or limp mode, limiting acceleration
- A dead spot or hesitation when pressing the accelerator pedal firmly
- Inconsistent or delayed throttle response during hard acceleration
- The pedal may feel normal but the vehicle fails to reach higher speeds
- In rare cases, the engine may idle erratically or stall when coming to a stop

Common causes, most likely first

- 1 Worn or damaged throttle position sensor 'E' or its internal tracks
- 2 Corroded, loose, or damaged electrical connector at the throttle body or pedal assembly
- 3 Chafed or broken wiring in the sensor circuit, especially near the pedal or throttle body
- 4 Mechanical binding or wear in the accelerator pedal assembly that prevents full travel
- 5 Carbon buildup or mechanical obstruction on the throttle plate limiting its movement
- 6 Failed or misadjusted throttle body assembly
- 7 A software calibration issue in the engine control module requiring reflash or replacement



How to diagnose and fix it

- 1 Scan all modules for stored and pending codes, and record freeze-frame data to confirm the fault conditions
- 2 Visually inspect the throttle body, pedal assembly, and sensor connectors for damage, corrosion, or binding
- 3 Use a scan tool to monitor throttle position sensor 'E' voltage through the full pedal travel and compare it to the specified range
- 4 Perform a voltage drop test on the sensor's ground and signal circuits to rule out wiring resistance
- 5 Clean the throttle body and check for mechanical obstructions that could prevent full pedal travel
- 6 Replace the faulty throttle position sensor or throttle body assembly if electrical tests confirm an internal failure
- 7 Clear codes and perform a throttle relearn or idle relearn procedure as required by the manufacturer

What Most Techs Miss on P2167

- A dirty throttle body can cause the maximum stop position to be learned incorrectly, so cleaning the throttle plate often resolves the code without any parts replacement.
- The pedal position sensor and throttle position sensor are often confused; on many vehicles, sensor 'E' refers to a specific track in the accelerator pedal assembly, not the throttle body itself.
- Intermittent wiring faults at the pedal connector are common and may only appear when the pedal is pressed to the floor, so wiggle-test the harness while watching live data.
- After replacing a sensor or throttle body, many vehicles require a relearn procedure; skipping it can cause the code to return immediately even with good parts.
- A weak battery or charging system issue can cause erratic sensor readings and set this code, so always verify battery voltage and ground integrity before condemning sensors.

Can I keep driving with P2167?

The vehicle may enter limp mode and limit power, which can be unsafe in traffic, so avoid hard acceleration and plan to have it diagnosed soon. If the check engine light is flashing or the engine stalls, stop driving and seek professional service immediately.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Basic hand tools (screwdrivers, socket set)
- Throttle body cleaner and shop rags
- Wiring diagram for the specific vehicle



Reading P2167

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

Often seen with

P0121 Throttle Position Sensor A Circuit Range/Performance · **P0122** Throttle Position Sensor A Circuit Low Input · **P0222** Throttle Position Sensor B Circuit Low Input · **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 Variable Valve Timing Works: Cam Phaser and VVT Solenoid](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p2167/>

