



P1611 · GM

Loss Of CVRTD Serial Data

P1611 on a GM vehicle means the powertrain control module has lost the serial data stream from the vehicle theft deterrent module, which GM calls the CVRTD (Content Theft Deterrent) module. The PCM expects a continuous coded message from that module over the Class 2 serial data bus, and when that message stops arriving the PCM logs this code and may disable the fuel enable signal.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	GM specific	Medium	Intermediate	Computer and output circuits

Symptoms you may notice

- The security or theft-deterrent warning light stays on or flashes after the key is turned to run
- The engine cranks normally but will not start because the fuel enable signal is withheld
- The engine starts and runs briefly, then stalls within a few seconds as the PCM cuts fuel
- Intermittent no-start conditions that come and go, often worse in damp or cold weather
- Other unrelated warning lights or dead instrument cluster gauges if the Class 2 bus is disturbed
- Often no symptoms besides the warning light when the fault is stored but the module still communicates

Common causes, most likely first

- 1 A failing or internally shorted CVRTD (theft deterrent) module that no longer transmits on the serial data bus
- 2 Corroded, backed-out or damaged terminals in the CVRTD module connector
- 3 An open or chafed wire in the Class 2 serial data circuit between the CVRTD module and the PCM or splice pack
- 4 A poor ground at the CVRTD module mounting point or body ground stud
- 5 Low battery voltage or a weak charging system that drops the module offline during cranking
- 6 Another module on the Class 2 bus pulling the data line low and disrupting communication
- 7 An ignition switch or key cylinder fault that prevents the CVRTD module from waking up



How to diagnose and fix it

- 1 Scan all modules for codes and record which modules are communicating on the Class 2 bus before touching anything
- 2 Check battery state of charge and charging voltage, then load-test the battery to rule out low-voltage communication dropouts
- 3 Inspect the CVRTD module connector for corrosion, pushed pins and loose terminals, and clean or repair as needed
- 4 Measure resistance and continuity on the Class 2 serial data wire from the CVRTD module to the splice pack and PCM
- 5 Verify the CVRTD module has good power and ground at its connector with the key on
- 6 Substitute a known-good CVRTD module or perform a relearn with a capable scan tool to confirm the module is the fault
- 7 Clear codes and road-test, then recheck for P1611 and any companion communication codes before returning the vehicle

Why the theft module kills the fuel enable

- Many technicians replace the PCM first because the code is stored there, but the PCM is usually the messenger and the CVRTD module or its wiring is the real fault
- A weak battery that drops below about nine volts during cranking can set P1611 intermittently without any hard module failure, so always load-test before condemning parts
- The CVRTD module shares the Class 2 bus with the radio, body control module and instrument cluster, so a fault in any of those can disrupt the theft message and set this code
- After replacing the CVRTD module on many GM platforms a theft-deterrent relearn with a scan tool is required, otherwise the engine will still crank and not start
- P1611 is often stored alongside U1000 or U1064 class communication codes, and those companion codes point to the bus segment that needs attention

Can I keep driving with P1611?

If the engine starts and runs normally, the vehicle can be driven to a shop for diagnosis, but avoid repeated cranking that drains the battery. If the engine cranks and will not start or stalls immediately, do not keep driving it and have it towed, because the fuel enable signal is being withheld.



Tools that help

- Scan tool capable of reading GM body and theft-deterrent modules
- Digital multimeter with min/max recording
- Battery load tester
- Wiring diagram for the Class 2 serial data circuit
- Terminal pick and contact cleaner
- Test light or logic probe for serial data activity

Reading P1611

P	Powertrain: engine, transmission and emissions.
1	Manufacturer-specific code (GM): its meaning depends on the make.
6	Computer and output circuits.
11	The exact fault within that area.

Often seen with

P1626 Data Bus Drive Missing Command From M/T · **P1631** Accelerator Pedal Position Sensor 1 Signal Too High · **P1631** Generator Output Voltage Signal No Output · **P1631** Alternator T Open Or No Power Output 1.8L · **P1626** Anti-Theft Fuel Enable Circuit (Passkey) · **P1631** Anti-Theft Password Incorrect / O2 Sensor Slow Response · **P1626** Voltage to Vehicle Load Control Module Circuit Not Detected

See it working

Watch the animated explainer [How a Fuel Injector Works: Pulse Width and Spray](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/gm-p1611/>

