



P1632 · GM

Anti-Theft Fuel Disable Signal Received

P1632 on a GM vehicle means the engine control module (ECM) has been told by the vehicle theft deterrent system that a fuel disable command is active, so the ECM is cutting or holding back fuel delivery. The ECM did not detect an internal fuel circuit fault; it simply received a valid serial data message from the theft deterrent module or body control module indicating the vehicle is not authorized to run.

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

Symptoms you may notice

- Engine cranks normally but will not start or fire, often after a battery or ignition switch service
- Engine starts and then stalls within a second or two as fuel is disabled
- Security or theft deterrent warning light illuminated or flashing on the instrument cluster
- No other drivability symptoms once the vehicle is running and the theft system has re-armed correctly
- Often no symptoms besides the warning light if the disable message was transient and the engine still runs
- Remote start or keyless entry functions may stop working at the same time

Common causes, most likely first

- 1 Passlock or Passkey system has not learned the key or has lost its learned key data after a battery disconnect
- 2 Faulty ignition switch or ignition lock cylinder housing that prevents the theft deterrent module from reading the key pellet or hall-effect signal
- 3 Body control module (BCM) or theft deterrent module losing power, ground, or class 2 serial data communication
- 4 Aftermarket remote start, alarm, or immobilizer installation tapping into the fuel enable or serial data circuit
- 5 Damaged or chafed wiring between the theft deterrent module, BCM, and ECM on the serial data or fuel enable circuit
- 6 Failed theft deterrent module or BCM that is sending a false fuel disable message
- 7 Low or unstable battery voltage causing the theft module to drop out during cranking and send a disable command



How to diagnose and fix it

- 1 Scan all modules for codes, not just the ECM, and record any BCM or theft deterrent codes before clearing anything
- 2 Check battery voltage and condition, then verify clean and tight grounds at the engine, body, and theft module
- 3 Perform the GM Passlock or Passkey relearn procedure exactly as specified for the vehicle, including the required key-on time
- 4 Inspect the ignition switch and lock cylinder for worn contacts or a damaged key reader, and test the key pellet resistance if equipped
- 5 Check serial data circuit continuity and voltage between the theft deterrent module, BCM, and ECM, looking for opens, shorts, or aftermarket taps
- 6 Substitute a known-good theft deterrent module or BCM only after wiring and power checks pass, then perform the relearn
- 7 Clear codes and verify the fuel disable message is gone with a scan tool live data check during a crank and run cycle

What the fuel disable message really means

- P1632 is a communication code, not a fuel system code, so replacing fuel pumps, injectors, or the ECM usually does not fix it and wastes money
- A weak battery that still cranks the engine can drop voltage low enough during cranking to make the theft module send a disable message, setting this code intermittently
- Aftermarket remote starters and alarms are a common hidden cause because they splice into the fuel enable or serial data wire and can corrupt the message
- On many GM vehicles a Passlock relearn is required after battery replacement, BCM replacement, or ignition switch service, and skipping it sets P1632
- The code can be stored as history after a one-time event and may not indicate a current fault if the engine now starts and runs normally

Can I keep driving with P1632?

If the engine starts and runs normally, the vehicle can be driven to a shop for diagnosis, but avoid repeated cranking that may drain the battery. If the engine cranks and will not start, do not keep cranking; have the vehicle towed or diagnosed on site because the fuel disable is active.

Tools that help

- GM-compatible scan tool with bidirectional control and live data
- Digital multimeter for voltage, resistance, and continuity checks
- Test light for serial data circuit loading checks
- Factory service information for the Passlock or Passkey relearn procedure
- Basic hand tools for ignition switch and trim access



Reading P1632

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

Often seen with

P1626 Data Bus Drive Missing Command From M/T · **P1629** Data Bus Powertrain Missing Message From Distance Control · **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) · **P1629** Anti-Theft Divide Cranking Signal · **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 Manual Transmission Works: Four-Speed Cutaway](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/gm-p1632/>

