

GM · POWERTRAIN

P1580

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1580 · GM

Cruise Move Circuit Low Voltage

P1580 on GM vehicles indicates that the cruise control module has detected a low voltage condition on the cruise move circuit, which is the electrical path that carries the set/coast and resume/accelerate commands from the steering wheel switches to the cruise module. The computer monitors the voltage on this circuit and sets the code when the signal voltage falls below the expected threshold, typically because of a short to ground, an open circuit, or a faulty switch.

SYSTEM

Powertrain

CODE TYPE

GM specific

SEVERITY

Low

FIX DIFFICULTY

Intermediate

AREA

Vehicle speed, idle control and auxiliary inputs

Symptoms you may notice

- The cruise control system does not engage or drops out unexpectedly while driving
- The cruise control indicator light may flash or fail to illuminate when you press the set button
- The horn, horn relay, or other steering wheel-mounted controls may stop working if they share the same clock spring circuit
- Often no symptoms besides the warning light, especially if the fault is intermittent
- The set and resume buttons may feel unresponsive or require extra pressure to activate
- In some cases, the cruise control may work intermittently depending on steering wheel position

Common causes, most likely first

- 1 Faulty cruise control switch assembly in the steering wheel, often due to worn contacts or internal short
- 2 Damaged or pinched wiring harness between the steering column and the cruise control module
- 3 Failed clock spring (spiral cable) in the steering column, which can break the circuit or short to ground
- 4 Corroded or loose electrical connectors at the cruise control module or switch
- 5 Short to ground in the cruise move circuit wiring, often caused by chafing against metal components
- 6 Defective cruise control module, though this is less common than switch or wiring issues
- 7 Aftermarket accessories or poor previous repairs that tapped into the cruise control wiring



How to diagnose and fix it

- 1 Inspect the cruise control switch assembly for sticky buttons, contamination, or physical damage and test its resistance with a multimeter
- 2 Check the clock spring for continuity and signs of wear, especially if the horn or other steering wheel controls are also malfunctioning
- 3 Disconnect the cruise control module and inspect the harness connectors for corrosion, loose pins, or water intrusion
- 4 Perform a voltage drop test on the cruise move circuit while wiggling the steering wheel and harness to catch intermittent faults
- 5 Check for continuity to ground on the cruise move circuit with the switch disconnected to rule out a short to ground
- 6 If the switch and wiring test good, substitute a known-good cruise control module to confirm the fault
- 7 Clear the code and road test the vehicle through several set and resume cycles to verify the repair

Before you replace the cruise control module

- A failed clock spring is one of the most overlooked causes of P1580 because it can break the cruise move circuit while leaving the horn and airbag circuits functioning normally, so always test the clock spring separately.
- The cruise move circuit is a low-current signal path, so even a small amount of corrosion or a partially broken wire can set this code without causing a complete failure of the cruise control system.
- Aftermarket steering wheel covers or phone mounts that clamp onto the steering column can pinch the wiring harness and create a short to ground that only appears when the wheel is turned.
- This code does not always mean the cruise control switch is bad; a shorted horn relay or a chafed wire in the steering column can back-feed the circuit and set P1580.
- If the vehicle has had airbag or steering column repairs, the clock spring may have been installed incorrectly or the connector may not be fully seated, causing this code to appear shortly after the repair.

Can I keep driving with P1580?

The vehicle remains safe to drive because the cruise control system is disabled, but you should avoid using cruise control until the fault is repaired. If the horn or other steering wheel controls also stop working, address the issue promptly because a failing clock spring can eventually affect the airbag circuit.

Tools that help

- Digital multimeter with continuity and voltage measurement
- GM service information or wiring diagram for the cruise control circuit
- Trim removal tools for steering column covers
- Scan tool capable of reading GM manufacturer-specific codes and live data
- Test light or jumper wire for circuit testing



Reading P1580

- 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.
- 80** The exact fault within that area.

Often seen with

P1575 Right Engine Mount Solenoid Valve Short To B+ · **P1581** Idle Speed Control Throttle Position Adaptation Not Carried · **P1582** Idle Adaptation At Limit · **P1582** Electronic Throttle Monitor Data Available · **P1575** Extended Travel Brake Switch Circuit · **P1581** Cruise Move Circuit High Voltage · **P1582** Cruise Direction Circuit Low Voltage · **P1575** Pedal Position Out of Self Test Range · **P1581** Electronic Throttle Monitor Malfunction · **P1582** Electronic Throttle Monitor Data Available · **P1575** Extended Travel Brake Switch Circuit · **P1581** Cruise Move Circuit High Voltage · **P1582** Cruise Direction Circuit Low Voltage · **P1581** B Camshaft Position Actuator Control Open Circuit Bank 2 · **P0562** System Voltage Low · **P0563** System Voltage High

See it working

Watch the animated explainer [How the PCV System Works: Crankcase Ventilation](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/gm-p1580/>

