

2017 ELECTRICAL

Cruise Control - Sierra, Silverado

SCHEMATIC WIRING DIAGRAMS

CRUISE CONTROL SYSTEM WIRING SCHEMATICS

Cruise Control

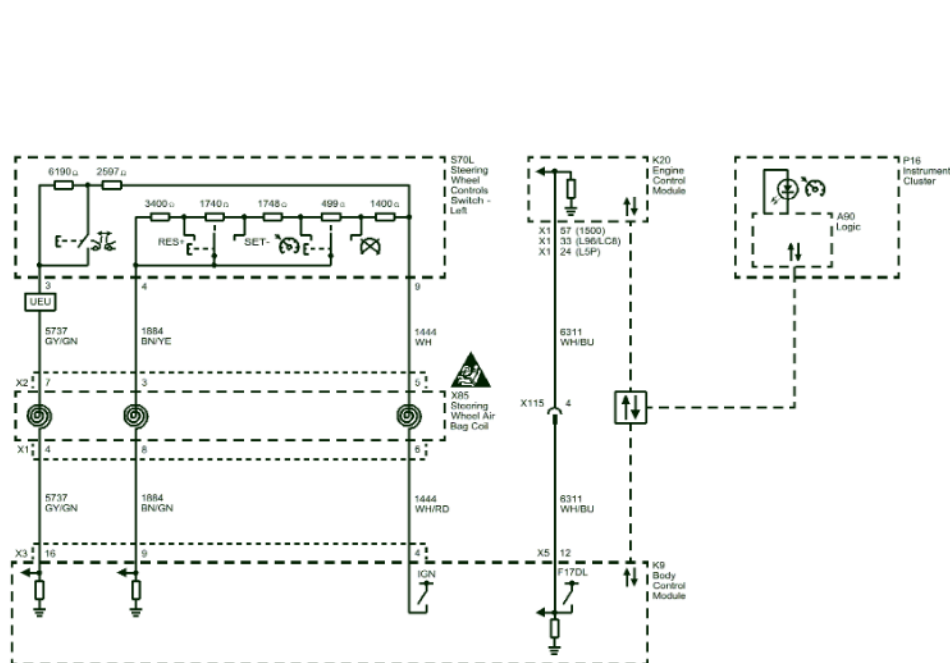


Fig. 1: Cruise Control

Courtesy of GENERAL MOTORS COMPANY

DIAGNOSTIC INFORMATION AND PROCEDURES

DTC B3794, P0564, P0565, P0567, P0568, P056C, P0580, P0581, P155A-P155C, OR P162C: CRUISE CONTROL MALFUNCTION

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptors

DTC B3794 08

Cruise Control Function Request Circuit

DTC B3794 61

Cruise Control Function Request Circuit

DTC P0564

Cruise Control Multifunction Switch Circuit

DTC P0565

Cruise Control Switch Circuit

DTC P0567

Cruise Control Resume Switch Circuit

DTC P0568

Cruise Control Set Switch Circuit

DTC P056C

Cruise Control Cancel Switch Circuit

DTC P0580

Cruise Control Multifunction Switch Circuit Low Voltage

DTC P0581

Cruise Control Multifunction Switch Circuit High Voltage

DTC P155A

Cruise Control Switch State Undetermined

DTC P155B

Cruise Control Set/Coast Switch 2 Circuit

DTC P155C

Cruise Control Resume/Acceleration Switch 2 Circuit

DTC P162C

Vehicle Speed Limiting/Warning Switch Circuit

Diagnostic Fault Information

Circuit	Short to	Open/High	Short to	Signal
---------	----------	-----------	----------	--------

	Ground	Resistance	Voltage	Performance
Ignition	1	1	-	-
Signal	1	P0564	B3794 08, P0567, P0568	B3794 61, P0564
1. Cruise Control Malfunction				

Circuit/System Description

The cruise control switch is an input to the body control module (BCM). The BCM monitors the cruise control on/off, set/coast, resume/accelerate and cancel switches via the cruise control switch signal circuit in order to detect when the driver has requested to perform a cruise control function. The BCM detects a specific voltage signal on the cruise control switch signal circuit when a switch is applied. The engine control module (ECM) receives the requested cruise control switch function from the BCM via a serial data message.

Conditions for Running the DTC

- The cruise switch is ON.
- The ignition is ON.

Conditions for Setting the DTC

B3794 08

The BCM detects an invalid voltage signal on the cruise control switch signal circuit for 1 second.

B3794 61

Stuck switch for either Resume/Accel or Set/Coast button for 60 seconds.

P0564, P0565, P0567, P0568, P056C

- The BCM detects an invalid voltage signal on the cruise control switch signal circuit for greater than 2 seconds and sends a serial data message to the ECM. The ECM sets these DTCs when the message is received.
- The ECM runs this diagnostic continuously.

P0580, P0581

- The ECM detects an invalid voltage signal on the cruise control switch signal circuit.
- The above condition is present for greater than 2 seconds.
- The ECM runs this diagnostic continuously.

P155A

The ECM is unable to determine the state of the cruise control switch.

P162C

The ECM is unable to determine the state of the vehicle speed limiting switch.

Actions Taken When the DTC Sets

B3794

- The malfunction indicator lamp (MIL) will not illuminate.
- The cruise control system is disabled.

P0564, P0565, P0567, P0568, P056C, P0580, P0581, P155A, P162C

DTCs P0564, P0565, P0567, P0568, P056C, P0580, P0581, P155A and P162C are type C DTCs

Conditions for Clearing the DTC

B3794

- The condition responsible for setting the DTC no longer exists.
- A history DTC will clear after 40 malfunction-free ignition cycles have occurred.

P0564, P0565, P0567, P0568, P056C, P0580, P0581, P155A, P162C

DTCs P0564, P0565, P0567, P0568, P056C, P0580, P0581, P155A and P162C are type C DTCs.

Reference Information

Schematic Reference

Cruise Control Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Cruise Control Description and Operation

Electrical Information Reference

- Circuit Testing
- Connector Repairs
- Testing for Intermittent Conditions and Poor Connections
- Wiring Repairs

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

1. Ignition ON.
2. Verify that the stop lamps operate properly and that no B22 Brake Pedal Position Sensor related DTCs are set.
 - If brake pedal position sensor related DTCs are set

Refer to Diagnostic Trouble Code (DTC) List - Vehicle

- **If no brake pedal position sensor related DTCs are set**
3. Verify the scan tool BCM Cruise Control Switch Status parameter changes between Off and On, Resume and Set when switching between each position on the cruise control switch.
 - **If the parameter does not change**
Refer to Circuit/System Testing.
 - **If the parameter changes**
 4. Verify that no conditions that may inhibit cruise control operation are present. Refer to the ECM scan tool data list Cruise Control Inhibit Reason parameter. Refer to the [Cruise Control Description and Operation](#) for a list of inhibit reasons.
 - **If the cruise control system has a reason why it is inhibited**
Repair the condition that is causing the inhibit reason.
 - **If the cruise control system does not have any reasons why it may be inhibited**
 5. Verify that no cruise control related DTCs are set.
 - **If any cruise control related DTCs are set**
Refer to Circuit/System Testing.
 - **If no cruise control related DTCs are set**
 6. All OK.

Circuit/System Testing

NOTE:

- **An open ignition circuit or fuse before the control module will cause communication DTCs or power mode mismatch DTCs to set against or in the control module. This failure mode will be diagnosed in the no communications diagnostic procedure or power mode mismatch.**
 - **This test assumes the ignition circuit has a driver that will open under a high current condition before the fuse opens.**
 - **The driver can open under normal conditions such as battery run down protection or a retained accessory power mode.**
1. Ignition OFF, disconnect the harness connector at the S70L Steering Wheel Controls Switch-Left, ignition ON.
 2. Verify a test lamp illuminates between the ignition circuit terminal 9 (Chevrolet and GMC) or terminal 8 (Cadillac) and ground.
 - **If the test lamp does not illuminate**
 1. Ignition OFF, disconnect the harness connector at the K9 Body Control Module.
 2. Test for greater than 100 Ω between the ignition circuit and ground.
 - If 100 Ω or less, repair the short to ground on the circuit.
 - If greater than 100 Ω
 3. Test for less than 2 Ω in the ignition circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.

- If less than 2 Ω , test or replace the K9 Body Control Module.
 - **If the test lamp illuminates**
3. Verify the scan tool ECM Cruise Control Switch Status parameter is Off.
 - **If not Off**
 1. Ignition OFF, disconnect the harness connector at the K9 Body Control Module, ignition ON.
 2. Test for less than 1 V between the signal circuit terminal 4 (Chevrolet and GMC) or terminal 10 (Cadillac) and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V, replace the K9 Body Control Module.
 - **If Off**
 4. Install a 3 A fused jumper wire between the signal circuit terminal 4 (Chevrolet and GMC) or terminal 10 (Cadillac) and the ignition circuit terminal 9 (Chevrolet and GMC) or terminal 8 (Cadillac).
 5. Verify the scan tool ECM Cruise Control parameter is Disabled.
 - **If not Error**
 1. Ignition OFF, disconnect the harness connector at the K9 Body Control Module.
 2. Test for infinite resistance between the signal circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 Ω in the signal circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K9 Body Control Module.
 - **If Error**
 6. Test or replace the S70L Steering Wheel Controls Switch-Left.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

[Control Module References](#) for BCM replacement, programming and setup.

DTC P0571: CRUISE CONTROL BRAKE SWITCH

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC P0571

Cruise Control Brake Switch Circuit

Circuit/System Description

The engine control module (ECM) monitors the brake pedal position sensor. When the brake pedal is applied,

the ECM detects a predetermined voltage signal. The ECM sends a serial data message to the body control module (BCM) indicating the status of the stop lamps.

This diagnostic test functions on the assumption that a sudden decrease in vehicle speed is caused by a brake pedal application. When the ECM detects that there is a 4.2 km/h (2.6 mph) or greater decrease in vehicle speed within 0.25 s without a transition of the stop lamp switch, the ECM sets DTC P0571.

Conditions for Running the DTC

- The engine speed is greater than 700 RPM.
- The traction control system or the antilock brake system are not active and have not malfunctioned.
- The vehicle speed is greater than 48 km/h (30 mph).
- The diagnostic will disable when the wheel speed is less than 16 km/h (10 mph).

Conditions for Setting the DTC

The BCM detects either a low voltage signal on the stop lamp switch signal circuit when the serial data message from the ECM indicates the brakes are applied, or a high voltage signal on the stop lamp switch signal circuit when the serial data message from the ECM indicates the brakes are not applied.

Actions Taken When the DTC Sets

- The cruise control system is disabled.
- The malfunction indicator lamp (MIL) will not illuminate.

Conditions for Clearing the DTC

- The condition responsible for setting the DTC no longer exists.
- A history DTC will clear after 40 malfunction-free ignition cycles have occurred.

Reference Information

Schematic Reference

- [Cruise Control Schematics](#)
- [Exterior Lights Schematics](#)

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Cruise Control Description and Operation

Electrical Information Reference

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Verify that the stop lamps operate properly and that no B22 Brake Pedal Position Sensor related DTCs are set.
 - **If brake pedal position sensor related DTCs are set**
Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#)
 - **If no brake pedal position sensor related DTCs are set**
2. Verify that no DTCs are set, except DTC P0571.
 - **If any other DTC is set, except DTC P0571**
Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#).
 - **If only DTC P0571 is set**
3. Replace the K20 Engine Control Module.
4. Verify DTC P0571 does not set when operating the vehicle within the conditions for running the DTC.
 - **If the DTC sets**
Replace the K9 Body Control Module.
 - **If the DTC does not set**
5. All OK.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

[Control Module References](#) for BCM or ECM replacement, programming and setup.

DTC P0572 OR P0573: BRAKE SWITCH CIRCUIT 1

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptors

DTC P0572

Brake Switch Circuit 1 Low Voltage

DTC P0573

Brake Switch Circuit 1 High Voltage

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Stop Lamp Switch Signal	C0297, P0572	P0572	P0573	P0703

Circuit/System Description

The brake pedal position sensor signal circuit is a B+ input from the body control module (BCM) to the engine control module (ECM). The BCM and ECM monitor the brake pedal position sensor signal circuit to detect when the brake pedal has been applied. When the brake pedal is applied, the BCM supplies B+ on the stop lamp signal circuit and also sends a serial data message to the ECM indicating that the brake pedal has been applied.

Conditions for Running the DTC

- The engine is running.
- Battery voltage is greater than 11.5 V.
- Brakes applied.

Conditions for Setting the DTC

P0572

This DTC will set when the ECM detects a short to ground or an open on the discrete brake signal circuit when the serial data message from the BCM indicates the brakes are applied. This diagnostic will run when the serial data message and the voltage signal on the brake switch signal circuit do not match for 8 out of 10 times, and the condition is present for greater than 2 s.

P0573

This DTC will set when the ECM detects a short to voltage on the discrete brake signal circuit when the serial data message from the BCM indicates the brakes are not applied. This diagnostic will run when the serial data message and the voltage signal on the brake switch signal circuit do not match for 8 out of 10 times, and the condition is present for greater than 2 s.

Actions Taken When the DTC Sets

- The malfunction indicator lamp (MIL) will not illuminate.
- The cruise control system is disabled.

Conditions for Clearing the DTC

- The condition responsible for setting the DTC no longer exists.
- A history DTC will clear after 40 malfunction-free ignition cycles have occurred.

Reference Information

Schematic Reference

Cruise Control Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Cruise Control Description and Operation

Electrical Information Reference

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Ignition On/Vehicle in Service Mode.
2. Verify that the stop lamps operate properly and that no B22 Brake Pedal Position Sensor related DTCs are set.
 - **If brake pedal position sensor related DTCs are set**
Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#)
 - **If no brake pedal position sensor related DTCs are set**
3. Refer to Circuit/System Testing.

Circuit/System Testing

NOTE: All components may need to be disconnected on the cruise control brake signal circuit to isolate a short to voltage, short to ground or an open/high resistance condition. Use the schematic to identify the proper brake signal terminal (circuit 6311) at the K20 Engine Control Module.

1. Ignition/Vehicle Off, disconnect the harness connector at the K20 Engine Control Module, Ignition On/Vehicle in Service Mode.
2. Connect a test lamp between the signal circuit terminal and ground.
3. Verify the test lamp turns ON and OFF when pressing and releasing the brake pedal.
 - **If the test lamp is always OFF**
 1. Ignition/Vehicle Off, disconnect the harness connector at the K9 Body Control Module.
 2. Test for infinite resistance between the signal circuit and ground.
 - If not infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance.
 3. Test for less than 2 Ω in the signal circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K9 Body Control Module.

- **If the test lamp is always ON**

1. Ignition/Vehicle Off, disconnect the harness connector at the K9 Body Control Module, Ignition On/Vehicle in Service Mode.
2. Test for less than 1 V between the signal circuit and ground.
 - If 1 V or greater, repair the source of voltage on the circuit.
 - If less than 1 V replace the K9 Body Control Module.

- **If the test lamp turns ON and OFF**

4. Replace the K20 Engine Control Module.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

[Control Module References](#) for control module replacement, programming, and setup.

DTC P0575: CRUISE CONTROL SWITCH SIGNAL MESSAGE COUNTER

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC P0575

Cruise Control Switch Signal Message Counter Incorrect

Circuit/System Description

When a cruise control function switch is activated, the body control module (BCM) detects a predetermined voltage. The BCM sends a serial data message to the engine control module (ECM) indicating the function that has been requested.

Conditions for Running the DTC

- The ignition is ON.
- The vehicle speed is greater than 40 km/h (25 MPH) and the cruise control is engaged.

Conditions for Setting the DTC

- The ECM receives an invalid cruise control switch status serial data message from the BCM.
- This diagnostic runs continuously.

Actions Taken When the DTC Sets

DTC P0575 is a type C DTC.

Conditions for Clearing the DTC

DTC P0575 is a type C DTC.

Reference Information

Schematic Reference

Cruise Control Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Cruise Control Description and Operation

Electrical Information Reference

- Circuit Testing
- Connector Repairs
- Testing for Intermittent Conditions and Poor Connections
- Wiring Repairs

DTC Type Reference

Powertrain Diagnostic Trouble Code (DTC) Type Definitions

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

1. Verify that no DTCs are set, except DTC P0575.
 - **If any other DTC is set, except DTC P0575**
Refer to Diagnostic Trouble Code (DTC) List - Vehicle .
 - **If only DTC P0575 is set**
2. Replace the K9 Body Control Module.
3. Verify DTC P0575 does not set when operating the vehicle within the Conditions for Running the DTC.
 - **If the DTC sets**
Replace the K20 Engine Control Module.
 - **If the DTC does not set**
4. All OK.

Repair Instructions

Perform the Diagnostic Repair Verification after completing the repair.

Control Module References for BCM or ECM replacement, programming, and setup.

DTC P0703: BRAKE SWITCH SIGNAL MESSAGE COUNTER

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC P0703

Brake Switch Signal Message Counter Incorrect

Circuit/System Description

The body control module (BCM) monitors the brake pedal position sensor. When the brake pedal is applied, the BCM detects a predetermined voltage signal. The BCM sends a serial data message to the engine control module (ECM) indicating the status of the stop lamps.

Conditions for Running the DTC

The engine is ON.

Conditions for Setting the DTC

- The ECM receives an invalid brake pedal status serial data message from the BCM.
- This diagnostic runs continuously.

Actions Taken When the DTC Sets

- The malfunction indicator lamp (MIL) will not illuminate.
- The cruise control system is disabled.

Conditions for Clearing the DTC

- The condition responsible for setting the DTC no longer exists.
- A history DTC will clear after 40 malfunction-free ignition cycles have occurred.

Reference Information

Schematic Reference

Cruise Control Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Cruise Control Description and Operation

Electrical Information Reference

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Verify that no DTCs are set, except DTC P0703.
 - **If any other DTC is set, except DTC P0703**
Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#).
 - **If only DTC P0703 is set**
2. Replace the K9 Body Control Module.
3. Verify DTC P0703 does not set when operating the vehicle within the conditions for running the DTC.
 - **If the DTC sets**
Replace the K20 Engine Control Module.
 - **If the DTC does not set**
4. All OK.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

[Control Module References](#) for BCM or ECM replacement, programming, and setup.

DTC P1553: DISTANCE SENSING CRUISE CONTROL SIGNAL MESSAGE COUNTER

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC P1553

Distance Sensing Cruise Control Signal Message Counter Incorrect

Circuit/System Description

The engine control module (ECM) detects a serial communication failure associated with the adaptive cruise control axle torque request.

Conditions for Running the DTC

The ignition is ON.

Conditions for Setting the DTC

- The ECM detects a serial communication failure associated with the adaptive cruise control axle torque request.
- This diagnostic runs continuously.

Actions Taken When the DTC Sets

- The malfunction indicator lamp (MIL) will not illuminate.
- The cruise control system is disabled.

Conditions for Clearing the DTC

- The condition responsible for setting the DTC no longer exists.
- A history DTC will clear after 40 malfunction-free ignition cycles have occurred.

Diagnostic Aid

DTCs P1553 and/or P15F6 may be set by the ECM against the distance sensing cruise control module if an engine crank is made in conjunction to a bus wake up versus prior to a bus wake up (which occurs when a customer first opens the door and then cranks the engine). When the distance sensing cruise control module first wakes up, the internal microprocessor goes through an initialization that lasts less than 2 seconds. The DTCs can also be set if the battery voltage drops below 7 volts during a cranking condition. Under these conditions, the rolling count signal transmitted to the ECM for the distance sensing cruise control module may freeze while the microprocessor re-initializes. No driver information center (DIC) service messages or tell-tales will be displayed.

Reference Information

Schematic Reference

Cruise Control Schematics

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Cruise Control Description and Operation

Electrical Information Reference

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

NOTE:

- Do not replace the K14 Distance Sensing Cruise Control Module if DTCs P1553 and/or P15F6 are observed briefly as current DTCs after an ignition cycle and then transition to history DTCs.
- DTCs P1553 and/or P15F6 may reappear, as described above, after a "clear DTC". This is not an indication of a defective K14 Distance Sensing Cruise Control Module and it should not be replaced.
- Only replace the K14 Distance Sensing Cruise Control Module if DTCs P1553 and/or P15F6 remain as current DTCs for more than one minute.
- The conditions described above are a known issue that has no impact to system function and does not require any additional repair, reprogramming or module replacement.
- DTC P1553 is an informational DTC.
- Diagnose all other K20 Engine Control Module DTCs prior to DTC P1553.

1. Verify there are no other K20 Engine Control Module or communication DTCs set.

- **If a DTC is set**

Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#).

- **If a DTC is not set**

2. Complete the diagnosis by looking for an intermittent serial data circuit fault. Refer to [Scan Tool Does Not Communicate with High Speed GMLAN Device](#).

- **If an intermittent serial data circuit fault is found**

Repair as necessary.

- **If an intermittent serial data circuit fault is not found**

3. Clear DTCs and operate the vehicle in the conditions that the customer experienced.

4. Verify that DTC P1553 is not set as current after 1 min.

NOTE:

- DTC P15F6 and/or P1553 can reappear after an ignition cycle as a current code but, under normal circumstances, will transition to a history code in less than one minute. This can occur even after a clear DTCs. This is a known condition and the K14 Distance Sensing Cruise Control Module should not be replaced.
- Only replace the K14 Distance Sensing Cruise Control Module if DTC P15F6 and/or P1553 remain as current DTCs beyond one minute after an ignition cycle.

- **If DTC P1553 is set as current after 1 minute**

Replace K14 Distance Sensing Cruise Control Module.

- **If the DTC P1553 is not set as current after 1 minute**

5. All OK.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

[Control Module References](#) for control module replacement, programming, and setup.

DTC P158A: CRUISE CONTROL CALIBRATION

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptor

DTC P158A

Cruise Control Calibration Incorrect

Circuit/System Description

The type of cruise control system the vehicle has is programmed into the body control module and the engine control module. If this information is not the same in both modules DTC P158A will set.

Conditions for Running the DTC

This diagnostic runs continuously.

Conditions for Setting the DTC

The type of cruise control system programmed into the body control module does not match what is programmed into the engine control module.

Actions Taken When the DTC Sets

DTC P158A is a Type C DTC.

Conditions for Clearing the DTC

DTC P158A is a Type C DTC.

Reference Information

Schematic Reference

[Cruise Control Schematics](#)

Connector End View Reference

[COMPONENT CONNECTOR END VIEWS - INDEX](#)

Description and Operation

[Cruise Control Description and Operation](#)

Electrical Information Reference

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

DTC Type Reference

[Powertrain Diagnostic Trouble Code \(DTC\) Type Definitions](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Verify that no DTCs are set, except DTC P158A.
 - **If any other DTC is set, except DTC P158A**
Refer to [Diagnostic Trouble Code \(DTC\) List - Vehicle](#) .
 - **If only DTC P158A is set**
2. Reprogram the K9 Body Control Module and the K20 Engine Control Module one after the other. Do not place the Ignition On/Vehicle in Service Mode between each programming event.
3. Verify DTC P158A does not set when operating the vehicle within the conditions for running the DTC.
 - **If the DTC does not set**
4. All OK.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

[Control Module References](#) for control module replacement, programming, and setup.

SYMPTOMS - CRUISE CONTROL

NOTE: The following steps must be completed before using the symptom tables.

1. Before using the symptom diagnostic table, perform the [Diagnostic System Check - Vehicle](#) in order to verify the following conditions:
 - There are no DTCs set.
 - The module can communicate via the serial data.
2. Review the system operation in order to understand the system functions. Refer to [Cruise Control Description and Operation](#).

Visual/Physical Inspection

- Inspect for aftermarket devices which can affect the operation of the Cruise Control System. Refer to [Checking Aftermarket Accessories](#) .

- Inspect the accessible system components or the visible system components for obvious damage or for obvious conditions which can cause the symptom.

Intermittent

Faulty electrical connections or wiring may be the cause of intermittent conditions. Refer to [Testing for Intermittent Conditions and Poor Connections](#).

Symptom List

Refer to a symptom diagnostic procedure from the following list in order to diagnose the symptom:

- [Cruise Control Malfunction - DTC B3794, P0564, P0565, P0567, P0568, P056C, P0580, P0581, P155A-P155C, or P162C](#)
- [Cruise Control Indicator Malfunction](#)

CRUISE CONTROL INDICATOR MALFUNCTION

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

Circuit/System Description

The instrument cluster illuminates the cruise control engaged indicator based on serial data messages received from the engine control module (ECM). The indicator is commanded ON when the cruise control system is controlling vehicle speed, and turned OFF with the system disengaged.

Reference Information

Schematic Reference

[Cruise Control Schematics](#)

Connector End View Reference

[COMPONENT CONNECTOR END VIEWS - INDEX](#)

Description and Operation

[Cruise Control Description and Operation](#)

Electrical Information Reference

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

- 1. Verify the cruise control indicator turns ON and OFF when commanding the All Indicators ON and OFF with a scan tool.
 - **If the indicator does not turn ON and OFF**

Replace the P16 Instrument Cluster.
 - **If the indicator turns ON and OFF**
- 2. All OK.

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

Control Module References for instrument cluster replacement, programming and setup.

REPAIR INSTRUCTIONS

CRUISE CONTROL SWITCH REPLACEMENT

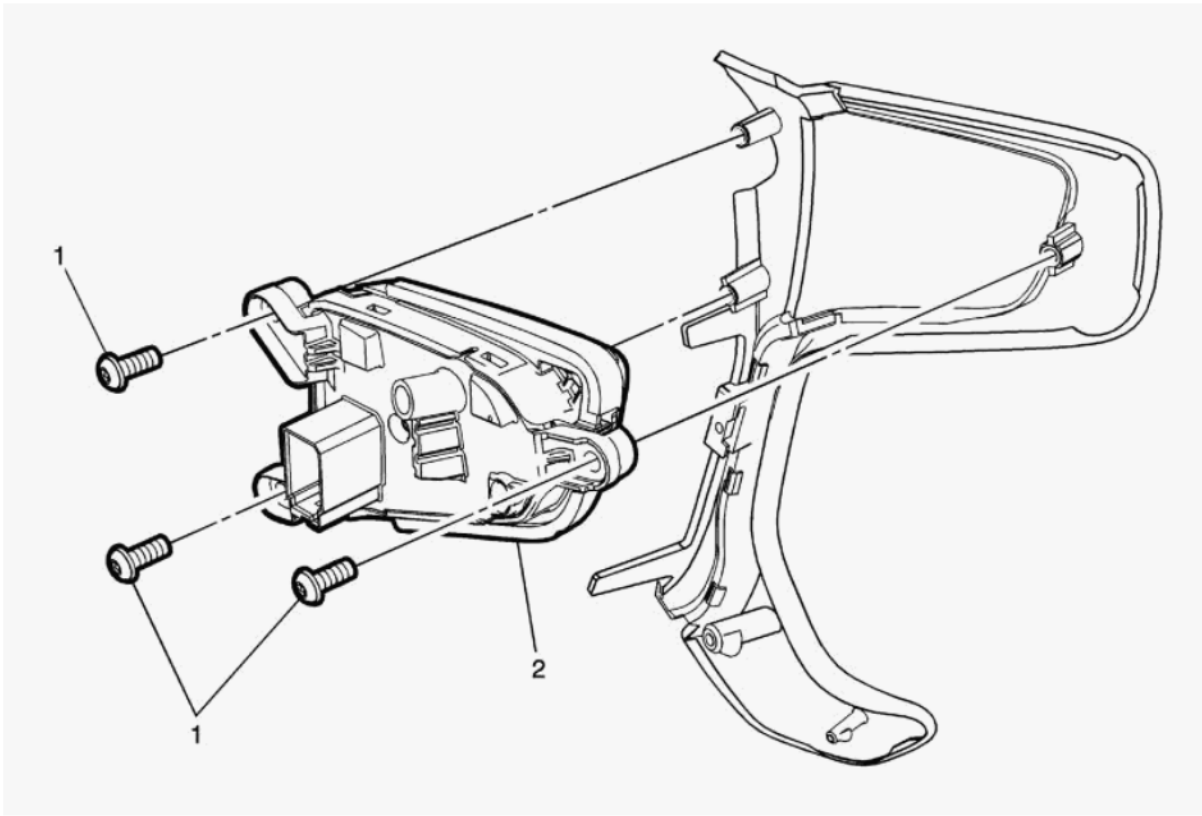


Fig. 2: Cruise Control Switch (Chevrolet/GMC)
Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
Preliminary Procedure	
<u>Steering Wheel Spoke Cover Replacement (LH with Cruise Control Switch) Steering Wheel Spoke</u>	

Callout	Component Name
Cover Replacement (RH with Radio Control Switch)	
1	Steering Wheel Spoke Cover Fastener CAUTION: Refer to <u>Fastener</u> <u>Caution</u> .
2	Cruise Control Switch

DESCRIPTION AND OPERATION

CRUISE CONTROL DESCRIPTION AND OPERATION

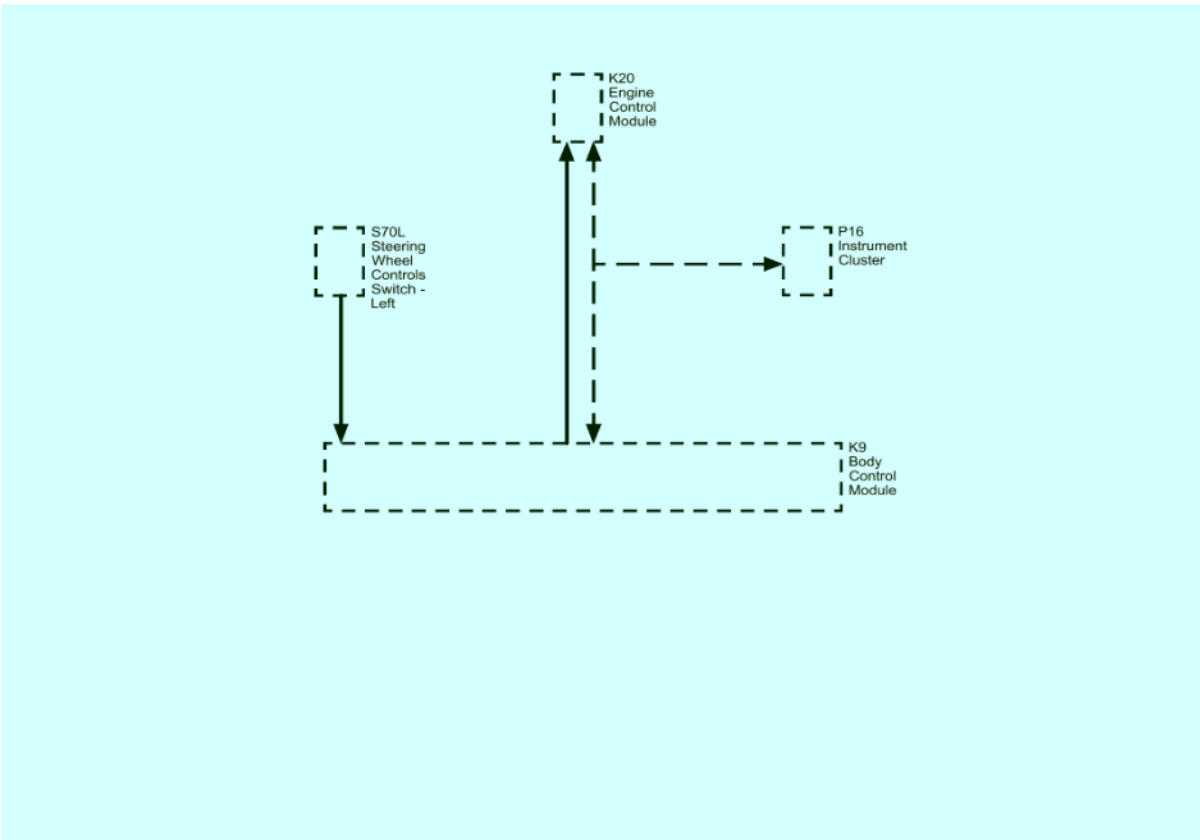


Fig. 3: Cruise Control System Block Diagram
Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
K20	K20 Engine Control Module
S70L	S70L Steering Wheel Controls Switch - Left
P16	P16 Instrument Cluster
K9	K9 Body Control Module

Cruise control is a speed control system that maintains a desired vehicle speed under normal driving conditions at speeds above 40 km/h (25 mph). Steep grades may cause variations in the selected vehicle speeds.

The following are the main components of the Cruise Control System:

- The accelerator pedal
- The brake pedal position (BPP) sensor
- The body control module (BCM)
- The cruise on/off switch
- The cruise control cancel switch
- The + RES switch (equivalent to resume/accelerate switch)
- The - SET switch (equivalent to set/coast switch)
- The engine control module (ECM)
- The throttle actuator control (TAC) motor (gasoline engines only)
- The vehicle speed sensor

The body control module (BCM) monitors the signal circuit of the cruise control switches, which are located on the steering wheel. The BCM relays the cruise control switch status to the engine control module (ECM) via the serial data circuit. The ECM uses the status of the cruise control switch to determine when to capture and maintain the vehicle speed. The ECM monitors the vehicle speed signal circuit in order to determine the desired vehicle speed.

Voltage is supplied to the cruise control switch via the steering wheel control switch reference voltage circuit supplied by the BCM. The cruise control function switches are arranged in a resistive ladder design, with each cruise control function switch having a different resistance value. The BCM detects a specific voltage value that is associated with the cruise control function switch being activated. The BCM sends a serial data message to the ECM indicating that the on/off switch is active. Similarly, when the normally open + RES switch or the normally open - SET switch are pressed, the switch closes and the BCM detects the predetermined voltage signal on the cruise control resume/accel and set/coast switch signal circuit. The BCM sends a serial data message to the ECM indicating that the + RES switch or the - SET switch is active.

Cruise Control Engaged

The Cruise Control System will engage and adjust vehicle speeds, based on the activation of the following cruise control switches, which are located on the steering wheel:

- On/Off
- + RES
- - SET

To engage the Cruise Control System, ensure that the vehicle speed is above 40.2 km/h (25 mph), turn the cruise On/Off switch ON and momentarily press the - SET switch. The ECM will engage the Cruise Control System and record the vehicle speed. The ECM sends a serial data message to the instrument panel cluster (IPC) in order to illuminate the Cruise Engaged indicator in the IPC. Refer to the vehicle owner's manual for the location and operation of the cruise control On/Off indicators and driver information center (DIC) messages.

Pressing the accelerator pedal while the Cruise Control System is engaged, allows the driver to override the Cruise Control System in order to accelerate the vehicle beyond the current set vehicle speed. When the accelerator pedal is released, the vehicle will decelerate and resume the current set vehicle speed.

The driver can also override the current set vehicle speed via the - SET switch and the + RES switch. When the Cruise Control System is engaged, pressing and holding the - SET switch will allow the vehicle to decelerate

from the current set vehicle speed without deactivating the Cruise Control System. When the - SET switch is released, the ECM will record the vehicle speed and maintain the vehicle speed as the new set vehicle speed. When the Cruise Control System is engaged, momentarily pressing the - SET switch will allow the vehicle to decelerate at a vehicle specific calibratable increment, commonly 1 km/h or 1 mph, each time that the - SET is momentarily pressed, with a minimum vehicle speed of 38 km/h (24 mph). Refer to the vehicle Owner's Manual for more information.

Pressing and holding the + RES switch, when the Cruise Control System is engaged, will allow the vehicle to accelerate to a greater vehicle speed than the current set vehicle speed. When the + RES switch is released, the ECM will record the vehicle speed and maintain the vehicle speed as the new set vehicle speed. When the Cruise Control System is engaged, momentarily pressing the + RES switch will allow the vehicle to accelerate at a vehicle specific calibratable increment, commonly 1 km/h or 1 mph, each time that the + RES switch is momentarily pressed. Momentarily activating the + RES switch will recall the previous vehicle speed, after the cruise control system has been disengaged by pressing the brake pedal, or CANCEL switch. Refer to the vehicle Owner's Manual for more information.

Cruise Control Disengaged

The engine control module (ECM) disengages the cruise control operation based on the signals from the following switches:

- The brake pedal position (BPP) sensor
- The On/Off switch
- The cruise control cancel switch

The Cruise Control System will disengage when the brake pedal is applied. The body control module (BCM) monitors the BPP sensor via the BPP sensor signal circuit as the voltage signal increases while the pedal is further applied. The ECM monitors the BPP signal through a discrete input and a serial data message signal from the BCM indicating the brake status. When either signal indicates the brake pedal is applied, the ECM will disengage the cruise control system.

The Cruise Control System will also disengage when the cruise control on/off switch is switched OFF, or the cruise control cancel switch is activated. The body control module (BCM) determines when the cruise control cancel switch is activated. When the normally open cancel switch is closed, the BCM detects the predetermined voltage signal on the cruise control function switch circuit. The vehicle speed stored in the memory of the engine control module will be erased when the cruise control On/Off switch is turned OFF, or the ignition switch is turned OFF. The BCM sends a serial data message to the ECM in order to disengage the cruise control system. When the Cruise Control System has been disengaged, the ECM sends a serial message to the instrument panel cluster (IPC) in order to turn OFF the Cruise Engaged indicator.

Every time the Cruise Control System is disengaged, the ECM will keep track of the reason for system disengagement. The last 8 disengagement reasons will be recorded within the ECM memory. The scan tool will display the last 8 Cruise Disengage History parameters, in which one out of approximately 50 possible reasons will be displayed in each of these 8 parameters. For the disengagement reason to be displayed within the scan tool parameter the Cruise Control System is active and disengagement is requested.

When engagement of the system is requested but an engagement inhibit is present, the most recent inhibit reason is recorded in the ECM history. The scan tool will display the most recent inhibit reason, in which one out of approximately 50 possible reasons will be displayed.

Cruise Control Inhibited

The engine control module (ECM) inhibits the cruise control operation when any of the following conditions exist:

- The ECM has not detected a brake pedal activation from the body control module (BCM) this ignition cycle.
- A Cruise Control System DTC has been set.
- The vehicle speed is less than 38.6 km/h (24 mph).
- The vehicle speed is too high.
- The vehicle is in PARK, REVERSE, NEUTRAL, or 1st gear.
- The engine RPM is low.
- The engine RPM is high.
- The system voltage is not between 9 volts and 16 volts.
- The Antilock Brake System (ABS)/Traction Control System (TCS) is active for more than a calibratable time (typically 0.3 to 0.7 seconds).

Cruise Control Inhibit Reasons

This is a general list of inhibit reasons. Not every inhibit reason is applicable to all vehicles. Refer to the scan tool inhibit reason list for the last 8 reasons that have been recorded during the current ignition cycle.

Scan Tool Name	Description	Long Description
Acceleration Rate too High	High acceleration	The vehicle acceleration rate is too high.
Acceleration Time	Rate limiting fault	Cruise torque request rate limiting active too long.
Adaptive Cruise Control Configuration Incorrect	Adaptive cruise control option mismatch	The cruise control type (adaptive cruise or conventional cruise) is mismatched between the engine control module (ECM) and the body control module (BCM).
Antilock Braking System Active	Antilock Braking System Active	The antilock braking system was active. Only reported on enhanced cruise control vehicles.
Automatic Braking Engine Torque Request Signal Communication Malfunction	Automatic braking engine torque request signal communication malfunction	An engine control module to electronic brake control module (EBCM) serial data fault is active or communication has been lost between the modules.
Automatic Braking Malfunction	Brake system malfunction	The electronic brake control module has detected a failure that does not allow automatic braking to be performed.
Axle Torque Serial Communication Malfunction	Axle Torque Serial Communication Malfunction	The adaptive cruise control is being inhibited by the ECM because a serial data signal timeout error has occurred with the hybrid max/min torque signals.

Scan Tool Name	Description	Long Description
Battery Voltage Too High	Voltage above high voltage threshold	The ignition voltage is too high at the engine control module (typically 18 volts).
Battery Voltage Too Low	Voltage below low voltage threshold	The ignition voltage is low at the engine control module (typically 9 volts).
Brake Pedal Applied	Brake pedal apply	The brake pedal was applied.
Brake Pedal Not Initialized	Brake before cruise	The brake pedal has not been seen as applied prior to driver request to engage cruise with set switch. A brake pedal apply must be seen before allowing cruise engagement during each key cycle. On a vehicle equipped with a manual transmission, a clutch pedal apply may satisfy the brake pedal apply criteria.
Brake Pedal Position Malfunction	Brake pedal position signal invalid	A brake pedal apply circuit fault has been detected.
Brake Pedal Position Signal Malfunction	DTC P0703 is active or maximum time elapsed without receiving a valid Brake Pedal Position signal.	A serial data fault is active or communication has been lost with the module sending the brake pedal apply state.
Brake Pedal Pressure Detected	Brake pedal driver applied pressure detected	A brake pedal apply has been detected based on brake pedal pressure as measured by the electronic brake control module.
Brake Pedal Released Position Not Learned	Brake apply sensor home position not learned	The brake pedal position sensor released position is not learned.
Brake System Malfunction	Adaptive cruise control automatic braking failed	Adaptive cruise control automatic braking inoperative.
Calculated Torque	Calculated engine torque	The engine torque calculation is incorrect.
Clutch Pedal Applied	Clutch switch active	The clutch pedal was applied.
Coast Below Minimum Speed	Coast below low speed inhibit	The Set/Coast switch was depressed and the vehicle slowed below the minimum cruise control operating speed.
Coast Mode	Coast disengage	Cruise control is in coast mode with the Set/Coast switch depressed and is requesting no throttle.
Control Function Active	DLC override	A scan tool is plugged into the Data Link Connector (DLC) connector.
Control Module Memory Malfunction	Memory failure	A control module memory failure has been detected.
Control Module Processor Malfunction	Processor integrity fault (random access memory corruption)	An engine control module software error has occurred.

Scan Tool Name	Description	Long Description
Crawl Mode Active	Crawl Mode Active	Crawl mode is active and inhibiting cruise control.
Cruise Control Cancel Switch Active	Cancel switch active	The cruise control cancel switch was depressed.
Cruise Control Software Malfunction	Sequence of completion checks	A cruise control software execution error has occurred.
Cruise Control Switch Inactive	On/Off switch in Off state	The cruise control On/Off switch is turned off.
Cruise Control Switch Invalid	Analog cruise switch input out of range	The cruise control switch voltage signal is in an invalid range.
Cruise Control Switch Serial Communication Malfunction	Serial data fault (cruise switch serial communication fault)	The cruise control switch serial data fault is active or communication has been lost with the module sending cruise control switch states.
Deceleration Rate Too High	High deceleration	The vehicle deceleration rate is too high.
Diagnostic Trouble Code (DTC) Set	Malfunction in PCM/ECM (DTC active)	A DTC is active or in history that inhibits cruise control operation.
Distance Sensing Cruise Control Brake Pedal Applied	Distance Sensing Cruise Control Brake Pedal Applied	Adaptive cruise control is being inhibited by the ECM because a brake pedal apply has occurred.
Distance Sensing Cruise Control Cancel Switch Active	Distance Sensing Cruise Control Cancel Switch Active	Adaptive cruise control is being inhibited by the ECM because the driver applied the cancel switch.
Distance Sensing Cruise Control Data	Serial data fault for adaptive cruise control throttle control and brake control signals sent by the distance sensing cruise control module	A distance sensing cruise control module serial data fault is active or communication has been lost between the distance sensing cruise control module and the engine control module.
Distance Sensing Cruise Control Inhibit	Distance sensing cruise control inhibited	The distance sensing cruise control system is inhibited.
Distance Sensing Cruise Control Invalid Engage	Distance Sensing Cruise Control Invalid Engage	Adaptive cruise control is being inhibited by the ECM because an invalid sequence of cruise control applies, brake pedal applies, or an invalid speed range has been detected.
Distance Sensing Cruise Control Off	Distance Sensing Cruise Control Off	Adaptive cruise control is being inhibited by the ECM because the driver has turned off the cruise on/off switch.
Distance Sensing Cruise Control Reduced Engine Power	Distance Sensing Cruise Control Reduced Engine Power	Adaptive cruise control is being inhibited by the ECM due to a fault resulting in "Reduced Engine Power".
Driven Wheel Speed Higher Than Non Driven Wheel Speed	Driven wheel speed greater (wheel slip detection)	The driven wheel speed is greater than the non driven wheel speed (slip detection).

Scan Tool Name	Description	Long Description
Engine Control Module	PCM/ECM inhibit (RAM corruption)	Engine control module internal communication error.
Engine Control Module (ECM) Reset	ECM running reset	An engine control module running reset has occurred.
Engine Overspeed Protection Active	Injectors disabled (engine overspeed fuel cut-off active)	Engine RPM limiter active with fuel cut off active.
Engine Overtemperature Protection Active	Engine metal overtemp active	The engine is over temperature. The engine is overheated.
Engine Run Time	Engine run time not elapsed	The engine has not been running long enough, typically five seconds.
Engine Speed	Engine speed too low or too high	The engine RPM is too low (near stall) or too high (near engine RPM fuel shutoff).
Excessive Accelerator Position Override	Pedal greater than cruise (override)	The driver has overridden cruise control set speed with accelerator pedal for greater than an allowable time.
1st Gear	First Gear	Transmission is engaged in 1st gear.
Gear Change without Applied Clutch Pedal	Manual transmission out of gear with no clutch pedal apply	Manual transmission shifted to Neutral without clutch pedal being applied.
Hill Descent Control Active	Hill Descent Control System Active	The hill descent control system has gone active.
Hill Descent Control Serial Communication Malfunction	Hill Descent Control Serial Communication Malfunction	An electronic brake control module serial data fault is active or communication has been lost between the EBCM and ECM.
Hybrid/EV System	Hybrid Cruise Disengage	Cruise control is inhibited on hybrid applications when "Regen on Demand" is requested by the driver via the tap-up/tap-down paddles.
Illegal Mode	Illegal cruise mode	The cruise control mode is incorrect based on switch states.
Lane Center Control Serial Data Error	Lane Center Control Serial Communication Malfunction	Adaptive cruise control is being inhibited by the ECM because a serial data error has been detected on a vehicle with Lane Center Control.
Non Driven Wheel Speed Higher Than Drive Wheel Speed	Non-driven wheel speed greater	The non driven wheel speed is greater than the driven wheel speed.
None	None	This disengagement reason may be displayed after a dead battery repair or module replacement.
Park Brake Applied	Park brake switch signal active	The parking brake is applied.
Power Take-Off Active	Power Take Off active	The Power Take Off (PTO) system is active.
Rear Axle in Low Range	Rear axle in low	The rear axle is in low range.

Scan Tool Name	Description	Long Description
Set/Coast and Resume/Accelerate Switches Active Simultaneously	SET and RESUME switches simultaneously active	The Set/Coast and Resume/Accelerate switches were pressed simultaneously.
Set/Coast Switch Active With Vehicle Speed Higher Than Set Point	Over schedule tap-down	The Set/Coast switch is selected, vehicle speed is above set speed and does not decrease. May be due to traveling down hill.
Speed Limiting/Warning System On	Speed limiter/warning On/Off switch turned on	Driver has turned on the Speed Limiter/Warning on/off switch. Cruise is disabled/inhibited and cruise on/off switch will be set to Off.
Throttle Actuator Control System	Electronic throttle control prevents cruise operation	The electronic throttle control system has detected a failure in the throttle control hardware.
Traction Control Active	Traction control active	The traction control system was active.
Traction Control System Malfunction	Traction Control System Malfunction	A fault is present in the traction control system.
Traction Control System Off	Traction Control System Off	The traction control system has been turned off by the driver.
Transfer Case in 4WD Low Range	Transfer case in 4WD Low	The transfer case is in low range.
Transmission Gear Ratio Malfunction	Transmission gear fault	A transmission DTC is active or in history, that inhibits cruise control operation.
Transmission Not in Forward Gear	Transmission in neutral, reverse or park	The transmission gear selector is not in a forward gear.
Vehicle Overspeed Protection Active	MPH limited fuel (vehicle overspeed fuel cut-off active)	The vehicle overspeed protection is active with fuel cut off active.
Vehicle Speed Higher Than Set Point	Over schedule	Vehicle speed has exceeded driver selected set speed by more than an allowable amount. This may occur while driving down a significant grade or driver overriding cruise while performing a passing maneuver.
Vehicle Speed Lower Than Set Point	Under schedule	The vehicle speed is below cruise control set speed by more than an allowable amount.
Vehicle Speed Too High	Vehicle speed exceeds high speed threshold	Vehicle speed has exceeded maximum cruise operating speed.
Vehicle Speed Too Low	Vehicle speed drops below low speed threshold	Vehicle speed dropped below the cruise control minimum operating speed. May be due to hilly terrain and low vehicle speed. Manual transmission gear selection and engine torque may contribute to this disengagement reason.

Scan Tool Name	Description	Long Description
Vehicle Stability System Active	Vehicle stability control active	The vehicle stability control system was active.
Vehicle Stability System Malfunction	Vehicle Stability System Malfunction	A fault has been detected in the vehicle stability control system.
Vehicle Stability System Off	Vehicle Stability System Off	The vehicle stability control system has been turned off by the driver.

Article GUID: A00854508