

FTI-GMT3: Vehicle Coverage and Preparation Notes

| Make | Model | Year | Install | CAN | Lights | Type | BCM | Configuration |
|----------------------------|--|---------|---------|--------|-----------------------|------|-----|---------------------------------|
| DL-GM7 Chevrolet | Silverado 1500 Key AT w/o OnStar with OEM Alarm | 2014-16 | Type 6 | Type A | Park / Auto Type A | Key | LSC | Feature Option Opt 1-11 to 3 |

Firmware: This installation uses **BLADE-AL(DL)-GM7**, flash module and update the controller firmware before installing.

Install: **Type 6** installation sources CAN data from the blue connector of the BCM, requiring the use of the '**A-connector**', the connector marked 'B' 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 is mandatory for this installation type. The harness Assembly is pre-wired provide the necessary analog control.

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)

Lock connector is mandatory for this installation type. :)

Also mandatory is configuration of feature option 3-11 to option 3 (ACC pulse, same timing as disarm)

FTI-GMT3 - Installation and Configuration Notes

- A** REQUIRED CONNECTION, SEE NOTE ABOVE
- B** NOT REQUIRED
- C** REQUIRED CONFIGURATION - TYPE A
- D** REQUIRED CONFIGURATION - KEY TYPE
- E** REQUIRED SETTINGS CHANGE



| FEATURE COVERAGE | | | | | | | | | | | |
|------------------|--|--|--|--|--|--|--|--|--|--|--|
| IMMOBILIZER DATA | | | | | | | | | | | |
| 3X LOCK START | | | | | | | | | | | |
| DOOR STATUS | | | | | | | | | | | |
| TRUNK 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.

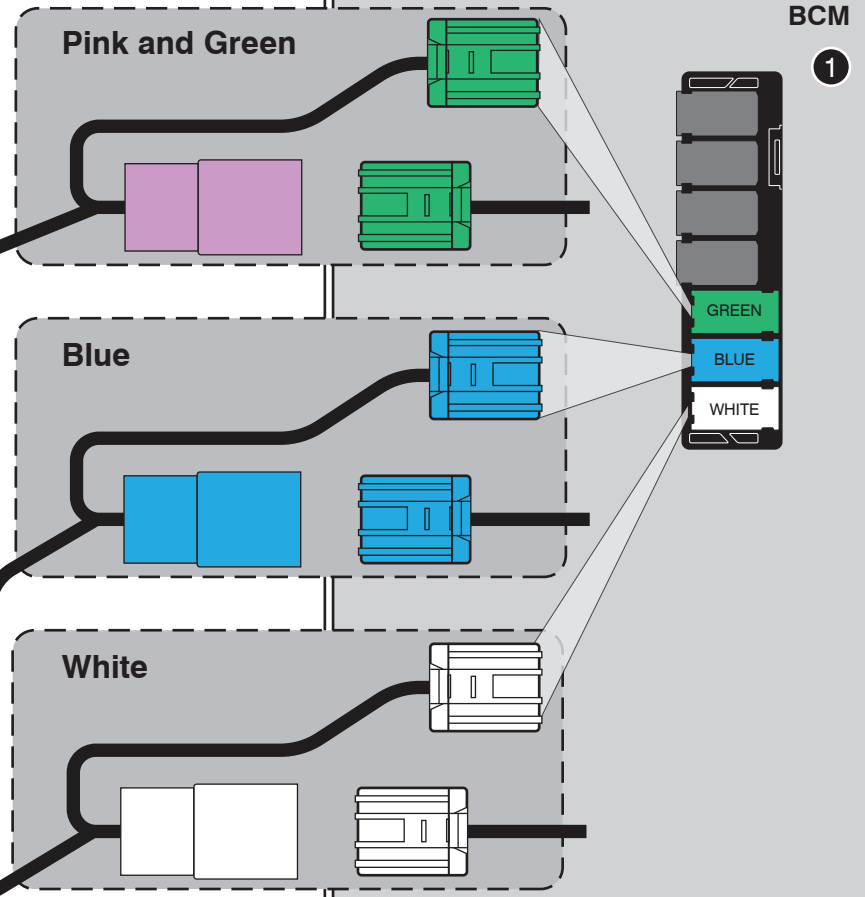
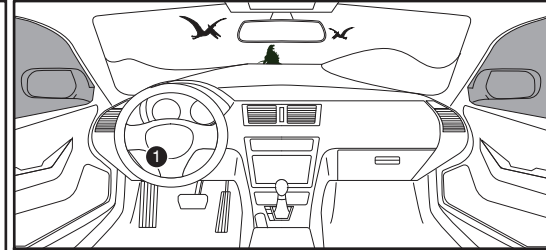
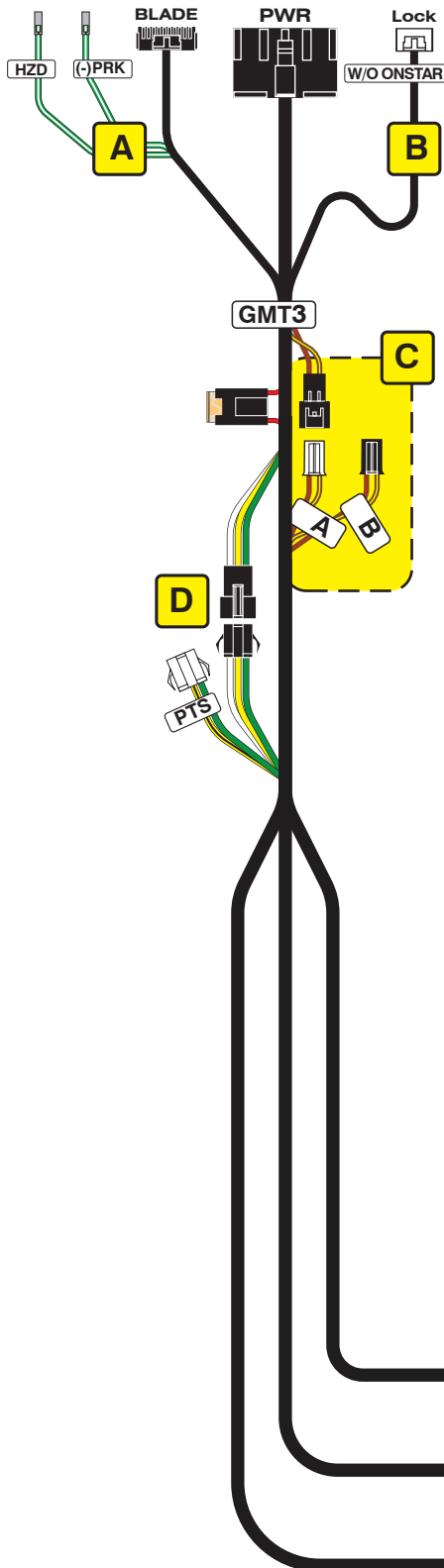
Jumper Setting

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

CM7000/7200 Cut loop for A/T

CM-900S/900AS

CM900AS/900S Jumper



E Type 6 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)**

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

CARTRIDGE INSTALLATION



1 Slide cartridge into unit. Notice button under LED.

2

Ready for Module Programming Procedure.

MODULE PROGRAMMING PROCEDURE



1 Insert key into ignition.



2 Turn key to ON position.



3 Wait, LED will flash BLUE rapidly.



4 Turn key to OFF position.



5 Remove key.



6 LED will turn solid RED.



7 Insert key into ignition.



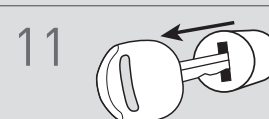
8 Turn key to ON position.



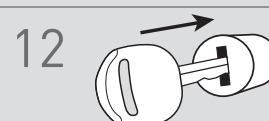
9 LED will turn OFF.



10 Turn key to OFF position.



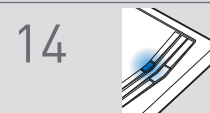
11 Remove key.



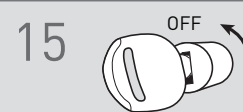
12 Insert key into ignition.



13 Turn key to ON position.



14 Wait, LED will turn solid BLUE for 2 seconds.



15 Turn key to OFF position.

16

Module Programming Procedure completed.