

FORD · POWERTRAIN

P1566

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1566 · Ford

Speed Control Command Switch Out of Range Low

P1566 on Ford vehicles means the speed control servo module has detected the steering-wheel command switch circuit voltage sitting lower than the expected range for the button being pressed. The computer is seeing a short-to-ground condition or an out-of-range low signal on the switch input, so it disables cruise control and stores this code.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Ford specific	Low	Intermediate	Vehicle speed, idle control and auxiliary inputs

Symptoms you may notice

- Cruise control will not engage or drops out as soon as it is set
- The horn may stop working because the switches share a common ground path through the clockspring
- Steering-wheel buttons feel normal but produce no response from the speed control system
- Often no symptoms besides the warning light, with cruise control simply refusing to activate
- Intermittent cruise operation that worsens when the steering wheel is turned

Common causes, most likely first

- 1 Faulty speed control command switch assembly in the steering wheel, usually worn contacts or a stuck button
- 2 Damaged or contaminated clockspring (steering wheel rotary connector) interrupting the switch ground or signal circuit
- 3 Chafed or shorted wiring between the clockspring and the speed control servo module
- 4 Corroded or loose connector pins at the servo module or the steering column harness
- 5 Water intrusion into the steering column or servo connector causing a low-resistance path to ground
- 6 Failed speed control servo module with an internal switch-input fault



How to diagnose and fix it

- 1 Scan all modules for codes and record freeze-frame data to confirm P1566 is current rather than history
- 2 Inspect the steering-wheel switch assembly for stuck buttons, contamination, and correct resistance values with a multimeter
- 3 Check the clockspring continuity and resistance through its full steering range while watching for intermittent opens or shorts
- 4 Disconnect the servo module and measure the command-switch circuit for unwanted continuity to ground with the switches released
- 5 Repair or replace any chafed wiring and clean corroded connector terminals before replacing parts
- 6 Replace the speed control command switch or clockspring only after the circuit tests confirm the fault is in that component
- 7 Clear codes and verify cruise control operation through several set, coast, resume, and cancel cycles

Why the horn and cruise fail together

- The speed control switches and the horn share a ground return through the clockspring, so a bad clockspring often sets P1566 and kills the horn at the same time.
- A stuck or contaminated switch can hold the signal low continuously, which mimics a wiring short and leads many technicians to replace the servo module unnecessarily.
- P1566 can be stored as a history code after a low battery or jump-start event, so clear it and retest before condemning any component.
- Resistance through the clockspring changes as the wheel turns, so a switch circuit that tests fine with the wheel straight can still fail when the wheel is rotated.
- Aftermarket steering-wheel covers and phone mounts that pinch the switch harness are an overlooked cause of intermittent low command-switch signals.

Can I keep driving with P1566?

The vehicle remains safe to drive because P1566 only disables cruise control, but avoid relying on speed control until the fault is repaired. Do not attempt to use cruise control if the horn has also failed, since that points to a clockspring fault that can affect the airbag circuit.

Tools that help

- OBD-II scan tool with Ford-specific manufacturer software
- Digital multimeter with resistance and continuity functions
- Steering wheel puller and Torx or hex bit set
- Trim removal tools for steering column covers
- Wiring diagram for the speed control switch circuit



Reading P1566

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

Often seen with

P1567 Load Signal From A/C Compressor No Signal · **P1567** Speed Control Output Circuit · **P1567** Cruise Control System Active Braking Control Active · **P1567** Speed Control Output Circuit Continuity · **P1567** Cruise Control System Active Braking Control Active · **P0565** Cruise Control On Signal · **P0566** Cruise Control Off Signal · **P0567** Cruise Control Resume Signal · **P0568** Cruise Control Set Signal

See it working

Watch the animated explainer [How a Car Clutch Works: Diaphragm Clutch Cutaway](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/ford-p1566/>

