Chevy s10 passlock bypass

The following instructions will allow you to disable the PassLock security in quite a few GM Vehicles. If your ignition is located in the dash then you will be removing the panels on the passenger underside toe board of the dash. If you ignition is located in the steering column then you will be removing the driver side kick panels of the dash AND the clam shell around the ignition held in with torx screws. Locate the Pass Lock 2 Wires, they will be coming out of the ignition OR on the BCM they will be located in the grey connector, Pin A6 is your yellow wire, and pin B6 will be a black wire they should be right beside each other. Strip some of the wire insulation off the black wire, leaving it bare so you can test and solder to it later. Now cut the yellow wire, make sure to leave enough on both ends to give yourself something to work with. Strip both of the cut ends for testing. Take your digital ohm meter and put your negative probe on the black wire that you stripped back earlier. Put the positive probe on the yellow end of the wire that leads BACK to the ignition. Use alligator clips here to help the probes grab the wires. With the probes hooked up turn the ignition to the run position. Read the ohm reading of the meter this is the resistance that we need to create to fool the PassLock security. Turn off the car. With the probes disconnected, take the resistor you selected and attach one of the ends to the black wire and then attach the other end to yellow wire that leads away from the ignition goes to the computer. With the resistor connected try and start your car, if you matched the resistance the car will start on the first or second try. Solder all your new connections. You will have to do the factory relearn procedure really easy. Turn OFF the ignition, and wait 5 seconds. You must turn the ignition OFF before attempting to start the vehicle. Your all done, Solder all your new connections. Remove the appropriate dash panels to get to the wire harness. Share this Article. Related Articles. Need Help? Chat with us. Start a Conversation. Click one of our member below to chat on Whatsapp. The team typically replies in a few minutes. NOTE: This part bypasses your passlock security system thereby causing your car to think the correct key is being used with the correct resistor. Any key cut the same as your key will now start the vehicle Resistor key will no longer be required. Any remote start should now work as well as long as the wiring used for the passlock bypass has not been modified. Skip to main content. Email to friends Share on Facebook - opens in a new window or tab Share on Twitter - opens in a new window or tab Share on Pinterest - opens in a new window or tab. Add to Watchlist. People who viewed this item also viewed. Showing Slide 1 of 1 - Carousel. Compustar Computrans V. Picture Information. Get the item you ordered or get your money back. Learn more - eBay Money Back Guarantee - opens in new window or tab. Seller information johnsonf5 Contact seller. Visit store. See other items More See all. Item Information Condition:. Sign in to check out Check out as guest. Add to Watchlist Remove from watch list. Watch list is full. Longtime Member. Fast and safe Shipping. This amount is subject to change until you make payment. For additional information, see the Global Shipping Program terms and conditions - opens in a new window or tab. Item location:. Sullivan, Missouri, United States. Ships to:. United States and many other countries See details. For additional information, see the Global Shipping Program terms and conditions - opens in a new window or tab This amount includes applicable customs duties, taxes, brokerage and other fees. Estimated between Tue. Delivery times may vary, especially during peak periods. Any international shipping and import charges are paid in part to Pitney Bowes Inc. 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Packaging should be the same as what is found in a retail store, unless the item is handmade or was packaged by the manufacturer in non-retail packaging, such as an unprinted box or plastic bag. See the seller's listing for full details. See all condition definitions - opens in a new window or tab Read more about the condition. Gm Passlock Bypass Kit 2. Easy screw in terminals, No soldering of wires required. Permanently Fixed. Shipping and handling. This item will ship to Ukraine , but the seller has not specified shipping options. Contact the seller - opens in a new window or tab and request a shipping method to your location. Shipping cost cannot be calculated. Please enter a valid ZIP Code. No additional import charges at delivery! This item will be shipped through the Global Shipping Program and includes international tracking. Learn more - opens in a new window or tab. There are 14 items available. Please enter a number less than or equal to Select a valid country. Please enter 5 or 9 numbers for the ZIP Code. Domestic

handling time. Taxes may be applicable at checkout. Learn more. Return policy. No returns or exchanges, but item is covered by the eBay Money Back Guarantee - opens in a new window or tab. Payment details. Payment methods. Back to home page Return to top. Back to home page. Listed in category:. Email to friends Share on Facebook - opens in a new window or tab Share on Twitter - opens in a new window or tab Share on Pinterest - opens in a new window or tab Add to Watchlist. Image not available Photos not available for this variation. New: A brand-new, unused, unopened, undamaged item in its original packaging where packaging is applicable. Custom Made to Order. International Priority Shipping. L Pfaff lpfaff1. This info. Link below, which may have more info. Turn the key to ON and attempt to start the engine. If it starts and run, the system has reset. Michon Williams bo Davonte Waltonaldo. I'm having the same problem with my 97 Skylark. I've tried both 10 and 30 min relearns many times but no luck. It's a shame because this car is near mint garage kept with 43k miles. Ive done the steps 4 or 5 times now and my security light is still on and the truck still wont start, any help? Fix Your Stuff. Back Answers Index. How do I turn off the passlock security light or reset it the light stays on. View the answer I have this problem too Subscribed to new answers. Is this a good question? Yes No. Voted Undo. Score 4. The All-New. The high performance electronics repair kit. Chosen Solution. L Pfaff lpfaff1 Rep: How to perform a PassLock Reset 1. Turn the key to ON and attempt to start the engine and release the key to the ON position. Wait 10 minutes until it turns off. Turn the key to OFF for 10 seconds. Turn the key to OFF and wait 10 seconds. Start the engine Good luck. I hope this helped you out, if so let me know by pressing the helpful button. Was this answer helpful? Michon Williams bo Rep: 13 1. Security light stay on how do I disable passlock completely. Score 1. I did that but now my hazard lights stay on. How do I get them to go off. Davonte Waltonaldo Rep: 1. Score 0. Add your answer anna will be eternally grateful. View Statistics:. This article describes how to bypass the "Passlock Sensor" on several models of GM cars, No soldering is required. You must perform all the steps. You try to start your GM car. Your owner's manual gives you the following advise. Then turn the ignition to OFF before attempting to start the engine again. This normally works! Unfortunately, a few weeks later, you will probably have to go through the entire routine again. It will get under your skin really bad the third time, and after that, you will start kicking the dash and swearing. The steps necessary are similar on the other models listed above. There are generally only minor differences in how to get the radio out to get to the wires. They are Black analog return , White power , and Yellow analog data. The Yellow wire is circuit , and this is the wire that furnishes an analog signal to the Body Control Module to tell it that a key has been used to turn the lock cylinder to the ON position. The three wires can be accessed by removing the radio from the dashboard, and reaching through a hole in the radio compartment toward the steering wheel. This article describes how to: Build a cheap, simple circuit to take the place of the Passlock Sensor Find the three wires that connect the Passlock Sensor to the Body Control Module and substitute our circuit for the Passlock Sensor. You won't need all of them, if your local Radio Shack store has gone out of business, you can order the parts from Digi-Key Electronics. Here are links to the 2. Cut two terminals off the end of the terminal strip. Set the rest of the terminal strip aside. Takie one of the ohm resistors and bend the leads as I'm doing here. Then cut off the excess lead wire. The color code for the resistor is three red bands. When you've finished the above steps, you will have the two parts shown on the right side of the above photo. Insert the resistor leads into one side of the terminal block and tighten the terminal screws down on both the leads. Now you have created the module in the right side of the above photo. You will use this module to bypass your security system without having to solder anything. Important: Disconnect one of the terminals from the battery before doing any of the following. Remove the bezel around your radio. You can pry it loose with a large screwdriver, or a sturdy dinner knife. Once you get it loose, disconnect the cables that go to the two lights at the top of the bezel, and the cigarette lighter socket. Then you can set the bezel aside. Pull the radio out of it's cavity. Disconnect the wiring connector and the antenna wire, and set the radio aside. Cut the yellow wire, and the black wire, leaving as much wire as possible on the ends that do not go to the ignition switch, Insulate the ends of the two wires that go to the ignition switch, and push them back out of the way. You are finished with them. Push the stripped end of the black wire into one of the empty holes of the terminal block of your Dummy Passlock Sensor. Push the stripped end of the yellow wire into the other terminal of your Dummy Passlock Sensor see photo and tighten the screw to secure it in place. Your re-wiring is now done. Connect the battery cable back to the battery. You are ready to perform the relearn procedure. Insert the Key into the ignition switch and try to start the car. In rare cases, the car may keep running and the security light will not illuminate, but that only happens if you are very lucky. If the Security light flashes, leave the ignition in the ON position and wait up to 15 minutes. When it does, Turn the ignition OFF for five 5 seconds, and then try to re-start the car. If not, don't give up. You may have to try the

longer re-learn procedure described below. If successful, re-install your radio and bezel, gather up your tools, pat yourself on the back, stuff an envelope full of as much cash as you think my advise was worth, and send it to: Security Fix Outer Drive Fenton, MI If the above 10 minute re-learn procedure did not turn off your "SECURITY" light and enable you to start your vehicle, There are three other components which may be causing your problems. Here it is in it's entirity. Attempt to start the engine, then release the key to ON vehicle will not start. Turn OFF the ignition, and wait 5 seconds. You must turn the ignition OFF before attempting to start the vehicle. Start the engine. With a scan tool, clear any DTCs if needed. History DTCs will self clear after ignition cycles. The BCM is located under the glove box behind a kick panel that can be easily removed for access. Two fasteners hold it in place. The other is a "Push Fastener" located just below the right lower corner of the glove box door. To remove this fastner, first pull out on the center plug of the fastener, and then pry the fastener out of the hole. Take out the kick panel and you will find something that looks like this: the center connector will be plugged in. It may help to print out a copy of this website and bring it along so the GM mechanic can familiarize himself with the Passlock II system. Most of them haven't the foggiest idea how the system works. If you find one who does, E-mail me with the dealer's name, and the name of the mechanic. We should give him credit for knowing more than any other GM mechanic on earth. The passlock circuits for the Grand Am. The modification to the passlock circuit for the Grand Am. The resistor takes the place of the circuitry in the passlock module. Bergerweb Home Page. The book, "Tennis For Seniors". GM Passlock Security Fix. Bypassing the Passlock Sensor - Step by Step. On the left side of the radio cavity, there will be an opening, through which you will be able to see the Ignition Switch. Three thin wires, possibly taped together with fabric tape, will be visible coming from the top of the ignition switch. They will be near the end of the switch where the key is inserted. If they are wrapped with black fabric tape, unwrap them and separate the three wires so you can determine which is yellow, black, and white. In that case, do not continue with this project. It will not work! Most '98 Chevy trucks came equipped with a General Motors passlock security feature that cuts the fuel supply to the engine if a key that's incompatible with the system is inserted into the ignition. Once the theft-deterrent security feature has been activated on your '98 Chevy truck, you will have to reset the passlock to start the engine. If you have the original key, you can reset the passlock easily. Insert your registered key into the ignition. Try to start your Chevy truck. If the security feature was activated, you should not be able to start the truck. Turn the key back to the "Run" position. The security light will start to flash off and on. Keep the key in the "Run" position until the security light stops flashing. This usually takes 10 to 15 minutes. Do not remove the key. Turn your key clockwise to crank the ignition. Wait for your truck to start, which confirms that you have successfully reset the passlock on your '98 Chevy truck. Based in Chicago, Kenyonda Bradley has been writing for online publications since With more than 10 years of experience as a hairstylist, she is also studying to become an elementary school teacher. Step 1 Insert your registered key into the ignition. Step 2 Turn the key back to the "Run" position. Repair manuals and support for cars and trucks manufactured by Chevrolet, a division of General Motors. Hi, all. The passlock feature on my truck engages occasionally without cause, making me sit and wait out the minute delay. This is always inconvenient and has the potential for being a safety hazard. Does anyone have an idea for how I can permanently disable this feature? Hello fellow Colorado owners. Would just like you to know that I, along with many others, am having the same problem with the passlock system. It has become aggravating as well as very inconvenient! I called the Chevrolet Assistance Line for advice on how to go about bypassing the passlock system.. They advised that I should not try this, and should take it to a dealership. I asked to speak with someone in the engineering department to no avail. I told them that this is a design flaw and does not work as intended and that many other people are having the same problem.. So I think if enough people called to complain, they might consider an open recall. After all, this is a design flaw and I feel GM should be responsible for correcting it as they would any other design flaw in any of their models. This is definitely an issue. It could even be considered a safety issue. For those who are willing to call here is the number. I called the Chevy number and explained the circumstances surrounding the intermittent starting problem with my Chevy Colorado. The lady who answered was probably in India from her accent and all she could do was refer me to the local Chevy dealership where I had already been. No help whatsoever. I had no idea that this has been a problem with Chevy trucks for so long and will never buy another Chevy truck since they are unreliable and the company is in denial. What planet are they on? Idk if anyone else has called to have the brake light recall on there colorado i had it done on my 08 colorado 2 weeks ago and have not had this passlock no start problem since if you think about it all this is related seeing as it goes through the body control module just something to give a shot seeing as its a free recall. Just for the future reference of others, regarding the brake light

switch--it is not technically a recall. It was a special extended warranty part through GM, and that warranty expired in late So don't go to the dealership expecting to get a free replacement at this point like I did even after calling to confirm and getting false information. Takes about 10 minutes for someone who knows how to install it. I can't deal with this anymore. Every morning I have to wait 15 minutes to get the my truck started. Sometime I got late to work because of this stupid issue. How can I solve this problem? Show 60 more comments. Wow, it looks like there is a whole industry built around defeating the passlock. There are a few commercial devices like this one. Step Two: Locate the plug pictured below, The plug is under the dash near the steering column. Open your driver door and stick your head on the floor near the gas and brake pedal and look up, it will be the big white plug staring you in the face. If you need anymore help let me know. You will notice that on the side closest to the front seats, the plug is pretty much split in two. We will be working with the right side of this plug. Try restarting it, you will see the red security light on, but that can be removed with the LED mod how to. Check on here for more info. Hope this helps, good luck. Images are from the same site as the link and credit to the guys at coloradofans. And from what I read if I have to replace the battery I have to reconnect the wire to start the truck and break the connection again. Is this correct? Just a wild suggestion, how about mounting a toggle switch next to the blue plug and just switch it on when you need to? It sure does appear that way. I think a toggle switch would be a great choice. I think that you will have to use it once the codes are cleared i. Turn it of until you need to reset the computer. OK I like the idea of the toggle switch--give me a couple of days to get the parts and check locations. I'll let you know how it comes out. Show 25 more comments. Big Al' switchgear. Hey GM I have a great idea. I install systems in buildings and the security system can be programed several ways. Give us a light the says security fail. The programmer had the option to turn it off or turn it on. Did u ever fix it I got a Saturn Is1 I'm having problems with it not starting it's not the fuel pump the relay is clicking I'm thinking it's something to do with my srs because it won't start at all it turns. The easiest way to bypass the Passlock 2 system is to place a resistor between the passlock sensing wire and the ground reference wire. To find these wires, look for three wires that at some point are wrapped together, coming from the ignition barrel. Strip both ends of the wire, so you can reconnect them if needed. Next you must strip some of the insulation away from the black wire, exposing the copper inside. Now grab a reliable multimeter and set it to read Ohms. Hold the other probe to the ignition side of the wire you cut in the earlier step. While doing this, crank the starter and note the resistance reading you get on the multimeter. Next, arrange one or more resistors in a chain so that they add up to the value measured while cranking the starter. Once you have assembled the resistors so they represent the correct value, tightly wrap one end of the resistor through and around the exposed copper of the black wire. You may solder this connection if you desire. Protect this wire by taping over the exposed metal. Now you take the cut wire that leads toward the Passlock module NOT toward the ignition barrel and connect the other end of the resistor to this wire, being sure to tape it to protect against shorting. Once that is done, be sure to tape the exposed cut wire that leads to the ignition barrel. If you have performed these steps correctly, your Passlock system will no longer give you any problems! California Dudeman. People this is happening with many models of Chevy and even Hummers. It is that Passlock needs to be relearned. Key turned on then try to start but don't let it, just crank it. Turn off for 5 seconds then Leave in ON position for 10 min, crank it but not start it Watch Youtube on these techniques. Use the radio to do this. Other thing is that the Ignition Switch has a Sensor on it and the wire clip comes loose. You can replace or try to wedge something in there to keep it from moving around. Also, there is a YouTube where the guy opens driver door, puts key in, car beeps the key chime fast, then turns the key to ON position and the Chime slows and the lights go off on Dash I have been told by Dealer this is a sensor inside the ignition or a module that controls the sensor. Please file a complaint online with NTSB. It allows you in great detail I installed a new ignition which has a wired switch at the end of the barrel 2 screws and a couple wires sleeved to a snap clip. Easy to just take off new ignition and put it on the end of existing ignition barrel and so far I'm not having this passcode lockout issue anymore. Been 3 weeks now. It has been 4 months now and by installing the wire harness on the end of the ignition barrel or replace the whole ignition but you don't have to it starts every time AND my transmission slip is gone! So it wasn't a slip, but a jerk sort of thing. To me that means the engine was probably misfiring while driving and it felt like the transmission. Point is., California Dudeman? Is there any pic's, step by step to follow when doing this repair. I am a little afraid of the electronic tampering without some type of instruction. I have a Tahoe and I'm at my wits end with this thing. It seems to happen every day in the afternoon almost the same time. I really the the manufacture should be responsible, but we all know that they will never admit guilt. Also what part of California are you in? Thanks again. Show 1 more comment. I has the same

problem Although i did try the white and blue wire Once cut It didnt start Put it back together and it worked Took the new Aux Pwr fuse out and it didnt start again Put it back in and problem was fixed and havent had a problem since. Hope this was helpful enough. RON younggunnc. I have been dealing with this for years I always used my original key, well 1 day I grabbed my close to unused "spare" key. Problem solved, haven't had the issue again. If you don't have a spare key, order a new key from the dealer, don't let them just cut 1 from your original! Cal electmessage. At the end of the ignition barrel inside the steering column is a black cap held by 2 screws. Replace that. It is the best repair for all these electric problems. Also be sure to file a complaint at NTSB. Cal- you say replace the 'black cap' when you don't even say what it is or does? There are too many dangerous half-baked solutions on here Anyway after poking around the dealers and asking questions they told me unfortunately there is no recall on this reoccurring problem of passlock lock out on my truck. So they told me to just buy the key ignition housing that has all the new components to the ignition including the passlock system inside. So I bought the new housing plus a bolt that you have to buy and went to my mechanic to install it plus programming of the new system in which they knew how to do it. Anyway my mechanic was way cheaper than what the dealer quoted to do the job about a few hundred dollars less. After they installed the new ignition housing with all the new components plus programming everything works great now no more false indicator chiming from my truck which indicateds that there is a problem with the system, that's when my truck just will not start for 10mins. For now I call I fixed. Just started having a problem that i believe is related to the passlock system. My security light came on last week for a few hrs. Then, twice, afew day apart, when u turn ignition key, fuel pump comes on, but will crank. I jumped starter and cranked engine, but it wont fire. Then, about mins of trying, it will start right up. I have a Chevy Astro van I watched you tube on bypass security code it work but few weeks later problem return now with security light stays on have tried multiple key relert now truck only start but shuts back off purchase refurbished passlock module can someone please give me any suggestions it will be greatly appreciated. How do I determine if the problem is with the key area or the module ; I've opened the module and there no burned spots. Don't you think GM is making millions off this fault? Others trash the vehicle if it's over 15 years old. It's a plug n play module. Don't you think GM does similar? It's about time some authority looked into the ripp off prices manufacturers charge for electronics. The resistor does not get rid of the problematic VATS system. If the VATS module fails to operate in the future, your engine will not start. I just like to see information getting to owners and not money to GM for something GM need to recall and update. Crash crashtime. I've been having this problem on my 02 Silverado for about 10 years. A few years ago, I bypassed the ignition cylinder by hard wiring in some resistors,and "teaching" them to the BCM; this worked fine for about 2 years until the unit would randomly drop the code. Installed the new BCM, and relearned via the 10 min. I was talking to a high performance friend and he found the stupidest fix I could ever dream of on a software website. The post included the following procedure: Get in the car, shut the door, ignition on, ignition off, window down, window up, lock, unlock The blasted thing started immediately! I was flabbergasted to say the least. I have now learned that the PCM also shuts off the injectors as well as the fuel pump. It can be duplicated with a 5v 50hz sine wave on Passlock systems which is probably all the newrockies device does. Unplugging it while running will fool the PCM until permanent pwored is removed, at which point, the signal needs to be resent. I have a GMC Canyon pu that has this issue, Passlock System malfunction like everyone else, after 5 or 6 good starts, then the system shuts down, got to wait the 10 minutes, then she'll start right up again. After reading all your remarks, I know now what the problem is for sure, and going to investagate thoroughly on recommendations in solving this problem with GMC. Wish me luck to get a Recall done here quickly This issue is not limited to just your vehicles, and not just in the States. Recently I have had the same problems you all are having. I had it towed to a repair shop to have the system "reprogrammed"-because everything I tried didn't work-and its been fine for the past two weeks, up until tonight. Tried to crank it, didn't work, waited. Started for a bit then I had to get out to go back into the store, came back out, it wouldn't start again. Finally got it working so I made it home. Not cool. I've emailed the stealership saying I want a solution, and not have to fork out tons of money replacing parts that will just fail again. I'm willing to have the whole thing bypassed, I'm not going to mess around with this. Has anyone thought of making noise about this on Social Media to make GM sit up and take notice? After dealing with this off and on for over two years, it finally became a daily issue and I got it to the dealership where they said they could finally replicate the problem. They replaced the ignition switch and I have had no issue for two weeks now. I chatted via direct messages to two different Chevy customer care Twitter accounts with little to no help. Allisob milocoleman. I pulled over and in ten min it started and I made it to the next exit then it shut down on the middle of the intersection. I waited

there for a while and started again. Till eventually it wouldn't start with any reliability. So I replaced starter on March u also replaced the starter relay I have 3Corgis and no dog sitter who can watch one that bites and the other 2 for a Cpl months while I wrap up moms affairs. So I packed up the dogs and made out five hours to Detroit. Once there my battery Lite came on I knew I had a bad alternator at that time and rushed to find a hotel room so I could charge battery overnight n get alt in the morn. I didn't make it. I made to to Kentucky and it shut down all of a sudden going 85mph. I pulled over and looked to find the serpentine tension thingy was loose. Someone guided me by phone and I went out and tightened it up myself I am a tall skinny woman and was wearing 3in heel boots and had dyed my hair pink I got it going and went to the truck stop about 45miles down the rd too ask mechanic to tighten it with the proper tool. I stopped in the store first went to Dr back to mechanic and it wouldn't start. Several came to assist and said it was starter. I struggled to believe that but then after I slept in the truck in the rain and cold with three dogs hogging my one bench seat, I had the mechanic there replace starter. I made it 50miles or so and it shut off again. I called the mechanic and he came to help me.. I made it a full one mile before it stopped again I sent it off with tow truck and they replaced the crank sensor and throttle position selector. I asked them to ensure it was safe before letting me continue driving as I was heading into two lane mountain roads soon and couldn't risk getting stuck there. I did fine made it to Atl.. I had ZERO indication of any issues. I did have two incidents on humid or rainy day when I went in to store and came out to it refusing to start. Because we had 5digs between us we had to piggyback down. It shut down again. I waited a few min it started went one mile then shut down again. So now here I sit.. I got someone coming to get it and he does gm trucks as a specialist But it doesn't have electric doors windows an alarm or any other thing.. I figured it's an old truck maybe had a stereo or something like that or the light was a standard light they install even if u don't have an alarm. Now reading all this I wonder I don't even have a plastic housing in the steering column which tells me the prev owner had done all this type stuff with the same issue. ANY other suggestions??? I am not exactly loaded.. I mean my dad had to gimme this truck so I had "reliable" transportation.. I do like the trick.. You gotta be on meth or something. I totally understood how you felt! I have been driving a Colorado Chevy truck since after my hunsband passed away , and I have been dealing with this problem ever since. My older daughter buries her head and covers her ears every time when I start the truck. With two young daughters in the truck , in a cold winter , it is not fun! I have read many comments here , have not found a permanent solution! You're having a short caused by likely a grounded wire disrupting and faulting out. Never listen to anyone that isn't reading a diagnostic report to you, or has actually owned the vehicle in question and completed the repair of said problem on said vehicle. Anybody think the passlock switch and the recalled switch in the small gm cars could be the same thing??? Hhanse hhanse Has anyone ever just given up and had the dang vehicle towed away? Tried the spare key. Bought a new key. The 10 minute key solution or using the key on door lock has never worked. Husband suggested towing it to a dealer for an estimate. I am so angry about this since the darn truck runs decent. Any suggestions? In order to solve this problem I have to have the dealer change the ignition key cylinder housing, ignition key and one new key included which had to be reprogrammed. After much complaints to GM about it considering that this problem should be under a recall,I submitted a complaint to the department of highway and safety which is bei g looked at. He said he could disconnect the theft system I wouldn't have anyone do this but he knows exactly what he is doing. I told him to wait on that and we will see how it goes. So far, so good. Make sure it is the passlock system problem before buying. I installed it in about 40 minutes. Bulletproof for over a year. The light in the Canyon has never blinked. It's always been a solid red when we try to start it. So does that mean it's a more severe problem? Like the entire security system needs replaced? I'd be willing to try replacing the lock cylinder to get it running again, but with everyone talking about the blinking light when ours is solid makes me think the fix is going to cost way more than the stupid truck is worth. Its too bad car makers ruin otherwise good vehicles with too many gadgets. I love my tahoe but I too have chevys pathetic gadgets ruining my chevy loyalty. I just bought the newrockies module and it completely disabled or bypassed GMs idiot engineering. No more starting or alarm issues. If no one can get your car running, they can't steal it. Saves them money. Squeal on you computers are in now. Breaking the law, your insurance won't pay. Luis perez villarroel. We did our wire clip a couple of years ago, no trouble since than until the other day. My four wheel was glitchy so I took it in and he did some resetting via his computer thingie, when he was rechecking he decided to put it into 4L and after that it wouldn't start at all. We went to the shop and re-wired the cut wire and it started fine. After reading some of the above comments about a toggle we did that as well once we brought the truck home. Now the only issue I am having is it won't lock the doors. I have to check if the inside manual locking buttons will work and if the key will unlock fine without setting off the

annoying honking. Research Strategies Group. In High School we had annual event or having the students smashing the vehicle with sledge hammers. In this case, the event should highlight the Passcode 2 system as the only thing wrong with the vehicle and is has the potential of being a safety issue from the no start problem. Make sure you can find every press, social media and local officials there to witness the event. Also, make signs saying why the vehicle is being destroyed, and pass them out! I bypassed the passkey BS on my 03 s10 and went threw the 40plus minute relearn crap and it wouldnt start. Then i figured out that maybe the battery had wore down due to the lights being on that long now the ecm is stuck in the learn loop and Josiah Jones josiahjones. Good day to you all too I had the same personal problem with my Chevy I when an bought a new key switch an reset the computer an I never gave that problem again We have a Colorado, we have had 5 years, and it has done this ever since we got it, I hate waiting the 10 min and sometimes you have to wait a couple of 10 minutes. I sure hope it does. Im having this same problem cant I hard wire my fuel pump to my accsourey fuse so when my ignition spins over the fuel pump amd it should stay running shoukd it not? David greenguy Hey guys my passlock seems to have a different effect on the Chevy Colorado. It disables the fuel injectors and doesn't allow the truck to start at all The doorman model of the ignition lock cylinder comes with a Passlock system and I'm pretty certain it doesn't need to be programmed on this particular model. I have the 4x4, 5 cylinder, crew cab. I am buying the part asap and will update this as I learn more Paslock can be replaced cheaply with an ignition part. You don't even have to replace your key. Mine is fixed, no reprogramming, minor self labor or minor shop labor is all that's required. Anyone that has a paslock issue ONLY needs to replace a simple ignition component. Did you have the plain bare key without the chip? You just replaced the ignition lock cylinder and no programing was needed? Not sure yet, but you are saying step one turn the truck on during this procedure the problem the truck will not crank or turns on. Dan dirtydanny. I have found, after all that I have read, nothing is a solid repair for this. So with that being said, I will give you My technique and so far it has worked. My 04 colorado acts up occasionally. Sometimes not. If not,dont panic. Back the key off and try it again! Low and slow does it for meâ€‹. Lol that is called a placebo my friend. You are Actually waiting the ignition lock out process out obviously without realizing it Bill bmsassoc Incorrect response. Nothing this answer contains is correct I just don't have the rep to down vote it. You are partially correct. Maybe you got lucky and got the exact same R-Value passlock ignition module from the store, There are like 12 different modules you can get. Let ssay your R-Value is supposed to be ohms just as an example and the module you get from the auto parts store is Ohms. It's never going to start because the R Value doesn't match whats programmed to the truck. Jackson Cruz. After a few years of putting up with this problem, all of a sudden my Colorado started every time this year except once in Jan and again in Feb. After months of "problem solved," now it didn't start. A couple of years back, it seemed as if Chevy dealerships didn't have a clue as to what the problem was, but did hit-or-miss troubleshooting with various components. Is there now a factory fix spelled out to dealers? Can my literally 3 doors down mechanic access the info and do the repair without wasting time being baffled by it all? I don't know enough to trust myself to do a swap-out. I am wondering if this is a voltage issue. I have had the problem intermittently for years mine is a , but each time it gets really bad, the battery goes. After replacement of the battery the lockout goes away completely. I plan on tracking it this time to see if there is any correlation yes, I plan on keeping it it that long. Many said that was not the issue but now that it is replaced it has been running fine. The person who fixed it said that if it happened again he could disarm the pass lock system. He is very experienced. Hey car manufacturers, how about letting the buyer decide if he wants your crappy gadgets. They've made there. Fix Your Stuff. Back Answers Index. Chevrolet Repair manuals and support for cars and trucks manufactured by Chevrolet, a division of General Motors. View the answer I have this problem too Subscribed to new answers. Is this a good question? Yes No. Voted Undo. Score The All-New. The high performance electronics repair kit. Chosen Solution. Step Three: Cut this wire in half, and electrical tape both ends. Was this answer helpful? Sorry it took so long to try. Thanks again, Ralph. Big Al switchgear Rep: 73 1 1. Score 6. Score 4. California Dudeman Rep: 37 2. Mine is a Chevy Colorado. Works every time he says. Score 3. If all of us do this it forces them to enforce GM to remedy this dangerous problem. Score 2. RON younggunnc Rep: 25 1. Cal electmessage Rep: 3 1. Could you please share where I can purchase a replacement for my 05 impala please? Score 1. Btw, its a Trailblazer. Crash crashtime Rep: 13 1. I cleaned my battery post Try it. I did this same thing and it worked for me as well!!! They know it is an issue but are reluctant to do anything. How much did you pay? Allisob milocoleman Rep: 13 1. Hhanse hhanse57 Rep: 13 1. Jeff Rep: 13 2. Stop buying the junk and maybe manufacturers will build simpiler cars. Luis perez villarroel Rep: 1. Score 0. Research Strategies Group Rep: 1. Josiah Jones josiahjones Rep: 1. David greenguy84 Rep: 1 1. Ignition lock cylinder. Dan dirtydanny Rep: 1. Bill

bmsassoc44 Rep: 1. On my Colorado, I have to: 1, put truck in neutral 5 speed manual 2. Press clutch to floor then release 4. Turn key to start and engine starts. Jackson Cruz Rep: 1. I plan on tracking it this time to see if there is any correlation yes, I plan on keeping it it that long -Dave Bowman Silverdale, WA. Take care, Ann. Add your answer rj will be eternally grateful. View Statistics:. The first GM PassLock antitheft system was introduced in the mids. It prevents the car from starting with the wrong ignition key. Problems do occur with the PassLock system when your vehicle stalls and the theft system light illuminates on the dashboard. The vehicle will not start and the PassLock system will need to be disabled and reset before you can start the vehicle again. Thankfully this is an easy fix. Leave the ignition key turned to the "On" position after the veh

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icle has stalled and will not start. Look at the dashboard and locate the theft system light. It will be blinking on and off. Wait for 10 to 15 minutes until the light stops flashing and stays on, Turn the ignition to the "Off" position to disable the PassLock system, and wait for 20 seconds for the system to reset. Start the vehicle. You engine should turn over as normal. If it does not, repeat this procedure three times. James Melzer began writing professionally in He is a novelist and freelance writer from Toronto, Canada. His feature writing has appeared on Digigasms and his journalistic work has appeared on Robodustrial. Melzer holds a degree in radio broadcasting from Loyalist College. Step 1 Leave the ignition key turned to the "On" position after the vehicle has stalled and will not start. Step 2 Look at the dashboard and locate the theft system light. Step 3 Turn the ignition to the "Off" position to disable the PassLock system, and wait for 20 seconds for the system to reset.