

FTI-FDK1- Type 2B - Vehicle Coverage & Preparation Notes

RSTECH, L.L.C.
SUPPORT - 1 (888) 820-3690, EXT. 203

Make	Model	Year	Install	CAN	Lights	Locks	Trunk	I/O Changes
DL-FM3					Park / Auto			Green White Blue
Ford	Expedition	2011-15	Type 2	OBD-II		B		

Hey! Read this stuff before you start the installation...

Firmware:

Covered vehicle uses **BLADE-AL(DL)-FM3**, flash module and update the controller firmware before installing.

FM3 Ignition Modification Required: See bulleting on page 3 of guide for required harness modification at BLADE connector.

Controller Configuration:

Set feature 1-11 to option 2 (Ignition pulse - same timing as disarm pulse) for proper handling of OEM alarm.

Install:

Type 2 vehicles require cutting the FM3 TX loop near the harness BLADE connector, cut loop before programming to vehicle.

Locks:

Type B locks at 26-pin BCM connector, Lock: Pin #6, **white/brown**, Unlock: Pin #8, **blue/brown**.

RAP:

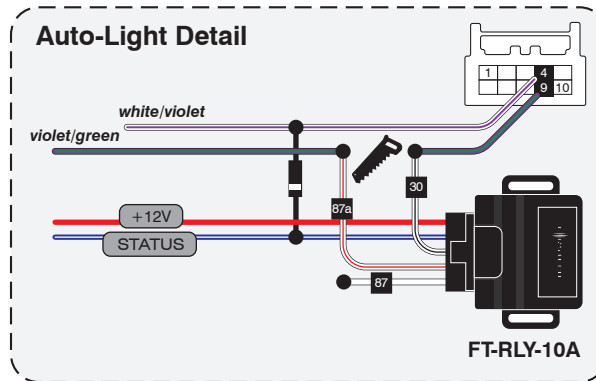
RAP handling, connect to driver door pin at black 26-pin BCM connector, pin#9, **green/violet**

Auto-Lights (If equipped):

Lights (open): **violet/green**, pin #4 of headlight switch connector (open circuit, requires relay)

Lights-off (-): **white/violet**, pin #6 of headlight switch connector (light-off, (-) negative)

Okay, now get to work...



- FT-DAS Required for manual transmission.
- BOTH Red & Red/White MUST be connected with high current application.

Jumper Setting			
Parking Light	<input type="checkbox"/>	<input type="checkbox"/>	(+)Door Trigger In
Accessory	<input type="checkbox"/>	<input type="checkbox"/>	(-)Door Trigger In (Default)
Ignition (Default)	<input type="checkbox"/>	<input type="checkbox"/>	
Trunk	<input type="checkbox"/>	<input type="checkbox"/>	Starter
Starter	<input type="checkbox"/>	<input type="checkbox"/>	Ignition
Parking Light (Default)	<input type="checkbox"/>	<input type="checkbox"/>	Accessory (Default)

CM7000/7200 Cut loop for A/T

CM-900S/900AS

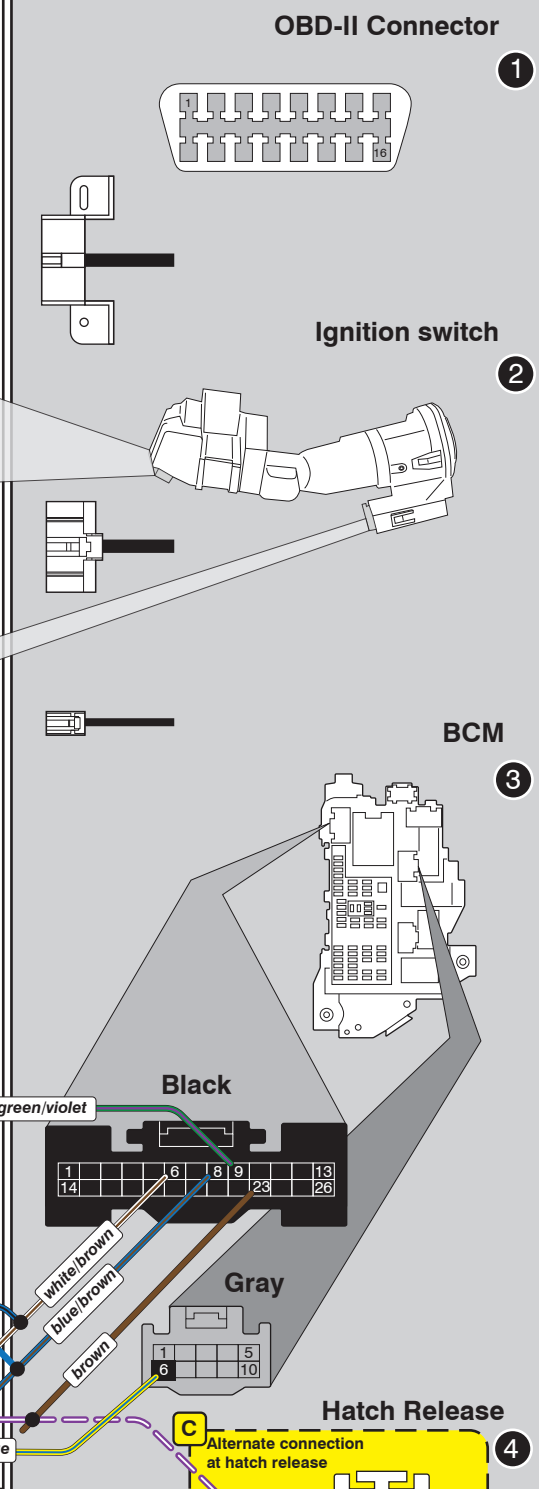
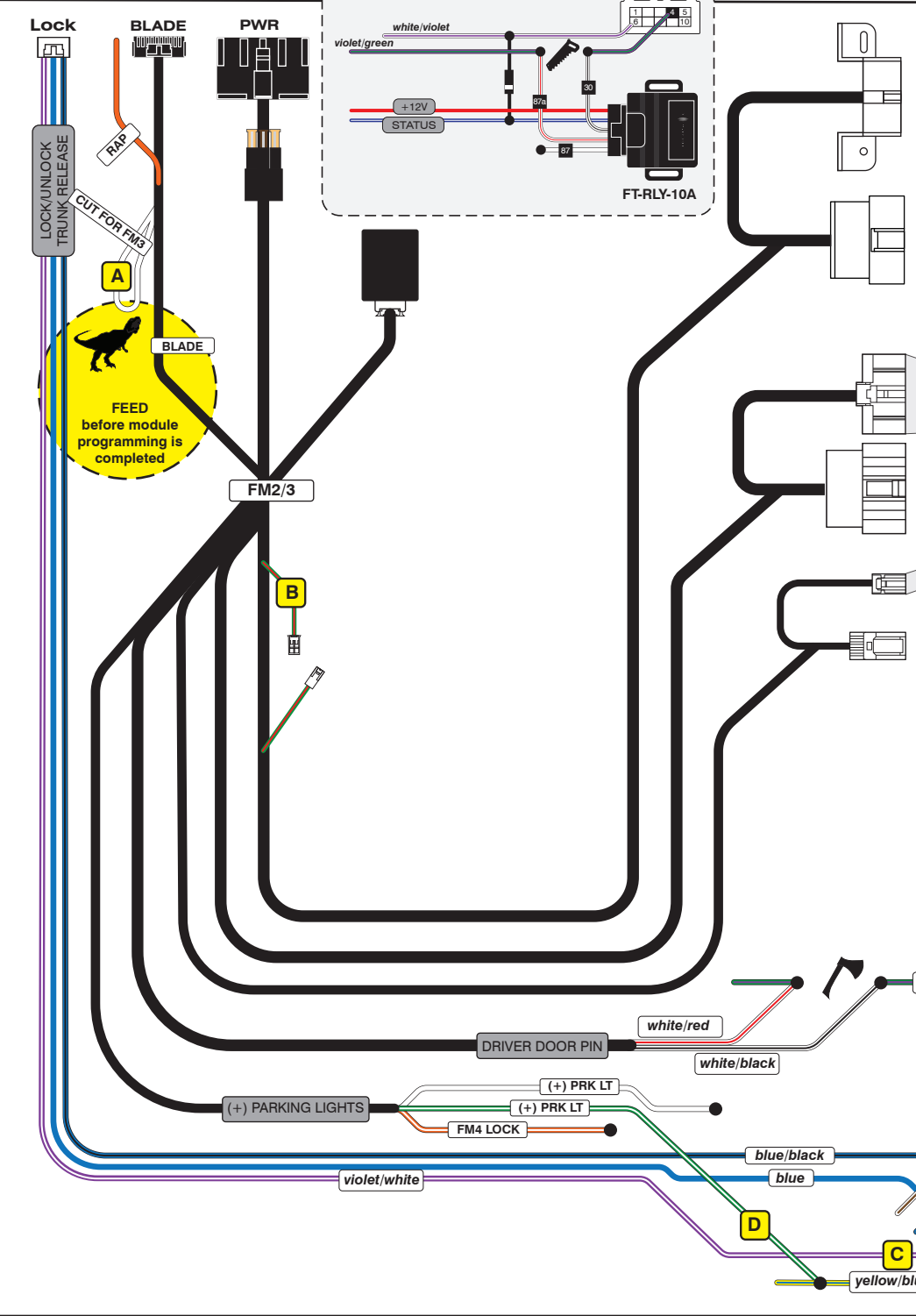
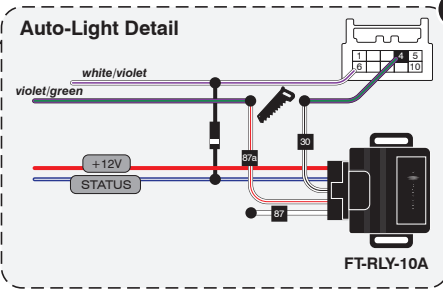
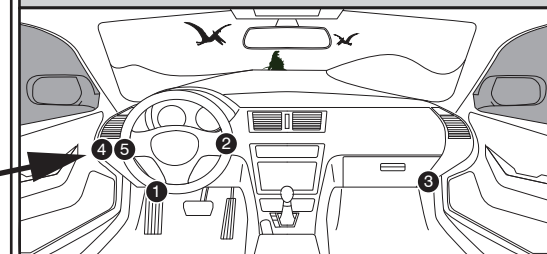
CM900AS/900S Jumper	
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
START	
ACC	
IGN1	



FTI-FDK1 Type 2B - Installation Notes & Wiring Diagram

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- A** DL-FM3 TX loop: Cut loop before module has been programmed to vehicle.
- B** Immobilizer disable jumper: DO NOT connect jumper unless vehicle is confirmed not equipped with an immobilizer system, if not equipped, connect jumper before programming attempt
- C** Rear hatch release: (-) at black 26-pin BCM connector (pin #23, **brown**), also available at hatch release switch connector (pin #7, **gray/yellow**)
- D** + Parking lights: If vehicle is not equipped with auto-lights, + parking lights are available at the gray 10-pin BCM connector (pin #6, **yellow/blue**). If equipped with auto-lights, see **Auto-light detail**



Module Programming Procedure

Step 1 - Key #1 in activate IGN, LED will turn red, if LED goes blue, you're done. If LED flashes blue then remove key and wait for LED to turn off, then activate IGN with key #1, if LED turns solid blue, you're done, but if LED turns red proceed with Step 2 below.
 Step 2 - Insert key #2, activate IGN, when LED is red, remove key and press module button once, insert key #2 and activate IGN. LED will turn solid blue, programming is now complete.
 **See BLADE guide for more detailed instructions

LED Programming Error Codes

- Module LED flashing RED during programming
- 1x - CAN error, check wiring
 - 2x - VIN error, check CAN wiring
 - 3x - Wrong firmware, confirm firmware flashed
 - 4x - VIN error, vehicle not identified, contact support
 - 5x - Immobilizer learn error, check RX/TX wiring
 - **Rapid red flash - RX/TX issue, reverse wires, confirm
 - 2 different keys, confirm vehicle immobilizer is operational
 - 9x - Key in cylinder, remove and proceed

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Overview: Proper programming for FM3 installations requires that the BLADE ignition input (pink wire, pin #18) be removed from the connector and replaced with the keysense input (blue wire, pin #18), in order to provide the required PATS power circuit behavior for module programming. The required modification is illustrated below.

Issue: Module programming for FM3 installations requires that the module pink wire be connected to PATS power in order to accurately monitor the 80bit programming sequence. The following modification reassigns the vehicle keysense circuit to provide a behavior that mimics PATS power, which energizes at key insertion.

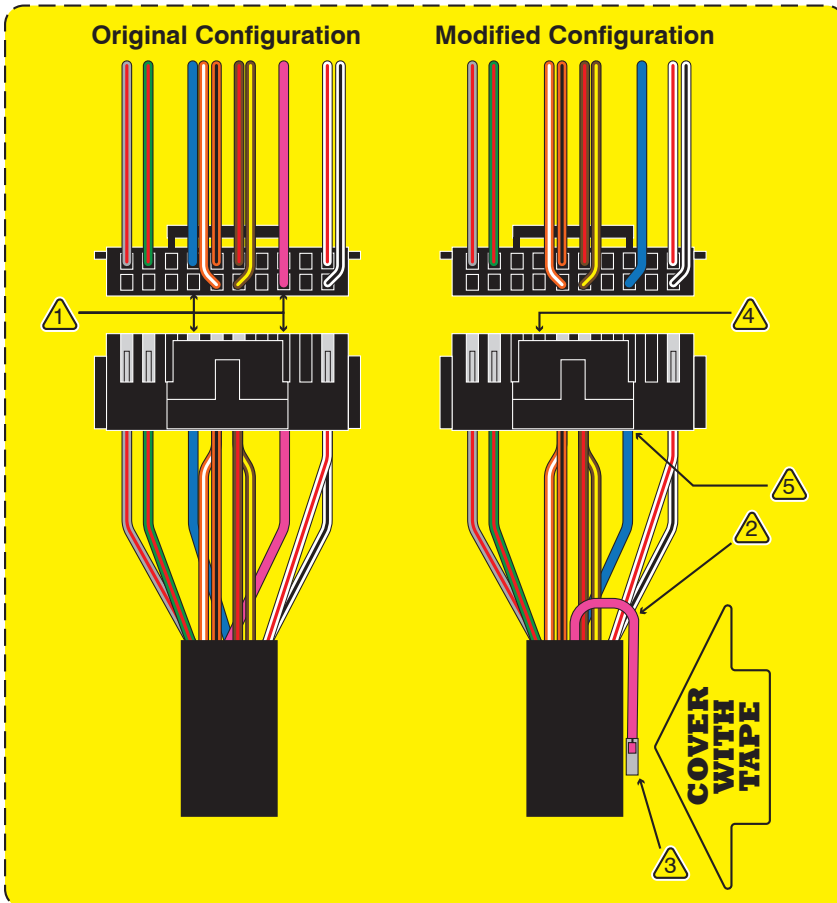
Corrective Steps:

- 1.) Locate the keysense (blue) and ignition (pink) wires in the BLADE connector.
- 2.) Remove the ignition (pink) wire from position #18.
- 3.) Secure the ignition wire against the harness body and cover with tape.
- 4.) Remove the keysense (blue) wire from position #4, reposition the terminal locking tab, using a razor or pick.
- 5.) Relocate the keysense wire to position #18 of the BLADE connector, insert and confirm it is securely placed.

- IF VEHICLE FAILS TO REMOTE START, PROCEED WITH FOLLOWING STEP -

- 6.) Remove keysense (blue) wire from position #18 of the BLADE connector.
- 7.) Replace ignition (pink) wire back into position #18 of the BLADE connector where it was originally located.
- 8.) Secure the now unused keysense wire to the harness and insulate for safety.

Corrective Steps 1 through 5
(Required for Programming)



Corrective Steps 6 through 8
(Required ONLY if vehicle fails to remote start)

