FTI-GMT3: Vehicle Coverage and Preparation Notes



| Make | Model | Year | Install | CAN | Lights | Туре | ВСМ | Configuration | |
|----------------|--|---------|--------------------|--------|-----------------------|------|------|------------------------|--|
| DL-GM12 GMC | Sierra 1500 STD Key AT w/o OnStar w/o OEM Alarm | 2019-22 | Type 2 + ALocks | Type B | Park / Auto Type A | Key | ADKP | Feature Option None | |

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.

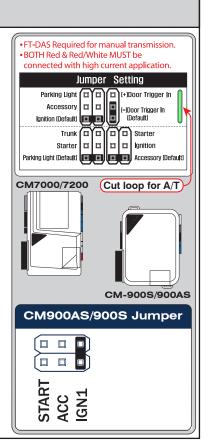
Analog door lock connections are REQUIRED, but require additional wiring or harness modification.

FTI-GMT3 - Installation and Configuration Notes

- A REQUIRED CONNECTION, SEE NOTE ABOVE
- B MODIFICATION REQUIRED, SEE LOCK NOTE, ABOVE
- REQUIRED CONFIGURATION TYPE B
- D REQUIRED CONFIGURATION KEY TYPE



| | FEATURE COVERAGE | | | | | | | | | | | | | | | | | | | | |
|------------------|------------------|-----------|-------------|--|--|--|---------------|--|--|-------------|--|--------------|--------------|----------------|-------------|-----------------|-------------|-----------------|----------------|---------------|--|
| 0 | | 0 | 0 | | | | 0 | | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| IMMOBILIZER DATA | | DOOR LOCK | DOOR UNLOCK | | | | 3X LOCK START | | | DOOR STATUS | | RAP SHUTDOWN | BRAKE STATUS | E-BRAKE STATUS | тасн оптрит | DATA/MUX IGN/ST | HOOD STATUS | SECURE TAKEOVER | PARKING LIGHTS | HAZARD LIGHTS | |



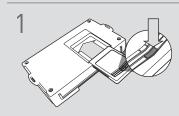


DOORLOCK INTERFACE
GENERAL MOTORS

Patent No. US 8,856,780 CA 2759622

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CARTRIDGE INSTALLATION



Slide cartridge into unit. Notice button under LED.

2

Ready for Module Programming Procedure.

MODULE PROGRAMMING PROCEDURE - WITH KLON

