

GM · POWERTRAIN

P1560

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1560 · GM

Cruise Control System Transaxle Not In Drive

P1560 on a GM vehicle means the powertrain control module (PCM) has commanded cruise control but the transmission range switch or park/neutral position input reports the transaxle is not in a forward drive range. The PCM expects a Drive or Overdrive signal before allowing cruise operation, and it sets this code when that condition is not met.

SYSTEM

Powertrain

CODE TYPE

GM specific

SEVERITY

Low

FIX DIFFICULTY

Intermediate

AREA

Vehicle speed, idle control and auxiliary inputs

Symptoms you may notice

- Cruise control will not engage or drops out as soon as you set it
- The cruise indicator lamp may flash or stay off when you press the set button
- Often no symptoms besides the warning light, with cruise simply refusing to activate
- The transmission may shift normally or may show harsh engagement if the range switch is misaligned
- In some cases the engine may idle high or the starter may act up if the switch also feeds the neutral safety circuit

Common causes, most likely first

- 1 Faulty or misadjusted transmission range switch (also called the park/neutral position switch) on the transaxle
- 2 Damaged or corroded wiring between the range switch and the PCM, especially at the connector
- 3 Blown fuse or poor ground affecting the range switch circuit
- 4 Internal PCM fault not recognizing the drive range input
- 5 Aftermarket remote start or alarm wiring tapped into the range switch circuit
- 6 Mechanical wear in the shift linkage preventing the switch from reaching the Drive position



How to diagnose and fix it

- 1 Scan all modules for codes and record freeze-frame data to confirm the PCM sees the range input as not in Drive
- 2 Inspect the transmission range switch connector and wiring for corrosion, chafing, or loose pins
- 3 Check the range switch adjustment by verifying continuity in Park, Neutral, and Drive with a multimeter
- 4 Test the range switch circuit from the switch to the PCM for opens, shorts, and proper voltage
- 5 Replace the transmission range switch if it fails the continuity or adjustment check
- 6 Repair any damaged wiring or connectors and clear the code to verify cruise control operates
- 7 If the circuit and switch test good, diagnose the PCM input or replace the PCM as a last resort

Range switch alignment is the usual culprit

- A transmission range switch that is only slightly out of adjustment can still let the car start and drive but will not report Drive to the PCM, setting P1560 with no other symptoms.
- Aftermarket remote start systems often splice into the range switch wiring and can back-feed the circuit, causing the PCM to see Neutral when the shifter is in Drive.
- The code does not always mean the switch is bad; a loose ground or a corroded connector pin at the transaxle can produce the same fault.
- On some GM models the range switch is part of the neutral safety switch assembly, so a no-crank condition may accompany P1560 if the same switch is failing.
- Clearing the code without fixing the underlying range input will usually result in the code returning as soon as cruise control is requested again.

Can I keep driving with P1560?

The vehicle is safe to drive because this fault only disables cruise control and does not affect normal transmission operation. Avoid using cruise control until the fault is repaired, and address any accompanying no-crank or shift-quality issues promptly.

Tools that help

- OBD-II scan tool with GM manufacturer-specific software
- Digital multimeter
- Test light
- Socket set and screwdrivers for switch removal
- Vehicle service information for range switch adjustment specs



Reading P1560

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

Often seen with

P1561 Quantity Adjuster Deviation · **P1562** Quantity Adjuster Upper Limit Attained · **P1562** Powertrain Control Module +B Voltage Low · **P1561** Cruise Vent Solenoid · **P1562** Cruise Vacuum Solenoid · **P1561** Cruise Vent Solenoid · **P1562** Cruise Vacuum Solenoid · **P0705** Transmission Range Sensor Circuit Malfunction · **P0706** Transmission Range Sensor Circuit Range/Performance · **P0850** Park/Neutral Switch Input Circuit

See it working

Watch the animated explainer [How Coil-on-Plug Ignition Works: Coil and Spark Plug](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/gm-p1560/>

