

Make	Model	Year	Install	CAN	Lights	RAP	Trunk	I/O Changes
DL-GM12					Park / Auto			Green White/Blue
Chevrolet	Colorado Key w/o On-Star w/Factory Alarm	2017-20	Type 1	BCM	H			
Chevrolet	Silverado 1500 Key w/o On-Star w/Factory Alarm	2017-18	Type 1	BCM	H			
Chevrolet	Silverado 2500 Key w/o On-Star w/Factory Alarm	2017-19	Type 1	BCM	H			
Chevrolet	Silverado 3500 Key w/o On-Star w/Factory Alarm	2017-19	Type 1	BCM	H			
GMC	Canyon Key w/o On-Star	2017-20	Type 1	BCM	H			
GMC	Canyon Key w/o On-star w/Factory Alarm	2017-20	Type 1	BCM	H			
GMC	Sierra 1500 Key w/o On-Star w/Factory Alarm	2017-18	Type 1	BCM	H			
GMC	Sierra 2500 Key w/o On-Star w/Factory Alarm	2017-19	Type 1	BCM	H			
GMC	Sierra 3500 Key w/o On-Star w/Factory Alarm	2017-19	Type 1	BCM	H			

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

Firmware:

Covered vehicles use **BLADE-AL(DL)-GM12**, flash module and update the controller firmware before installing.

Install:

Type 1 vehicles attain CAN data from the vehicle BCM, which requires the **CAN/BCM** configuration of the CAN source junction on the harness assembly. The vehicle BCM is located left of the steering column (LSC) in all covered vehicles .

Lights:

Type H lights are incorporated in the harness and utilize the vehicle hazard lights for visual display of runtime status/diagnostics. Re-pinning of the CM I/O (gray) harness is required if you wish to use hazard lights, traditional parking light option is noted in the installation notes and diagram. Use of hazards also requires that you reconfigure the POC for one of the following hazard control options, **Hazard1** (POC option #30 (momentary) **or Hazard2** (POC option #23 (latching), depending on hazard switch operation.

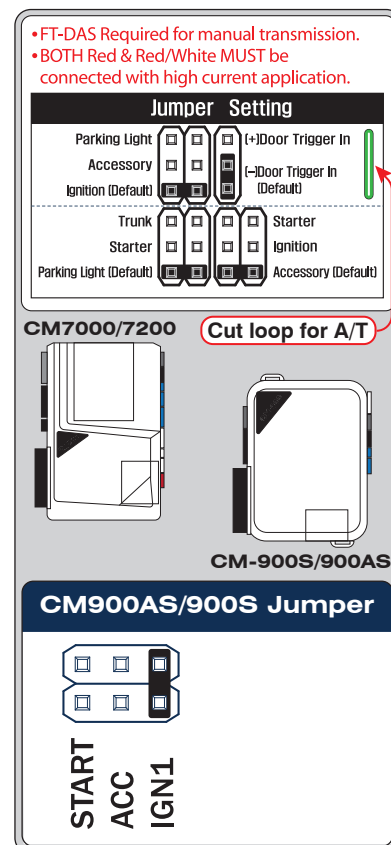
Locks:

CM lock connector is mandatory for this installation type. The harness is pre-wired in the harness assembly to provide the necessary analog control.

ACC configuration:

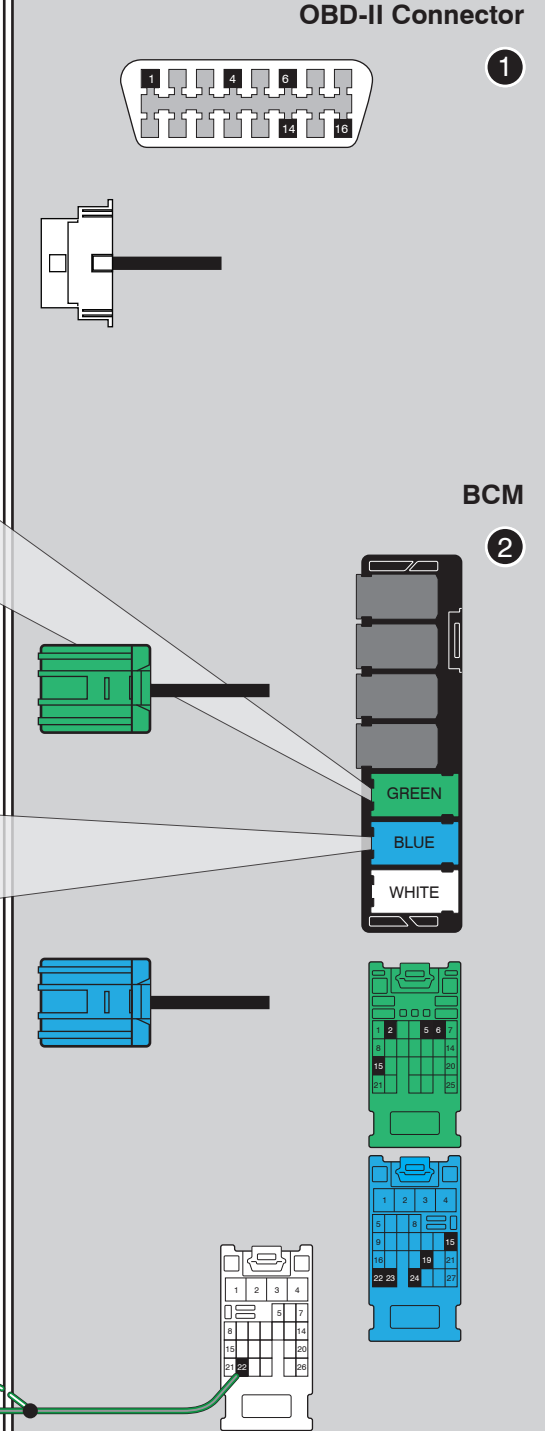
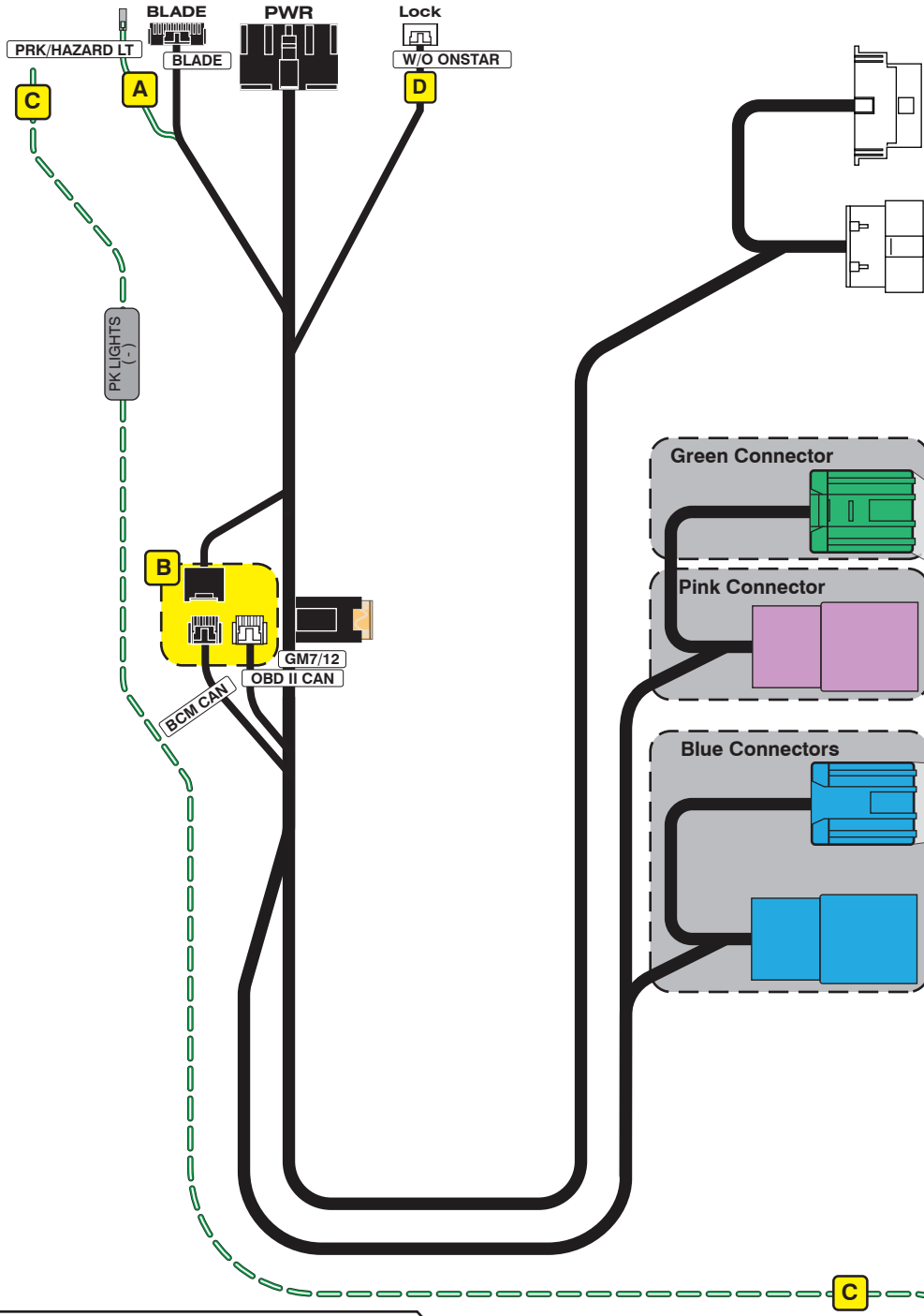
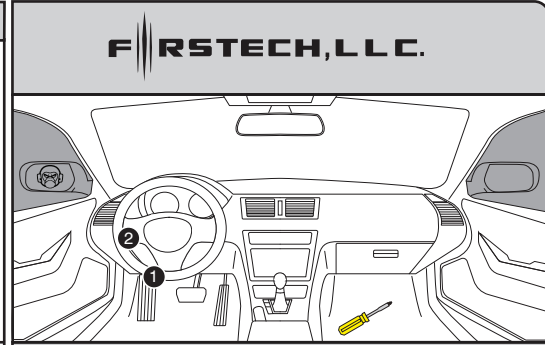
Type 1C install requires an ACC pulse with disarm, set feature option 1-11 to option 3 (ACC pulse, same timing as disarm pulse).

Okay, now get to work...



FTI-GMK2 Type 1C2 - Installation Notes & Wiring Diagram

- A** Hazard light connection, pin terminated, replace the wire for POC 1 in the CMx I/O connector if hazard flash is desired. See also, note **C**
- B** CAN/SWC source selector, **Type 1** installs require **CAN/BCM** configuration, as illustrated. Secure the unused OBD connector for safety.
- C** Harness is wired for runtime/diagnostic lighting via hazard lights, if traditional pk lights are desired use CM I/O (-) pk light output (**green/white**) connected to **lt. green/gray** in pin #22 of white X1 connector
- D** CM lock connector mandatory for this installation type, locks are handled by analog connections to the BCM, pre-wired in the harness assembly



LED Programming Error Codes

Module LED flashing RED during programming

- 1x - No ACC power, check GREEN connector
- 2x - MUX status not detected, check GREEN connector
- 3x - No IGN, check GREEN connector
- 4x - No HSCAN activity, check BLUE connector
- 5x - No SWC activity, check BLUE connector
- 6x - Wrong SWC message, confirm key has been removed
- 7x - No ACC power, check GREEN connector
- 8x - No immobilizer data, check GREEN & BLADE connectors
- 9x - IGN ON, confirm key has been removed
- 10x - Keysense active, confirm key has been removed
- 11x - No ACC, confirm key is on
- 12x - No IGN, confirm key is on
- 13x - VIN not matching Weblink data, contact engineering

Module Programming Procedure

- Step 1 - Wake vehicle network by opening and closing driver door
- Step 2 - Insert Key, activate IGN, wait for module LED to go solid red
- Step 3 - Remove key from cylinder, LED will go off
- Step 4 - Reinsert key, activate IGN, wait for rapid blue flash
- Step 5 - Remove key, return to computer for extended programming
- Step 6 - Reconnect, wake network, activate IGN, LED goes solid blue
- Step 7 - Programming complete