

GM · POWERTRAIN

P1582

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1582 · GM

Cruise Direction Circuit Low Voltage

P1582 on a GM vehicle means the cruise control module has detected low voltage on the cruise direction signal circuit, which is the wire that tells the module whether the driver is commanding accelerate, coast, resume, or set. The computer sets this code when the voltage on that circuit falls below the expected threshold for a calibrated amount of time, indicating a short to ground, an open circuit, or a faulty switch.

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

Symptoms you may notice

- The cruise control system will not engage or will drop out unexpectedly while driving.
- The cruise control indicator light may flash or stay off when you try to set a speed.
- The steering wheel or stalk-mounted cruise buttons may feel unresponsive or only work intermittently.
- Often no symptoms besides the warning light, especially if the fault is intermittent.
- On some GM models, other steering wheel-mounted controls (horn, radio buttons) may also act erratically if they share a common ground or clock spring.

Common causes, most likely first

- A faulty cruise control switch assembly on the steering wheel or multifunction stalk, causing the direction signal to short to ground.
- A damaged or worn clock spring (spiral cable) in the steering column, which is the most common cause on high-mileage GM vehicles.
- An open or chafed wire in the cruise direction circuit between the switch and the cruise control module.
- Corrosion or water intrusion at the cruise control module connector or the inline harness connectors.
- A failed cruise control module itself, though this is less common than switch or wiring faults.
- A poor ground connection for the cruise control system, often at the steering column or body ground point.



How to diagnose and fix it

- 1 Use a scan tool to read live cruise control switch data and confirm which direction command is stuck or missing while pressing each button.
- 2 Visually inspect the cruise control switch assembly and the clock spring connector for obvious damage, corrosion, or loose pins.
- 3 Measure resistance across the cruise control switch in each position and compare to the GM service information specification to rule out a bad switch.
- 4 Check for continuity and short-to-ground on the cruise direction signal wire from the switch to the cruise control module, wiggling the harness and turning the steering wheel to catch intermittent faults.
- 5 Test the clock spring by checking continuity through it while rotating the steering wheel from lock to lock; replace it if resistance changes or opens.
- 6 Inspect and clean the cruise control module connector and grounds, then clear the code and verify the cruise control operates correctly during a road test.
- 7 If all wiring and switches test good, substitute a known-good cruise control module to confirm whether the module itself is faulty before replacing it.

Clock spring failures mimic switch faults

- A worn clock spring often causes P1582 without any airbag warning light, so technicians who only check the switch assembly miss the real problem.
- The cruise direction signal is a multiplexed voltage on many GM models, so a single bad ground in the steering column can set this code along with radio or horn issues.
- Aftermarket steering wheel covers or phone mounts that pinch the column wiring can create intermittent shorts that only appear when turning.
- P1582 can be stored as a history code from a momentary glitch, so always check for pending or history status before condemning parts.
- On some GM trucks and SUVs, the cruise control switch is part of the turn signal multifunction switch, and a failing turn signal switch can set P1582 as a secondary code.

Can I keep driving with P1582?

The vehicle remains safe to drive because cruise control is a convenience feature, but you should avoid using the cruise control until the fault is repaired to prevent unexpected dropouts or unintended acceleration commands. If the cruise control engages on its own or the buttons behave erratically, stop using the system and have it diagnosed promptly.



Tools that help

- OBD-II scan tool with live cruise control switch data capability
- Digital multimeter with resistance and continuity functions
- Steering wheel puller and clock spring removal tools
- GM service information or wiring diagrams for the specific model
- Torx and trim removal tools for steering column access

Reading P1582

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.

82 The exact fault within that area.

Often seen with

P1583 Transmission Mount Valves Short To B+ · **P1584** Transmission Mount Valves Short To Ground · **P1583** Cruise Direction Circuit High Volume · **P1584** Cruise Control Disabled · **P1583** Electronic Throttle Monitor Cruise Disable · **P1584** Throttle Control Detected ETB Malfunction · **P1583** Cruise Direction Circuit High Volume · **P1584** Cruise Control Disabled · **P0562** System Voltage Low · **P0563** System Voltage High · **U0100** Lost Communication With ECM/PCM A

See it working

Watch the animated explainer [How a Catalytic Converter Works: 3D Cutaway](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/gm-p1582/>

