

**Normally Open (N/O) Secure Start function:**

Is designed to be used with our FTI-SPTS (Secure Push To Start) vehicle disable T-harnesses.  
***IT CAN ALSO BE USED AS A N/O STARTER DISABLE with an FT-ELOCK.***

Secure Start N/O is designed to disable the PTS button (starter) until the driver is ready to use it.

Once the CM is unlocked/disarmed the N/O output will energize the SPTS harness (or starter kill relay connecting the starter wire) making the PTS button available for use. The output will remain active for the preset time set by the secure start output timer options, or until the CM is re-armed/locked.

Once Ignition on is detected the output will remain latched until Ignition has been turned off and then after the preselected time has expired or the system has been armed/locked using a Firstech remote, Drone, or KP sensor

-NOTE: When using the N/O option be sure to select a timed output that will be the most convenient for your customer. IF the timer runs out, they MUST disarm/unlock again to re-activate the Secure Start Output.

-NOTE: The Vehicle will not be able to go to ignition on until the system is disarmed/unlocked, so the “wired Valet” option is recommended. A Drone may be used to enter/exit valet as well.

-IF the user needs to disable the N/O secure start output for some reason, the CM can be put into Valet Mode. While in Valet mode the Secure Start Output will activate any time a door is opened, (or when disarmed/unlocked) allowing the PTS button to function normally.

-The (-)NEG Valet Mode Input will need to be enabled to enter/exit Valet Mode when using the N/O Secure Start function. The open PTS button will not allow the vehicle to go to the ignition on position.

***-NOTE: WE strongly recommend disabling the “OEM control of aftermarket security” function when using an Idatalink interface with CM. This will significantly increase the security of the vehicle by limiting control of the SPTS to aftermarket sources only.***

**Normally Closed (N/C) Secure Start output Timer:**

It is designed to be used with our FTI-SPTS (Secure Push To Start) vehicle disable T-harnesses.  
***IT CAN ALSO BE USED AS A N/C STARTER DISABLE with an FT-ELOCK***

Secure Start N/C is designed to disable the PTS button (starter) (MUST BE ARMED TO OPERATE) **ONLY WHEN THE ALARM IS TRIGGERED**, all other times there will be no output, the PTS button will function normally.

-During an alarm event the N/C will disable the PTS button for the selected time to make sure any additional attempts to “hack” or force start the vehicle will not work even after the siren output times out.

Once the CM is unlocked/disarmed the N/C output will no longer function making the PTS button operate normally. ***IF the user needs to disable the N/C Secure Start Output completely they will need to enter valet mode.***

The **FTI-SPTS-CH** has been designed to disable communication between the PTS button and the vehicle BCM, disabling ignition activity and the ability to initiate most vehicle programming sequences, *when activated by a connected Firsttech controller which has been updated with the latest firmware. Please ensure that your controller firmware has been fully updated before installing.*

The FTI-SPTS can be configured for normally closed (N/C) or normally open (N/O) operation. The unit is shipped with the relays connected to the black 12-pin connectors (N/C) and activated by the blue control wire. When configured for N/C operation the PTS communication is disabled only when a control signal is being sent to the device. Alternatively, when configured for N/O operation the PTS communication is disabled at all times, and is only restored when a control signal is sent from the controller, so it's important to remember that the proper configuration and firmware be used with this device. **Using the wrong firmware may provide inadequate protection and or a complete lack of functionality.**

**Proper configuration and operation require using the following firmware versions, or greater:**

- CMX - v1.30
- CM2500 - 1.17 (update manually)
- CM900AS - 1.28
- DC3 - TBD

**Normally Closed (N/C) Configuration:**

- Confirm that both relays are connected to the black 12-pin connectors
- Connect the blue control wire to the POC of your choice and configure the POC for N/C operation  
(Special option group 2, set POC to option 33)
- Insulate and secure unused connectors to avoid short circuits

**Normally Open (N/O) Configuration:**

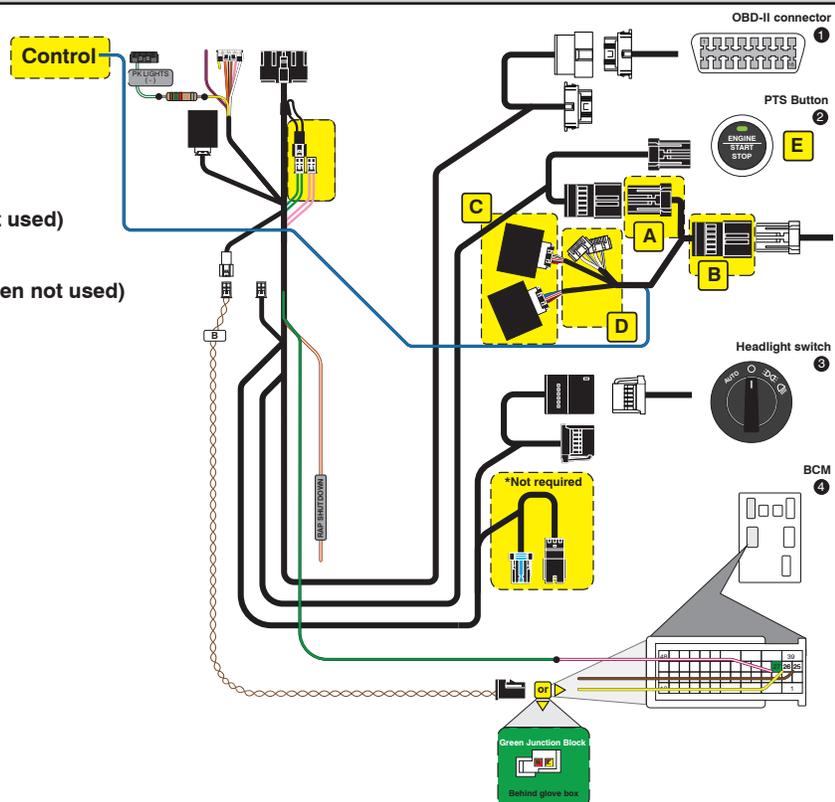
- Confirm that both relays are connected to the white 12-pin connectors
- Connect the blue control wire to the POC of your choice and configure the POC for N/O operation  
(Special option group 2, set POC to option 32)
- Insulate and secure unused connectors to avoid short circuits

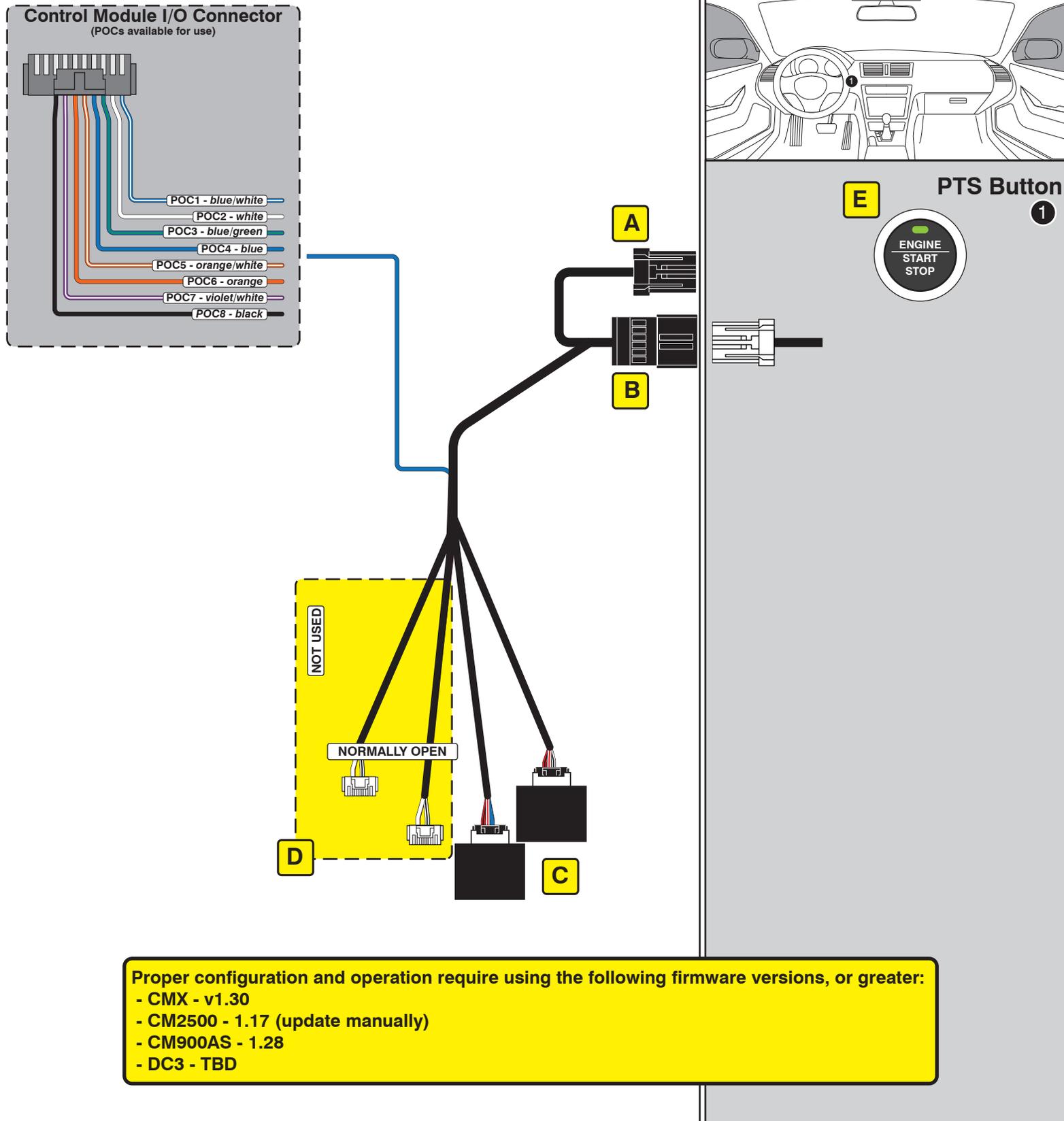
**Advisory 1:** Secure Start N/O is designed to disable the PTS button (starter) until the driver is ready to use it.

**Advisory 2:** Secure Start N/C is designed to disable the PTS button (starter) **ONLY WHEN THE SYSTEM IS ARMED AND THE SYSTEM HAS BEEN TRIGGERED**

## FTI-SPTS-CH - Typical installation when using with an FTI-CDP1 harness assembly

- A** Button Side Connector  
When used with an FTI harness, connect to harness female.
- B** Vehicle Side Connector  
Connect to vehicle harness at PTS button
- C** Normally Closed Connectors (Default configuration)  
Black 12-pin connectors and blue control wire (secure when not used)
- D** Normally Open Connectors (Alternate configuration)  
White 12-pin connectors and blue/white control wire (secure when not used)
- E** Vehicle PTS Button



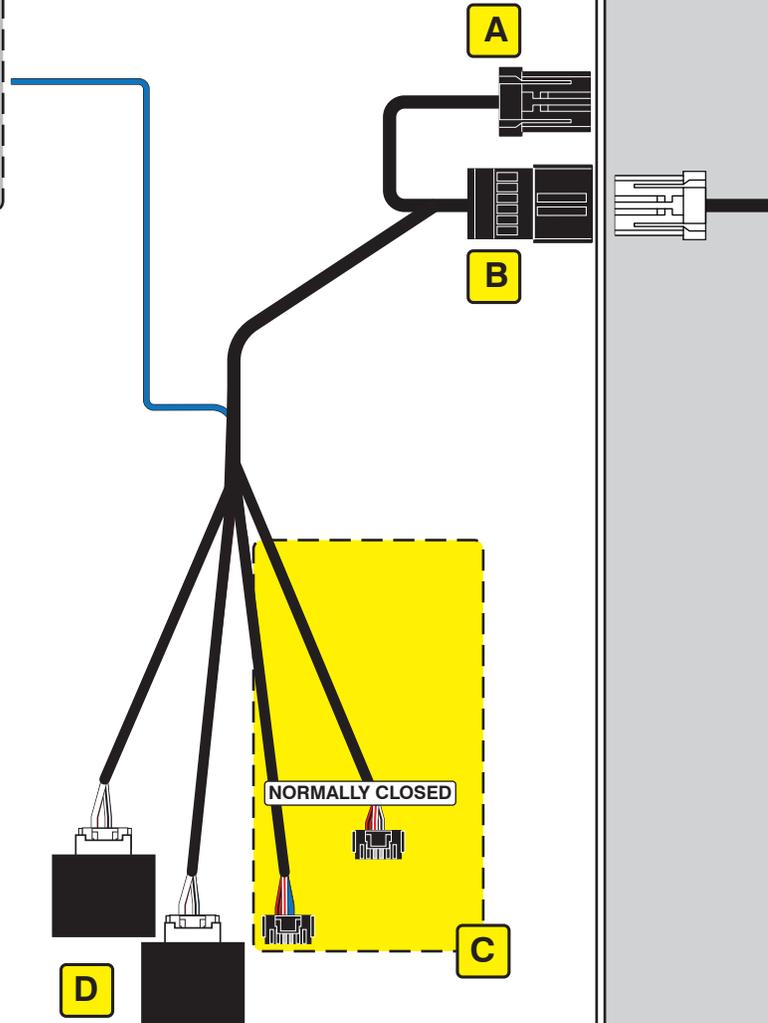


### Normally Closed (N/C) Configuration

- Confirm that both relays are connected to the black 12-pin connectors
- Connect the blue control wire to the POC of your choice and configure the POC for N/C operation (Special option group 2, set POC to option 33)
- Insulate and secure unused connectors to avoid short circuits

**Control Module I/O Connector**  
 (POCs available for use)


POC1 - blue/white  
 POC2 - white  
 POC3 - blue/green  
 POC4 - blue  
 POC5 - orange/white  
 POC6 - orange  
 POC7 - violet/white  
 POC8 - black



Proper configuration and operation require using the following firmware versions, or greater:

- CMX - v1.30
- CM2500 - 1.17 (update manually)
- CM900AS - 1.28
- DC3 - TBD

## Normally Open (N/O) Configuration

- Confirm that both relays are connected to the white 12-pin connectors
- Connect the blue control wire to the POC of your choice, configure the POC for N/O operation (Special option group 2, set POC to option 32)
- Insulate and secure unused connectors to avoid short circuits