

Is the concern still present?

Yes	CHECK OASIS for any applicable Technical Service Bulletins (TSBs). If a TSB exists for this concern, DISCONTINUE this test and FOLLOW TSB instructions. If no Technical Service Bulletins (TSBs) address this concern, INSTALL a new PCM. For 2.7L Ecoboost, REFER to: POWERTRAIN CONTROL MODULE (PCM) . For 3.5L Ecoboost, REFER to: POWERTRAIN CONTROL MODULE (PCM) . For 3.5L Duratec, REFER to: POWERTRAIN CONTROL MODULE (PCM) . For 5.0L TiVCT, REFER to: POWERTRAIN CONTROL MODULE (PCM) .
No	The system is operating correctly at this time. The concern may have been caused by module connections. ADDRESS the root cause of any connector or pin issues.

DIAGNOSIS AND TESTING > CRUISE CONTROL > PINPOINT TESTS > PINPOINT TEST B : P0504, P0572, P0573 OR P1703

Refer to CRUISE CONTROL for schematic and connector information.

Normal Operation and Fault Conditions

REFER to: Cruise Control - System Operation and Component Description .

DTC Fault Trigger Conditions

DTC	Description	Fault Trigger Conditions
P0504	Brake Switch A / B Correlation	A DTC that sets when the PCM does not sense the correct sequence of the brake pedal input signal from both the cruise control deactivator and stoplamp switches when the brake pedal is pressed and released.
P0572	Brake Switch A Circuit Low	A DTC that sets when the PCM detects an open in the stoplamp switch signal. The PCM monitors the vehicle speed, the engine speed, the engine torque and the stoplamp input during start and stop driving cycles. If the stoplamp switch input to the PCM is always off during start and stop driving cycles, this DTC sets in continuous memory.
P0573	Brake Switch A Circuit High	A DTC that sets when the PCM detects a short to voltage on the stoplamp switch signal. The PCM monitors the vehicle speed, the engine speed, the engine torque