

GM · POWERTRAIN

P1626

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1626 · GM

Anti-Theft Fuel Enable Circuit (Passkey)

P1626 on a GM vehicle means the body control module (BCM) has not received the correct fuel enable password from the vehicle anti-theft system, so it is refusing to allow the engine to start or run. The computer detected a missing or mismatched serial data message from the Passkey/Passlock module rather than a hard wiring failure in the fuel pump circuit itself.

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

Symptoms you may notice

- Engine cranks but will not start, or starts and stalls immediately
- Security or anti-theft warning light illuminated or flashing on the dash
- No symptoms besides the warning light if the fault is intermittent
- Engine may run for a few seconds and then shut off as the fuel enable is withdrawn
- Intermittent no-start that clears after cycling the key or waiting several minutes
- Other electrical oddities such as delayed cranking or a dead instrument cluster

Common causes, most likely first

- 1 Failed or failing Passkey/Passlock sensor in the ignition lock cylinder
- 2 Worn or damaged ignition key resistor pellet or transponder key not being read
- 3 Poor connection or corrosion at the BCM, ignition switch, or anti-theft module connectors
- 4 Faulty body control module (BCM) not processing or sending the fuel enable signal
- 5 Damaged or chafed wiring in the anti-theft serial data circuit between the lock cylinder and BCM
- 6 Ignition switch wear causing intermittent loss of power to the Passkey module
- 7 Aftermarket remote starter or alarm improperly installed and interfering with the factory anti-theft signal



How to diagnose and fix it

- 1 Scan all modules for codes and record freeze-frame data, then clear codes and see if P1626 returns immediately
- 2 Try a second known-good key and inspect the key pellet or transponder for damage or contamination
- 3 Check battery voltage and perform a voltage drop test on the ignition switch and BCM power and ground circuits
- 4 Inspect and wiggle-test the wiring harness at the lock cylinder, BCM, and anti-theft module for intermittent opens
- 5 Perform the GM Passkey/Passlock relearn procedure with a scan tool or the manual key-on timing method
- 6 Test the Passkey/Passlock sensor signal at the BCM with a multimeter while turning the key
- 7 Replace the failed component only after confirming the signal is missing at the BCM, then repeat the relearn

Passkey faults that mimic fuel pump failures

- A no-start with P1626 is often misdiagnosed as a failed fuel pump because the pump is commanded off by the BCM, so verify fuel enable before replacing pump parts.
- A weak or failing vehicle battery can set P1626 because the BCM drops out during cranking and loses the anti-theft handshake.
- Aftermarket remote starters and alarms are a common hidden cause because they splice into the Passkey serial data line and corrupt the fuel enable message.
- The key resistor pellet can wear or pick up debris, so trying a spare key is a fast and free diagnostic step before any module replacement.
- P1626 can be stored alongside communication codes such as U1000 or U1064 when the serial data bus is disturbed, pointing to a wiring or BCM issue rather than the lock cylinder.

Can I keep driving with P1626?

If the engine starts and runs normally, the fault is likely intermittent and you can drive to a repair shop, but avoid shutting the engine off in an unsafe location until it is diagnosed. If the engine cranks but will not start, do not keep cranking; have the vehicle towed because the anti-theft system is actively blocking fuel enable.

Tools that help

- OBD-II scan tool with GM body and anti-theft module access
- Digital multimeter
- Test light
- Trim removal tools for accessing the BCM and lock cylinder
- Factory service information for Passkey/Passlock relearn procedures



Reading P1626

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

Often seen with

P1629 Data Bus Powertrain Missing Message From Distance Control · **P1630** Accelerator Pedal Position Sensor 1 Signal Too Low · **P1631** Accelerator Pedal Position Sensor 1 Signal Too High · **P1632** Accelerator Pedal Position Sensor 1 Power Supply Malfunction · **P1630** Traction Control System · **P1630** Drive Authorization Signal · **P1630** Alternator Regulator 1 Control Circuit · **P1631** Generator Output Voltage Signal No Output · **P1632** Battery Voltage Detection Circuit for Alternator Regulator · **P1631** Alternator T Open Or No Power Output 1.8L · **P1632** Battery Voltage Detection Circuit for Alternator Regulator 1 · **P1629** Anti-Theft Divide Cranking Signal · **P1630** System Voltage Too High/Low · **P1631** Anti-Theft Password Incorrect / O2 Sensor Slow Response · **P1632** Anti-Theft Fuel Disable Signal Received · **P1632** Throttle Valve Adaptation Condition Not Met

See it working

Watch the animated explainer [How Push-Button Start Works: Keyless Ignition](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/gm-p1626/>

