

CHRYSLER · POWERTRAIN

P1568

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1568 · Chrysler

Cruise Servo Stroke Greater Than Commanded In Cruise

P1568 on Chrysler vehicles means the speed control servo (cruise servo) has moved farther than the powertrain control module commanded while cruise control is engaged. The computer monitors servo position feedback and sets this code when the actual stroke exceeds the commanded stroke by a calibrated margin, indicating a mechanical or feedback fault in the cruise control system.

SYSTEM

Powertrain

CODE TYPE

Chrysler specific

SEVERITY

Low

FIX DIFFICULTY

Intermediate

AREA

Vehicle speed, idle control and auxiliary inputs

Symptoms you may notice

- Cruise control may not engage or may disengage unexpectedly while driving
- The cruise control indicator light may flash or stay off when you try to set speed
- Vehicle speed may surge or hunt slightly when cruise is active
- The engine may feel like it is not holding a steady speed on hills
- Often no symptoms besides the warning light, especially if cruise is rarely used

Common causes, most likely first

- 1 Binding or sticking cruise servo cable or linkage
- 2 Faulty cruise servo assembly (internal wear or damaged position sensor)
- 3 Damaged or misadjusted servo position feedback sensor or wiring
- 4 Vacuum leak or faulty vacuum supply to the cruise servo (on vacuum-operated systems)
- 5 Corroded or shorted electrical connectors at the servo or PCM (powertrain control module)
- 6 PCM software or internal fault misinterpreting servo feedback



How to diagnose and fix it

- 1 Inspect the cruise servo cable and linkage for binding, kinks, or debris, and lubricate or replace as needed
- 2 Check servo electrical connector and wiring for corrosion, chafing, or loose pins, and repair any faults
- 3 Test the servo position sensor signal with a scan tool while manually moving the servo through its range
- 4 Verify vacuum supply and check for leaks in the cruise servo vacuum circuit if equipped
- 5 Replace the cruise servo assembly if the feedback signal is erratic or the servo does not move smoothly
- 6 Clear the code and road-test the vehicle under cruise control to confirm the repair
- 7 If the code returns after all mechanical and electrical checks, diagnose the PCM and consider reprogramming or replacement

Servo stroke faults that fool good technicians

- A binding cable is the most common cause of P1568, yet many technicians replace the servo first and the code returns because the cable was never checked.
- The servo position sensor can fail intermittently, producing a normal signal on a static test but dropping out only when the servo is moving under cruise load.
- On vacuum-operated Chrysler cruise systems, a small vacuum leak at the servo diaphragm can cause the servo to over-travel and set this code without any obvious driveability symptom.
- P1568 can be set by a PCM that has lost its adaptive memory after a battery disconnect, so clearing the code and performing a relearn may resolve it without parts replacement.
- Do not confuse this code with throttle body or accelerator pedal faults; P1568 is specific to the cruise servo circuit and does not indicate a general engine performance problem.

Can I keep driving with P1568?

The vehicle remains safe to drive because the cruise control system simply disables itself when this fault is present. You can continue driving normally, but avoid using cruise control until the fault is repaired, and do not attempt to force the system to engage.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Vacuum gauge (for vacuum-operated systems)
- Service manual with wiring diagrams for the specific Chrysler model
- Basic hand tools (screwdrivers, socket set, pliers)



Reading P1568

- P** Powertrain: engine, transmission and emissions.
- 1** Manufacturer-specific code (Chrysler): its meaning depends on the make.
- 5** Vehicle speed, idle control and auxiliary inputs.
- 68** The exact fault within that area.

Often seen with

P1570 Control Unit Locked · **P1572** Left Engine Mount Solenoid Valve Short To Ground · **P1571** Left Engine Mount Solenoid Valve Short To B+ · **P1569** Switch For CCS Signal Faulty · **P1569** IMRC Circuit Low · **P1570** IMRC Circuit High · **P1571** Brake Switch · **P1569** Cruise Servo Stroke High While Not In Cruise · **P1570** Cruise Control System Traction Control Active · **P1571** TCS PWM Circuit No Frequency · **P1572** ASR Active Circuit Low Too Long · **P1572** Brake Pedal Switch Circuit Malfunction · **P1570** Cruise Control System Traction Control Active · **P1571** TCS PWM Circuit No Frequency · **P1569** Cruise Servo Stroke High While Not In Cruise · **P1572** ASR Active Circuit Low Too Long · **P1569** A Camshaft Position Actuator Control Open Circuit Bank 2 · **P0500** Vehicle Speed Sensor Malfunction

See it working

Watch the animated explainer [How a Supercharger Works: Roots Blower in X-Ray](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/chrysler-p1568/>

