

GM · POWERTRAIN

P1570

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1570 · GM

Cruise Control System Traction Control Active

P1570 on GM vehicles indicates that the cruise control module has detected a condition where the traction control system is actively intervening, which prevents normal cruise control operation. The computer is not reporting a failure of the cruise control switch or servo itself, but rather that the traction control system is commanding torque reduction or brake application, which overrides cruise control engagement.

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 intermittently while driving
- Traction control or stability control warning light may illuminate on the dashboard
- The vehicle may feel like it is cutting power or braking momentarily during acceleration
- Often no symptoms besides the warning light if the traction control event is brief and unnoticed
- Cruise control may resume working after the traction control event ends and the ignition is cycled
- The ABS (anti-lock braking system) light may also come on if wheel speed sensor faults are present

Common causes, most likely first

- 1 A wheel speed sensor on one of the wheels is dirty, damaged, or has a wiring fault, causing the traction control system to falsely detect wheel slip
- 2 The traction control system is legitimately activating due to low tire pressure or mismatched tire sizes, which the cruise control interprets as an active traction event
- 3 A faulty steering angle sensor or yaw rate sensor is sending erratic signals that the stability control system misinterprets as a traction loss
- 4 The electronic brake control module (EBCM) has stored a fault that keeps traction control active or in a reduced-function state
- 5 A malfunctioning cruise control switch or module that incorrectly reports traction control status to the powertrain control module (PCM)
- 6 Corrosion or water intrusion in the connector at the EBCM or wheel speed sensor harness, common on older GM trucks and SUVs
- 7 A software calibration issue in the EBCM or PCM that misinterprets normal traction control readiness as an active event



How to diagnose and fix it

- 1 Connect a scan tool and read all codes from the ABS, traction control, and powertrain modules to see if any wheel speed sensor or steering angle sensor codes are stored alongside P1570
- 2 Inspect each wheel speed sensor and its wiring for physical damage, corrosion, or debris, and clean the sensor mounting surface and tone ring
- 3 Check tire pressures and tire sizes on all four wheels to ensure they match the specification, as mismatched rolling circumference can trigger false traction control events
- 4 Use a scan tool to view live wheel speed data from all four wheels while driving slowly to identify any erratic or missing signal
- 5 Inspect the connectors at the EBCM and cruise control module for corrosion, loose pins, or water intrusion, and repair as needed
- 6 If no sensor or wiring fault is found, perform a relearn or calibration procedure for the steering angle sensor and yaw rate sensor using the scan tool
- 7 As a last step, check for technical service bulletins (TSBs) or software updates for the EBCM or PCM that address false traction control activation on the specific GM model

Why traction control triggers a cruise fault

- P1570 is often set by a momentary traction control event that the driver never notices, such as a single wheel slipping on gravel or a low tire, so the code can appear with no drivability complaint at all
- A dirty or failing wheel speed sensor is the most common root cause, but technicians often replace the cruise control switch first because the symptom points to cruise control, wasting time and money
- On many GM vehicles, the cruise control system is integrated into the throttle actuator control (TAC) module, and a fault in the TAC system can set P1570 even when the traction control hardware is fine
- After replacing a wheel speed sensor or EBCM, the code may not clear until the vehicle is driven above a certain speed and the module completes a self-test, so a simple key cycle is not enough
- A weak battery or poor ground connection can cause the EBCM to drop out momentarily and set P1570, especially on older GM models with corrosion-prone ground straps

Can I keep driving with P1570?

The vehicle remains safe to drive because the fault only disables cruise control and does not affect braking or steering, but you should avoid using cruise control until the underlying traction control issue is repaired. If the traction control or ABS warning light is also on, have the system diagnosed promptly because a wheel speed sensor fault can affect anti-lock braking performance.



Tools that help

- OBD-II scan tool with ABS and traction control capability
- Digital multimeter
- Jack and jack stands or a lift
- Wheel speed sensor cleaning supplies and dielectric grease
- Tire pressure gauge

Reading P1570

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.

70 The exact fault within that area.

Often seen with

C0035 Left Front Wheel Speed Sensor Circuit Range/Performance · **C0040** Left Rear Wheel Speed Sensor Circuit · **C0050** Right Rear Wheel Speed Sensor Circuit Malfunction · **P0500** Vehicle Speed Sensor Malfunction · **P0571** Brake Switch 'A' Circuit

See it working

Watch the animated explainer [How Crank and Cam Position Sensors Work](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/gm-p1570/>

