

Make	Model	Year	Install	CAN	Lights	RAP	Trunk	I/O Changes
DL-GM7					Park / Auto			Green White/Blue
Chevrolet	Colorado Key w/o On-Star w/Factory Alarm	2015-16	Type 1	BCM	H			
Chevrolet	Silverado 1500 Key w/o On-Star w/Factory Alarm	2014-16	Type 1	BCM	H			
Chevrolet	Silverado 3500 Key w/o On-Star w/Factory Alarm	2015-16	Type 1	BCM	H			
GMC	Canyon Key w/o On-Star	2015-16	Type 1	BCM	H			
GMC	Canyon Key w/o On-star w/Factory Alarm	2015-16	Type 1	BCM	H			
GMC	Sierra 1500 Key w/o On-Star w/Factory Alarm	2014-16	Type 1	BCM	H			
GMC	Sierra 2500 Key w/o On-Star w/Factory Alarm	2014-16	Type 1	BCM	H			
GMC	Sierra 3500 Key w/o On-Star w/Factory Alarm	2014-16	Type 1	BCM	H			

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

Firmware:

Covered vehicles use **BLADE-AL(DL)-GM7**, 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:

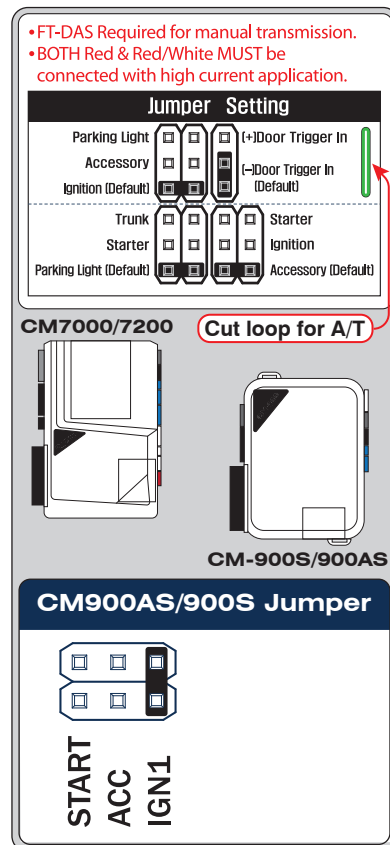
Type H lights are incorporated in the harness and utilize the vehicle hazard lights for visual display of runtime status/diagnostics. Re-pinning of the CM I/O (gray) harness is required if you wish to use hazard lights, traditional parking light option is noted in the installation notes and diagram. 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

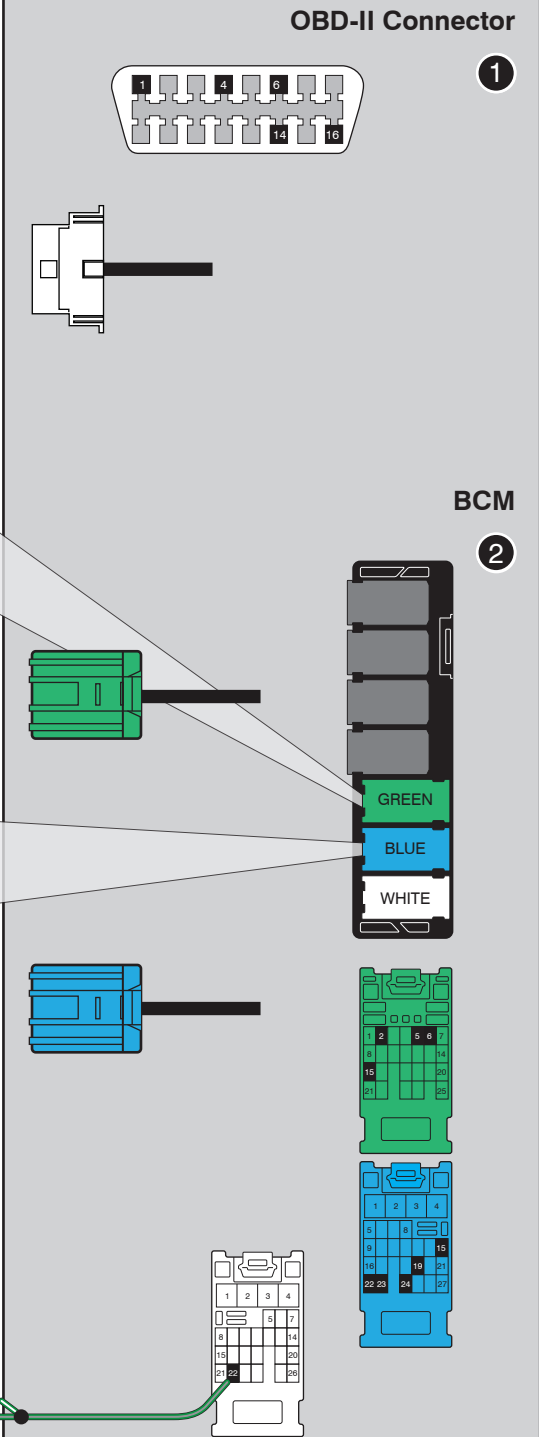
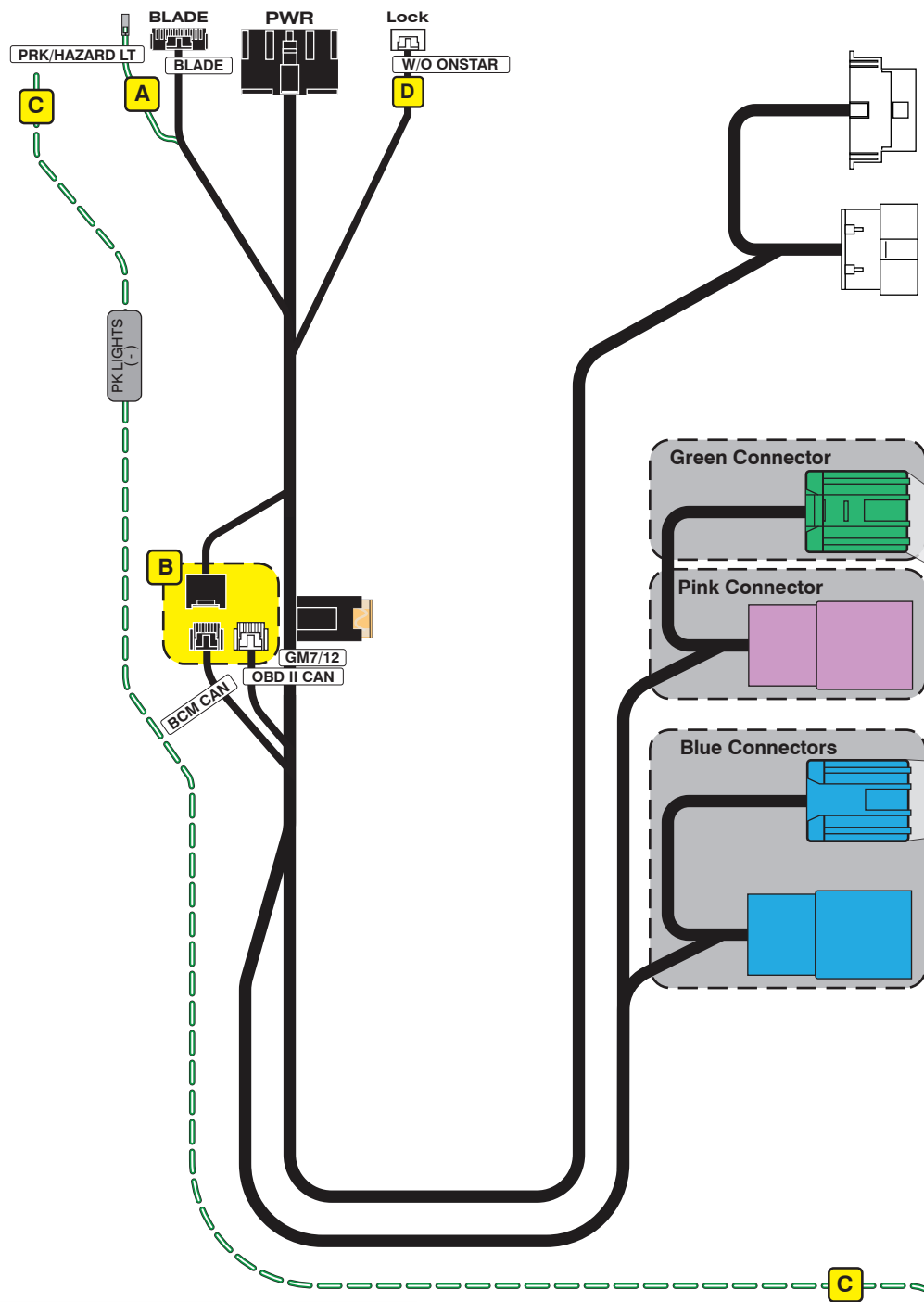
ACC configuration:

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



FTI-GMK2 Type 1C - 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 - Insert Key, activate IGN, wait for module to blink blue
- Step 2 - Remove key from cylinder, module should turn red
- Step 3 - Reinsert key, activate IGN, wait for LED to go off
- Step 4 - Remove then reinsert key, activate IGN again
- Step 5 - Module LED should go solid blue, programming complete