

Make	Model	Year	Install	CAN	Lights	Locks	Trunk	I/O Changes
<b>DL-FM3</b>					Park / Auto			Green White/Blue
Ford	Transit	2015-18	Type 2	OBD-II	E	A		

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

**Firmware:**

Vehicle required **BLADE-AL(DL)-FM3**, flash module and update the controller firmware before installing. Be advised that most trim levels of the Transit do not have an active immobilizer system, confirm whether vehicle is equipped before installation.

**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.

**Locks:**

Door lock connections are at the BCM, **brown** 67-pin connector.

Lock: **gray/yellow**, pin #25

Unlock: **violet/gray**, pin #56

**Parking lights:**

Vehicle has four (4) independent circuits that are required, **brown/yellow**, pin #66, **white/orange**, pin #67 of the 76-pin connector, **green/orange**, pin #14, and **violet/green**, pin #15 of the 46-pin connector at the BCM.

**Immobilizer:**

If not equipped, connect immobilizer delete provision on the harness before attempting to program module to vehicle.

**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

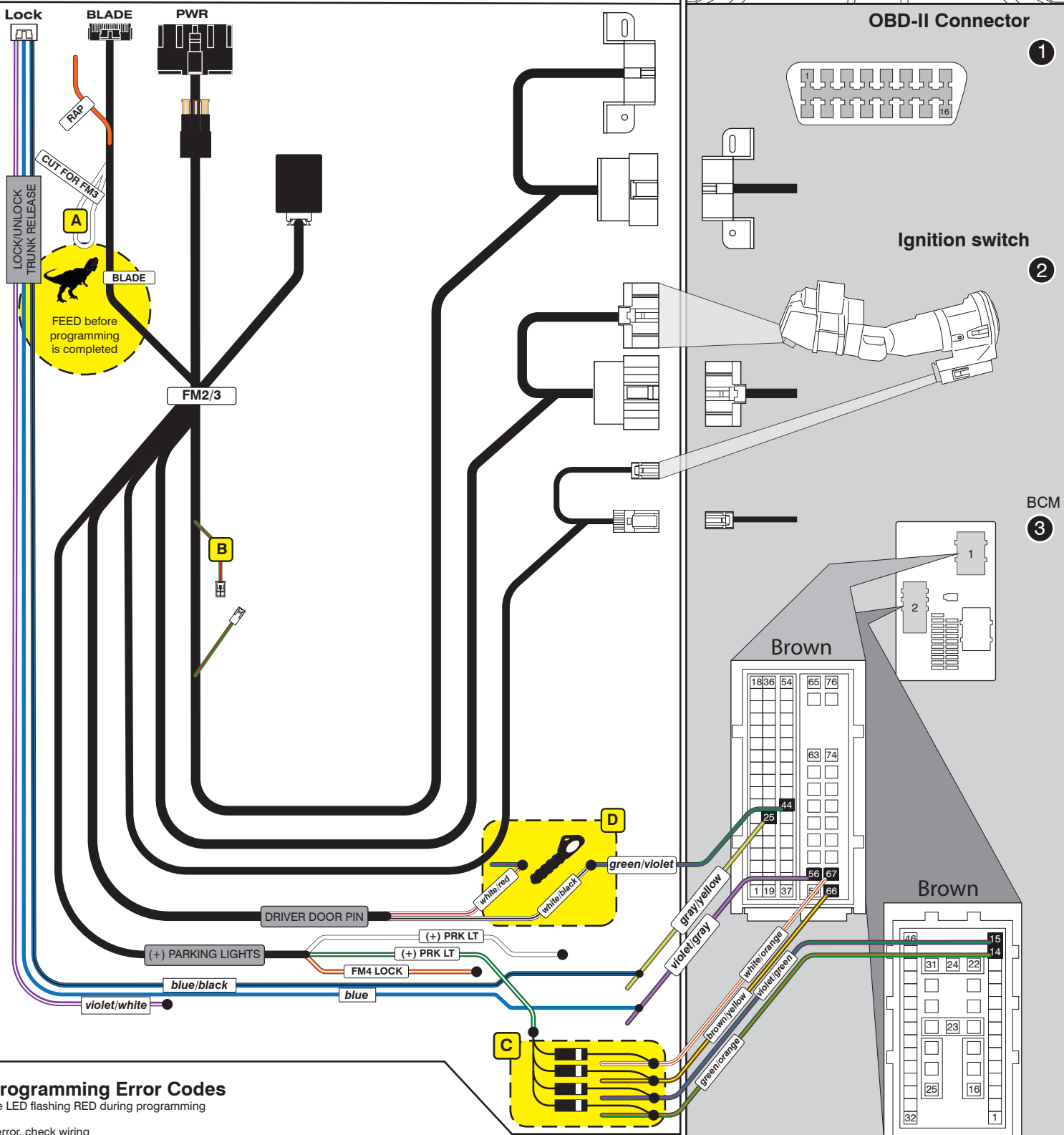
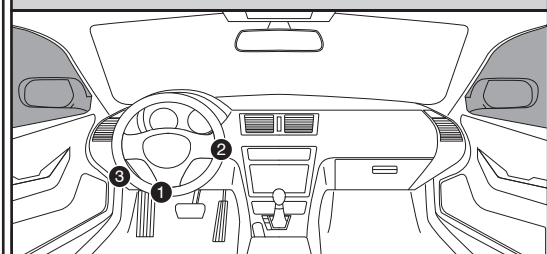
**CM900AS/900S Jumper**

START  
ACC  
IGN1



# FTI-FDK1 Type 2E - Installation Notes & Wiring Diagram

- A** DL-FM3 TX loop, cut before module programming is attempted, but only if the vehicle is equipped with an active immobilizer system. Confirm equipment and active state before attempting to program
- B** Immobilizer disable provision, connect if vehicle is confirmed to not have an active immobilizer system. When required, connection should be made before attempting to program
- C** Parking lights require interfacing with four (4) independent circuits at the BCM, diode isolate, cathode toward factory wire.  
 Front Rear - **brown/yellow**, pin #66 of brown 76-pin connector at BCM  
 Right Rear - **white/orange**, pin #67 of brown 76-pin connector at BCM  
 Front Left - **green/orange**, pin #14 of brown 46-pin connector at BCM  
 Rear Left - **violet/green**, pin #15 of brown 46-pin connector at BCM



## 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
  - 6x - KLON error, check RX/TX wiring, confirm pin positions
  - 7x - KLON error, process failed, reset module and start over
  - 8x - Encryption error, confirm key encryption, 80 bit detected
  - 9x - Key in cylinder, remove and proceed

## 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.

## FTI-FDK1 Type 2E

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

**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.

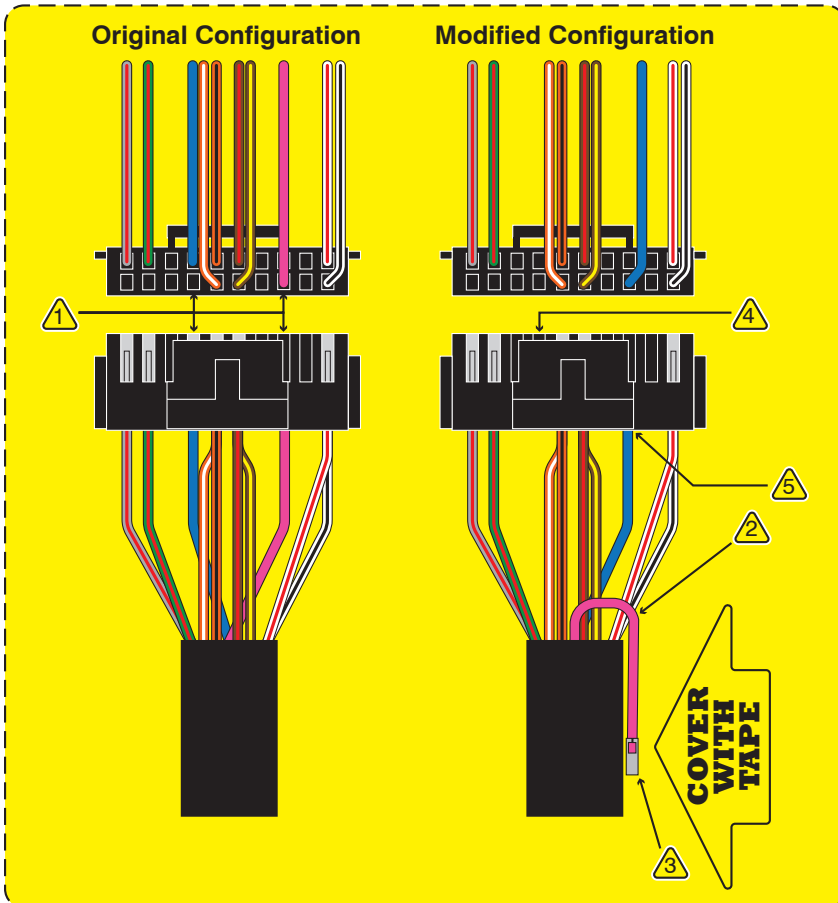
**Corrective Steps:**

- 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)

