

P2172: THROTTLE ACTUATOR CONTROL SYSTEM - SUDDEN HIGH AIR FLOW DETECTED

OVERVIEW

Severity	:	Medium
DIY Difficulty Level	:	Intermediate
Repair Cost	:	\$150-\$800
Can I Still Drive?	:	Yes

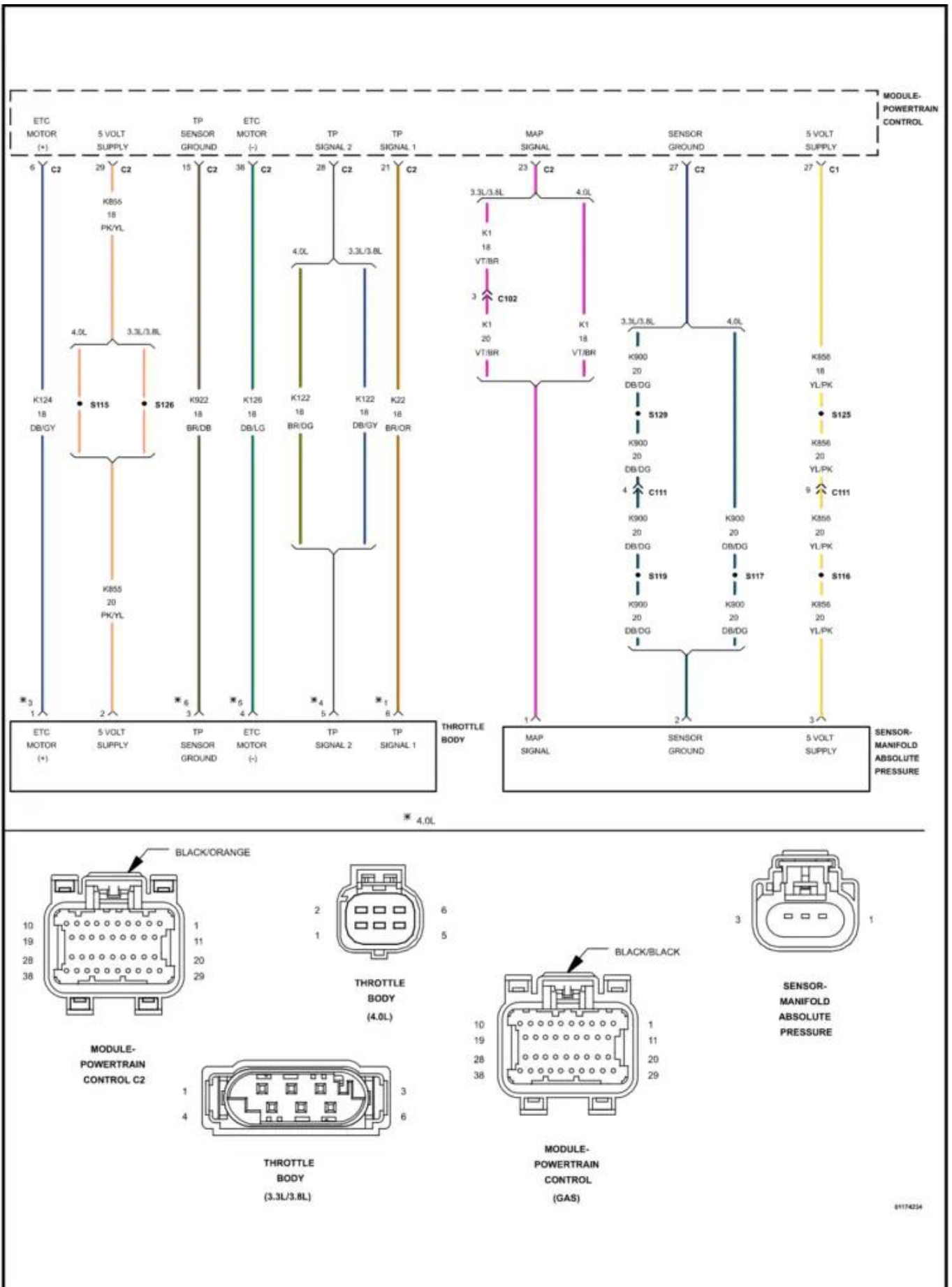
What Does The P2172 Code Mean?

The P2172 OBD-II trouble code is one of number of possible codes that indicates that the Powertrain Control Module (PCM) has detected a malfunction in the operation of the Throttle Actuator Control System.

The PCM sets these when other codes are present that indicate an issue that may be safety related or cause damage to the engine or drivetrain components if not corrected in a timely manner. This and related codes ([P2172](#), [P2173](#), [P2174](#), and [P2175](#)) all indicate detected air flow problems.

Code P2172 is set by the PCM when sudden high air flow is detected in the throttle actuator control system.

This code can be related to a Throttle Actuator Control System malfunction, but it is possible that another issue is setting this code. The Throttle Actuator Control System is duty cycle controlled by the PCM and the function of the system is limited when other fault codes are detected.



P2172 wiring diagram

Note: In the case of certain Dodge/Chrysler vehicles, this code may be described as "High Airflow/Vacuum Leak Detected"

What Are The Symptoms Of The P2172 Code?

Symptoms of a P2172 trouble code may include:

- Malfunction Indicator Lamp (MIL) illumination
- Engine may not start
- Either no or low throttle response
- Automatic transmission will not shift
- Additional codes are possibly set

What Are The Potential Causes Of The P2172 Code?

Potential causes of the P2172 throttle engine code may include:

- Vacuum Leaks (most likely)
- Manifold Absolute Pressure Malfunction
- Abnormal System Voltages

How Can You Fix The P2172 Code?

The first step in the troubleshooting process for any malfunction is to research the Technical Service Bulletins (TSB's) for the specific vehicle by year, model and power plant. In some circumstances this can save a lot of time in the long run by pointing you in the right direction.

For example, we are aware of a bulletin that applies to 2013-2015 Dodge Dart and Chrysler 200 cars, bulletin number 18-006-15 which involves this DTC and others, and the fix is to reprogram the PCM.

The second step for this code is to complete a PCM scan to identify other trouble codes. This code is an informational code and in most circumstances this code's function is to alert a driver that the PCM has initiated a fail-safe mode because of a malfunction or failure in a system that is not directly related to the Throttle Control Actuator.

If other codes are identified you should check for TSB's related to the specific vehicle and that code. If a TSB has not been generated you should follow the specific troubleshooting steps for that code to pinpoint the source of the malfunction that the PCM is detecting to put the engine in fail-safe or limp mode.

Once all other codes have been cleared or if no other codes are detected, if the Throttle Control Actuator code still exists the PCM and Throttle Control Actuator should be evaluated. All wiring and connections should be visually inspected for obvious defects as a starting point. Also, check MAP sensor circuitry.

Common Mistake

Replacing the Throttle Control Actuator or PCM when other malfunctions are setting this code.

Rare Repair

Replace Throttle Actuator Control

Hopefully, the information in this article has been helpful to point you in the right direction to correct the problem with your Throttle Actuator Control System force code. This article is strictly informational and the specific technical data and service bulletins for your vehicle should always take priority.

Severity Description

The severity of this code can be moderate to severe based on the specific malfunction.

Reference Sources

[Diagnostic Trouble Code \(DTC\) Guide for P2172](#) - Ominitek Advanced Technologies, pages 174-175.