

GM · POWERTRAIN

P1695

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1695 · GM

Remote Keyless Entry Circuit

P1695 on a GM vehicle means the body control module (BCM) has detected a fault in the remote keyless entry (RKE) circuit, typically an open, short, or abnormal voltage on the RKE receiver or transmitter signal line. The BCM monitors the RKE input circuit and sets this code when the signal does not match expected values, which can disable or degrade key fob operation.

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

Symptoms you may notice

- Key fob buttons stop locking or unlocking the doors, or range is noticeably reduced
- The vehicle may still start and drive normally with the key or push-button, with no other drivability issues
- Often no symptoms besides the warning light, especially if the fault is intermittent
- Intermittent operation of the keyless entry, working only when the fob is very close to the receiver
- The BCM may log the code but the customer only notices after a battery replacement or body repair
- Other RKE functions such as trunk release or panic alarm may also fail to respond

Common causes, most likely first

- 1 Faulty or weak battery in the key fob transmitter, causing intermittent or no signal
- 2 Damaged wiring or connector at the RKE receiver module, often from moisture or chafing
- 3 Failed RKE receiver module itself, common on older GM vehicles with body-mounted receivers
- 4 BCM internal fault or corrupted BCM calibration affecting the RKE input circuit
- 5 Aftermarket alarm or remote start installation splicing into the RKE circuit and introducing resistance
- 6 Corrosion or water intrusion in the body harness or BCM connectors, especially in vehicles with sunroof or leak issues
- 7 Poor ground connection for the RKE receiver or BCM, causing voltage drops on the signal circuit



How to diagnose and fix it

- 1 Replace the key fob battery and retest all buttons, then clear the code and verify if it returns
- 2 Inspect the RKE receiver module and its connector for corrosion, loose pins, or water damage
- 3 Check the RKE circuit wiring for opens, shorts to ground, or shorts to voltage using a digital multimeter
- 4 Verify BCM power and ground connections, and check for any aftermarket accessories spliced into the RKE wiring
- 5 Perform a BCM scan for related body codes and check for technical service bulletins (TSBs) specific to the vehicle
- 6 If the circuit tests good, substitute a known-good RKE receiver or reprogram the BCM as required
- 7 Clear the code and perform a full RKE function test with multiple fobs to confirm the repair

Key fob battery and aftermarket alarms

- A weak key fob battery is the most common cause of P1695, yet many technicians replace the RKE receiver before checking the fob, so always test with a fresh battery first.
Aftermarket remote starters or alarm systems that tap into the RKE circuit often introduce resistance or intermittent shorts that set P1695 without any visible damage.
- The code can be set by a one-time glitch during a low-voltage event such as a battery replacement, so clear it and verify it does not return before condemning parts.
- On some GM vehicles, the RKE receiver is integrated into the BCM or the driver door module, so a fault in that module can set P1695 even when the fob and wiring are fine.
Water leaks into the trunk or rear quarter panel can corrode the RKE receiver on body-mounted systems, a failure pattern that is easily missed during a quick visual inspection.

Can I keep driving with P1695?

The vehicle remains safe to drive because P1695 affects only the remote keyless entry convenience system and does not impact engine, transmission, or safety functions. You can continue driving, but avoid relying on the key fob until the fault is repaired, and use the physical key or interior lock switches to secure the vehicle.

Tools that help

- Digital multimeter (DMM)
- GM-specific scan tool or BCM-capable OBD-II scanner
- Trim removal tools
- Test light
- Service information or wiring diagram for the vehicle



Reading P1695

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

Often seen with

P1698 Engine Torque Control Cut Signal Circuit Low Input · **P1696** Traction Control Fuel Cut Signal Low Input · **P1697** Traction Control Fuel Cut Signal High Input · **P1696** PCM Failure EEPROM Write Denied · **P1698** No CCD Messages From TCM · **P1696** CAN Link Engine Control Module Cruise Control Module Circuit · **P1697** Cruise Control Distance Control Input Circuit · **P1696** Traction Control Fuel Cut Signal Low Input · **P1697** Traction Control Fuel Cut Signal High Input · **P1696** Remote Keyless Entry Voltage High · **P1697** PCM Failure SRI Mile Not Stored · **P1698** No CCD Messages Received From PCM · **P1696** PCM Failure EEPROM Write Denied · **P1697** PCM Failure SRI Mile Not Stored · **P1698** No CCD Messages Received From PCM · **U0140** Lost Communication With Instrument Panel Cluster

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-p1695/>

