

FTI-GMT3: Vehicle Coverage and Preparation Notes

Make	Model	Year	Install	CAN	Lights	Type	BCM	Configuration
DL-GM12 Chevrolet	Silverado 2500 Key AT w/o OnStar with OEM Alarm	2020-21	Type 2 + ALocks	Type B	Park / Auto Type A	Key	ADKP	Feature Option Opt 1-11 to 3

Firmware: This installation uses **BLADE-AL(DL)-GM12**, flash module and update the controller firmware before installing.

Install: **Type 2** installation sources CAN data from the white connector of the BCM, requiring the use of the '**B-connector**', the connector marked 'A' is not used.

Lights: **Type A** lights (standard parking lights) are provided, as are **Type H** (hazard lights), both incorporated in the harness for visual display of runtime status/diagnostics. Re-pinning of the CM I/O (gray) harness is required, regardless of which type you choose to use, both options have been provided for your selection. If you choose hazards you will also need to configure the selected 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: The CM lock connector wiring requires modification for this installation type. The vehicle door lock wiring has been moved from the blue BCM connector (lock - pin #19, unlock - pin #15) to the gray BCM connector (lock - pin #21, unlock - pin #24) and several options for making the connections are available, disconnecting the harness wiring in the blue BCM connector and extending it to the gray connector, configuring POCs for lock/unlock/trunk (if equipped with power tailgate) and extending wires from the controller to the gray BCM connector, or modifying the harnedd lock connector as illustrated. The choice is yours, which method to use will depend on your abilities, as well as the amount of time and materials you have at your disposal.

ACC configuration: **Type 6** install requires an ACC pulse with disarm, to properly control the equipped OEM alarm system.
Set feature option 1-11 to option 3 (ACC pulse, same timing as disarm pulse)

Analog door lock connections are REQUIRED, but require additional wiring or harness modification.

Configuration of feature option 3-11 to option 3 (ACC pulse, same timing as disarm) is REQUIRED. :)

FTI-GMT3 - Installation and Configuration Notes

- A** REQUIRED CONNECTION, SEE NOTE ABOVE
- B** MODIFICATION REQUIRED, SEE LOCK NOTE, ABOVE
- C** REQUIRED CONFIGURATION - TYPE B
- D** REQUIRED CONFIGURATION - KEY TYPE
- E** REQUIRED SETTINGS CHANGE



FEATURE COVERAGE													
IMMOBILIZER DATA													
3X LOCK START													
DOOR STATUS													
RAP SHUTDOWN													
BRAKE STATUS													
E-BRAKE STATUS													
TACH OUTPUT													
DATA/MUX IGN/ST													
HOOD STATUS													
SECURE TAKEOVER													
PARKING LIGHTS													
HAZARD LIGHTS													

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

Jumper Setting

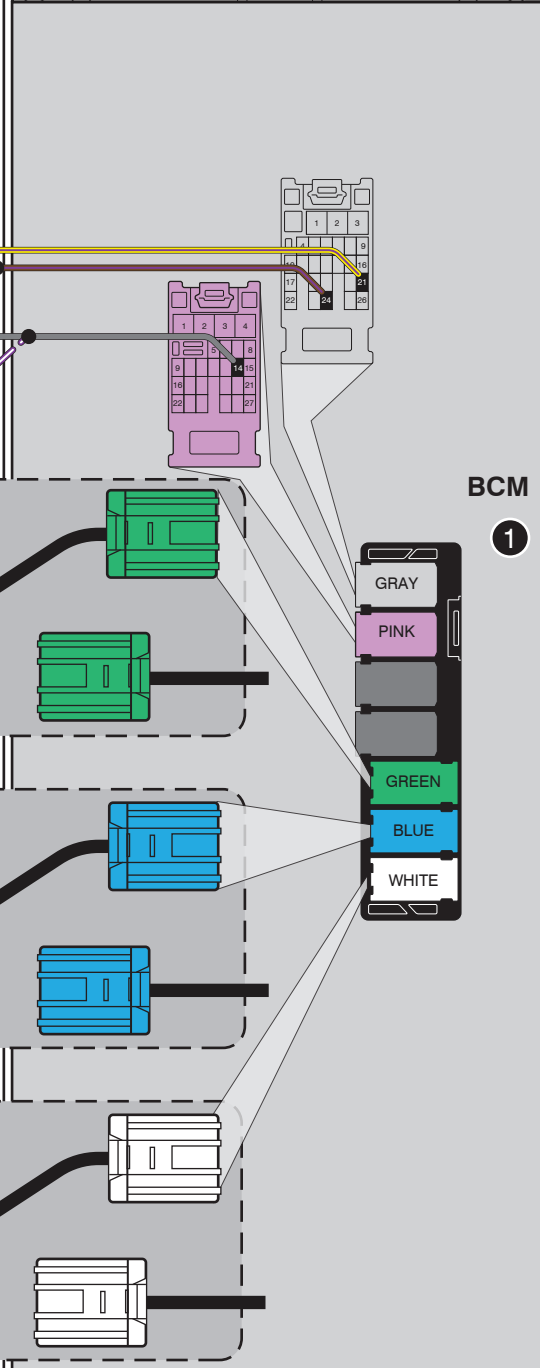
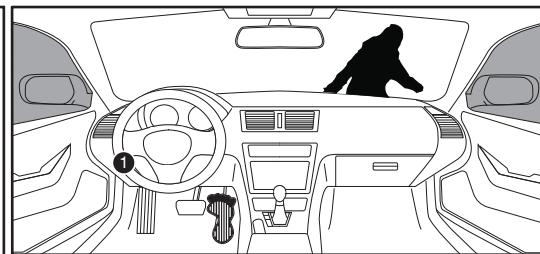
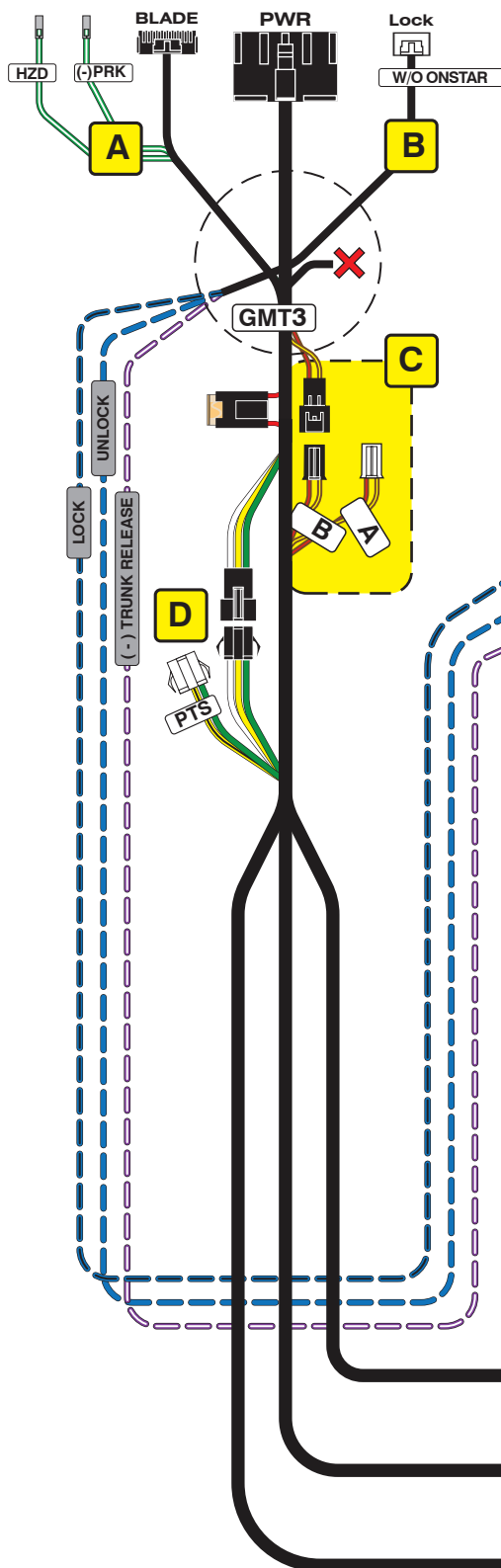
Parking Light	Accessory	Ignition (Default)	(+)Door Trigger In (Default)	(-)Door Trigger In (Default)
Trunk	Starter	Parking Light (Default)	Starter Ignition	Accessory (Default)

CM7000/7200 **Cut loop for A/T**

CM-900S/900AS

CM900AS/900S Jumper

START
ACC
IGN1



BCM

1

Pink and Green

Blue

White

GRAY

PINK

GREEN

BLUE

WHITE

LED Programming Error Codes

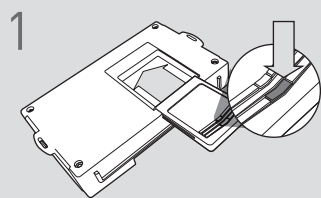
Module LED flashing RED during programming

- 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

E

No Onstar/OEM Alarm install requires an ACC pulse with disarm to properly control the OEM alarm system. **Set feature option 1-11 to option 3 (ACC pulse, same timing as disarm pulse)**

CARTRIDGE INSTALLATION

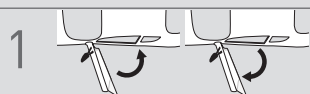


Slide cartridge into unit. Notice button under LED.

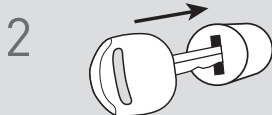
2

Ready for Module Programming Procedure.

MODULE PROGRAMMING PROCEDURE - WITH KLON



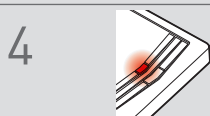
Close driver door. Re-open driver door to wake up data bus.



Insert key into ignition.



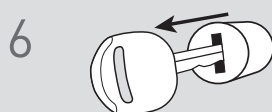
Turn key to ON position.



Wait, LED will turn solid RED.



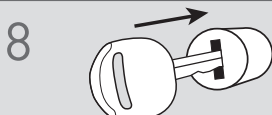
Turn key to OFF position.



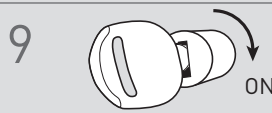
Remove key.



LED will turn OFF.



Insert key into ignition.



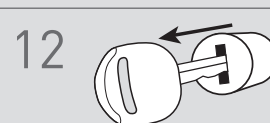
Turn key to ON position.



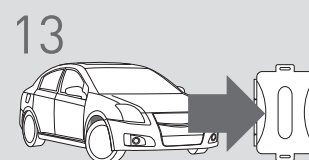
Wait, LED will flash BLUE rapidly.



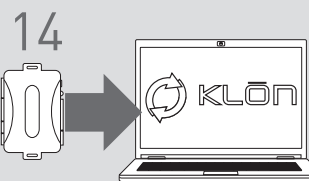
Turn key to OFF position.



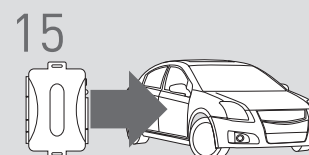
Remove key.



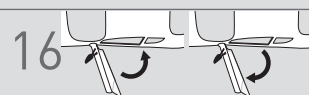
WARNING:
Disconnect power last.
Disconnect module from vehicle.



Connect module to computer and proceed with extended programming.



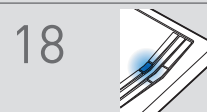
WARNING: Do not press module programming button.
Connect power first.
Connect module to vehicle.



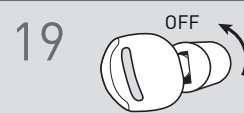
Close driver door. Re-open driver door to wake up data bus.



Turn key to ON position.



Wait, LED will turn solid BLUE for 2 seconds.



Turn key to OFF position.

20

Module Programming Procedure completed.