FTI-GMK2 Type 1A - Vehicle Coverage & Preparation Notes

Make	Model	Year	Install	CAN	Lights	RAP	Trunk	I/O Changes
DL-GM7					Park / Auto			Green White/Blue
Buick	Encore Flip-key	2013-16	Type 1	BCM	H			
Buick	LaCrosse Flip-key	2010-16	Type 1	BCM	H			
Buick	Regal Flip-key	2011-16	Type 1	BCM	H			
Buick	Verano Flip-key	2012-17	Type 1	BCM	H			
Chevrolet	Camaro Flip-key	2010-15	Type 1	BCM	H			
Chevrolet	Colorado Flip-key	2015-16	Type 1	BCM	H			
Chevrolet	Cruze/Cruze Ltd	2010-16	Type 1	BCM	H			
Chevrolet	Equinox Flip-key	2010-17	Type 1	BCM	H			
Chevrolet	Impala Flip-key	2014-16	Type 1	BCM	H			
Chevrolet	Malibu Flip-key	2013-16	Type 1	BCM	H			
Chevrolet	Orlando Flip-key	2011-14	Type 1	BCM	H			
Chevrolet	Silverado 1500 Key	2014-16	Type 1	BCM	H			
Chevrolet	Silverado 2500/3500 Key	2015-16	Type 1	BCM	H			
Chevrolet	Sonic Flip-key	2012-16	Type 1	BCM	H			
Chevrolet	Spark Flip-key	2012-17	Type 1	BCM	H			
Chevrolet	Suburban Key	2015-16	Type 1	BCM	H			
Chevrolet	Tahoe Key	2015-16	Type 1	BCM	H			
Chevrolet	Trax Flip-key	2013-16	Type 1	BCM	H			
GMC	Canyon Key	2015-16	Type 1	BCM	H			
GMC	Sierra 1500 Key	2014-16	Type 1	BCM	H			
GMC	Sierra 2500/3500 Key	2014-16	Type 1	BCM	H			
GMC	Terrain Flip-key	2010-17	Type 1	BCM	H			
GMC	Yukon Key	2015-16	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

Install:
Type 1 vehicles attain CAN data from the BCM, which requires the **CAN/BCM** configuration of the CAN source connectors on the harness assembly. The vehicle BCM is located left of the steering column (LSC) in all **except** the **Verano**, **Cruze**, and **Orlando**, where it's on the passenger side of the center console (**PCC**)

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.

• 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 (Default)
Ignition (Default)	
Trunk	Starter
Starter	Ignition
Parking Light (Default)	Accessory (Default)

Cut loop for A/T
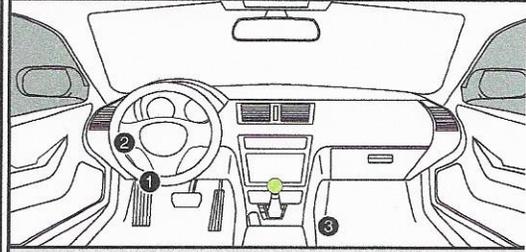
CM7000/7200

CM-900S/900AS

CM900AS/900S Jumper

START ACC IGN1

FIRSTECH,LLC.

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 not required for this installation type, secure unused connector to harness body to ensure safety

OBD-II Connector ❶

PRK/HAZARD LT

BLADE

BLADE

PWR

Lock

W/O ONSTAR

A

D

C

PK LIGHTS (-)

B

GM7/12

OBD II CAN

BCM CAN

Green Connector

Pink Connector

Blue Connectors

BCM

❷

or

❸

GREEN

BLUE

WHITE

C

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

FTI-GMK2 Type 1A

F∥RSTECH,LLC.
SUPPORT - 1(888) 820-3690, EXT. 203

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	2015-16	Type 1	BCM	H			
Chevrolet	Silverado 2500 Key w/o On-Star, w/Factory Alarm	2015-16	Type 1	BCM	H			

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

Firmware:
Covered vehicles use **BLADE-AL(DL)-GM7**, flash module 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.

Okay, now get to work...

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

Jumper Setting

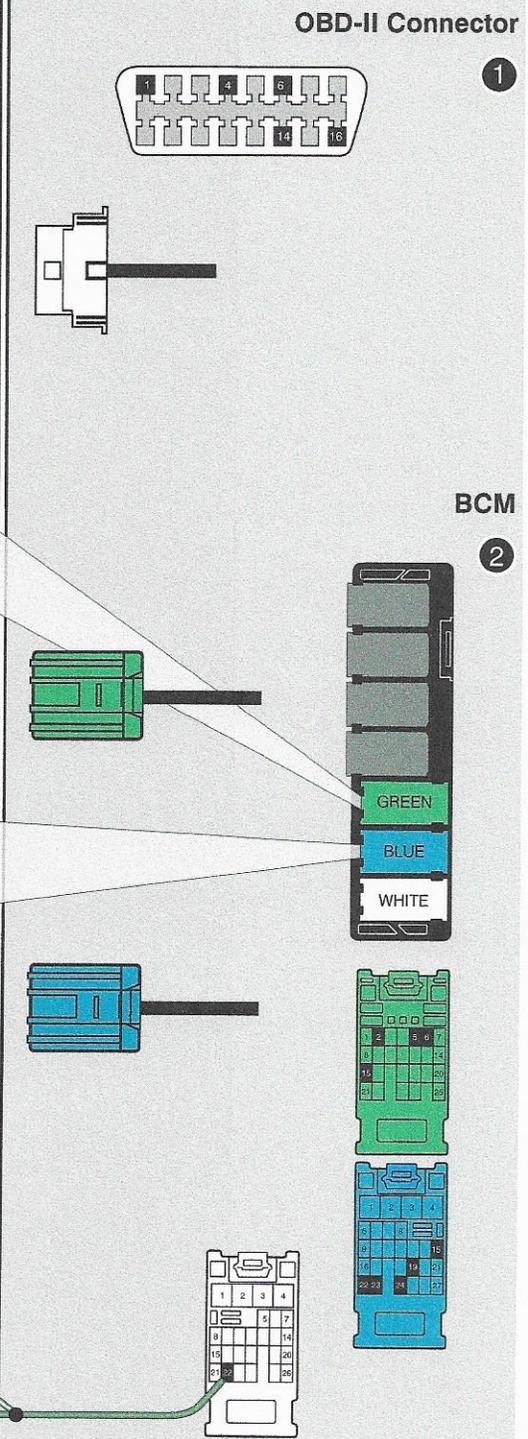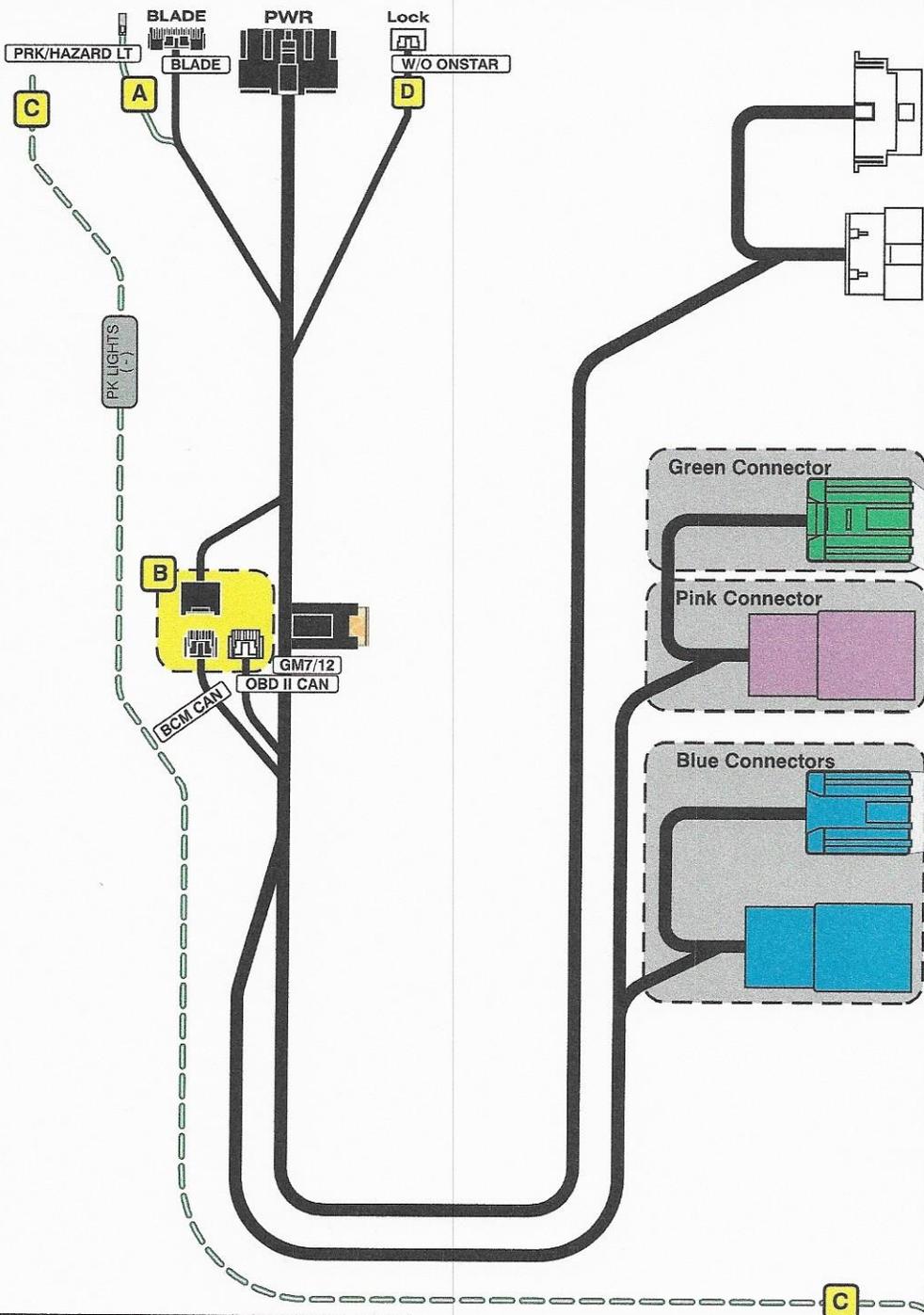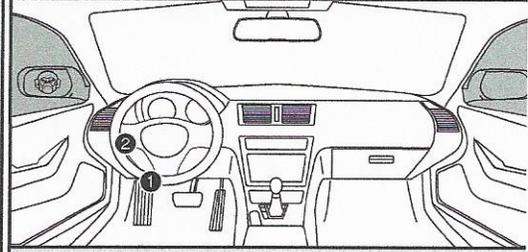|		
Parking Light		(+)Door Trigger In
Accessory		(–)Door Trigger In (Default)
Ignition (Default)		
Trunk		Starter
Starter		Ignition
Parking Light (Default)		Accessory (Default)

CM7000/7200   (Cut loop for A/T)

CM-900S/900AS

CM900AS/900S Jumper

START ACC IGN1

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

F RSTECH, LLC.

OBD-II Connector ❶

BCM ❷

PRK/HAZARD LT
BLADE
PWR
Lock
W/O ONSTAR

PK LIGHTS (-)

GM7/12
OBD II CAN
BCM CAN

Green Connector
Pink Connector
Blue Connectors

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

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

FTI-GMK2 Type 1B

SUPPORT 1(888) 820-3690 EXT 203

FTI-GMK2 Type 1C - Vehicle Coverage & Preparation Notes

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 .
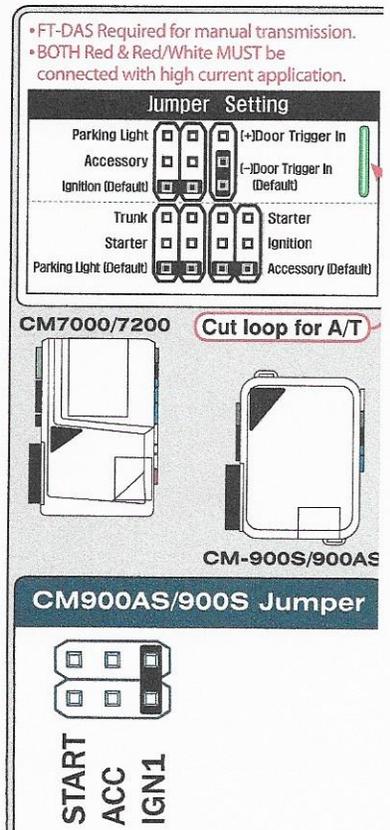
Lights:
Type H lights are incorporated in the harness and utilize the vehicle hazard lights for visual display of runtime status/diagnostics. Re-pinning of the CM I/O (gray) harness is required if you wish to use hazard lights, traditional parking light option is noted in the installation notes and diagram. 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.
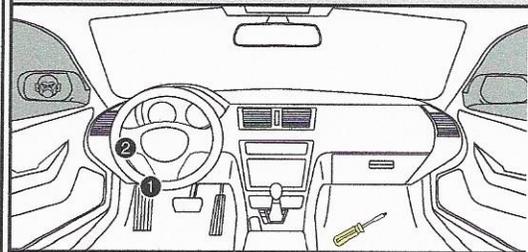
Locks:
CM lock connector is mandatory for this installation type. The harness is pre-wired in the harness assembly to provide the necessary analog control
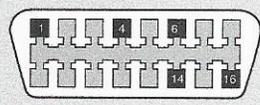
ACC configuration:
Type 1C install requires an ACC pulse with disarm, set feature option 1-11 to option 3 (ACC pulse, same timing as disarm pulse)

- 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 (Default)
Ignition (Default)			
Trunk			Starter
Starter			Ignition
Parking Light (Default)			Accessory (Default)

CM7000/7200   (Cut loop for A/T)

CM-900S/900AS

CM900AS/900S Jumper

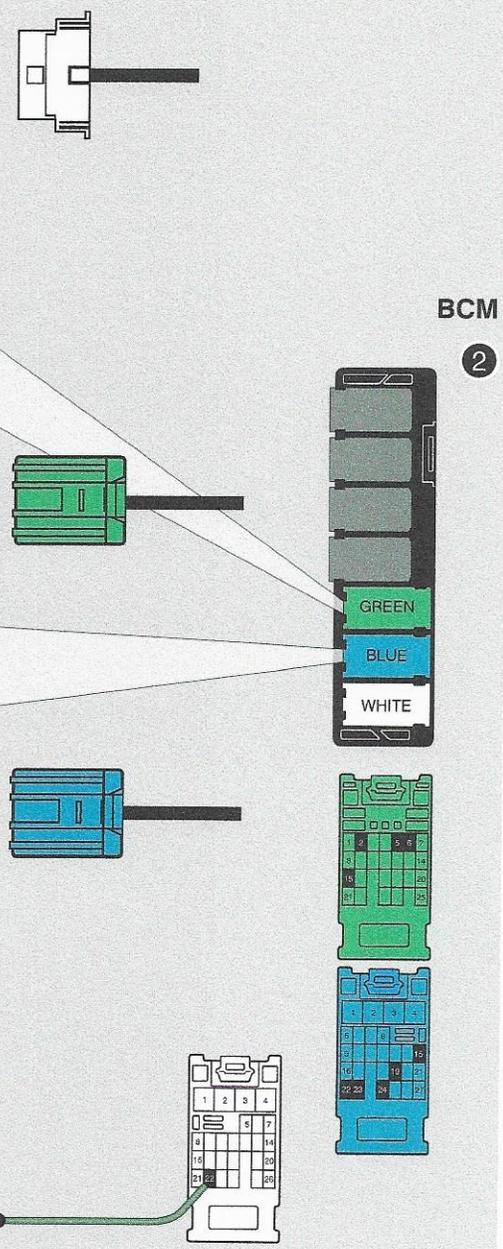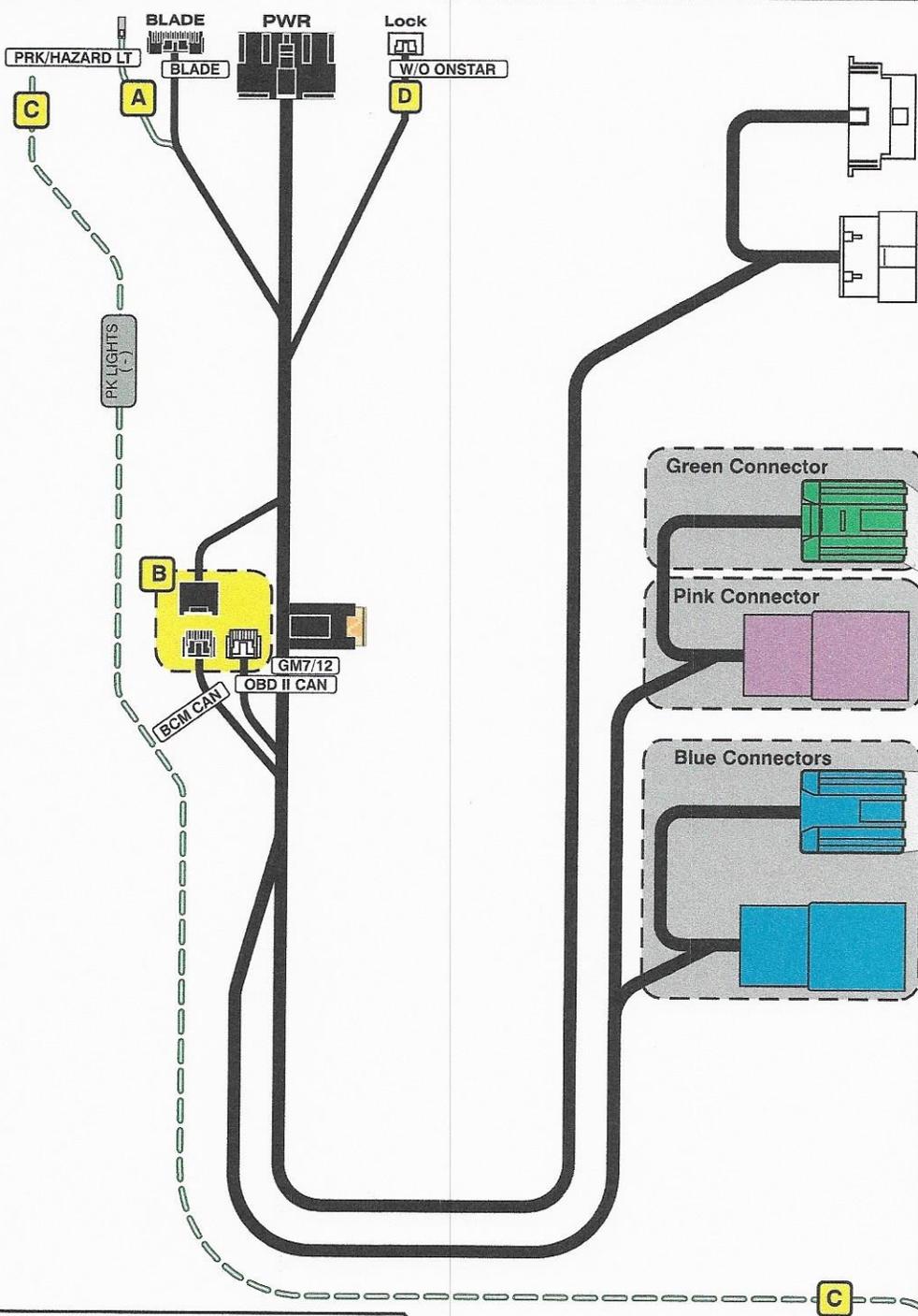START ACC IGN1

FIRSTECH, LLC.

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

OBD-II Connector ①

BCM ②

PRK/HAZARD LT

BLADE
BLADE

PWR

Lock
W/O ONSTAR

C **A** **D**

PK LIGHTS (-)

B

GM7/12
OBD II CAN
BCM CAN

Green Connector

Pink Connector

Blue Connectors

GREEN
BLUE
WHITE

C

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

FTI-GMK2 Type 2A - Vehicle Coverage & Preparation Notes

Make	Model	Year	Install	CAN	Lights	RAP	Trunk	I/O Changes
DL-GM7					Park / Auto			Green White/Blue
Chevrolet	Silverado 1500 Key w/o On-Star	2014-16	Type 2	OBD-II	H			
Chevrolet	Silverado 2500 Key w/o On-Star	2015-16	Type 2	OBD-II	H			
Chevrolet	Silverado 3500 Key w/o On-Star	2015-16	Type 2	OBD-II	H			
Chevrolet	Suburban Key w/o On-Star	2015-16	Type 2	OBD-II	H			
Chevrolet	Tahoe Key w/o On-Star	2015-16	Type 2	OBD-II	H			
GMC	Sierra 1500 Key w/o On-Star	2014-16	Type 2	OBD-II	H			
GMC	Sierra 2500 Key w/o On-Star	2014-16	Type 2	OBD-II	H			
GMC	Sierra 3500 Key w/o On-Star	2014-16	Type 2	OBD-II	H			
GMC	Yukon Key w/o On-Star	2015-16	Type 2	OBD-II	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 2 vehicles attain CAN data from the OBD-II connector, which requires the **CAN/OBD** 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.
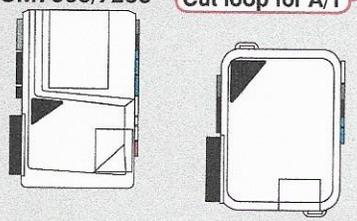
Locks:
CM lock connector is mandatory for this installation type. The harness is pre-wired in the harness assembly to provide the necessary analog control

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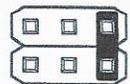- BOTH Red & Red/White MUST be connected with high current application.

Jumper Setting

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

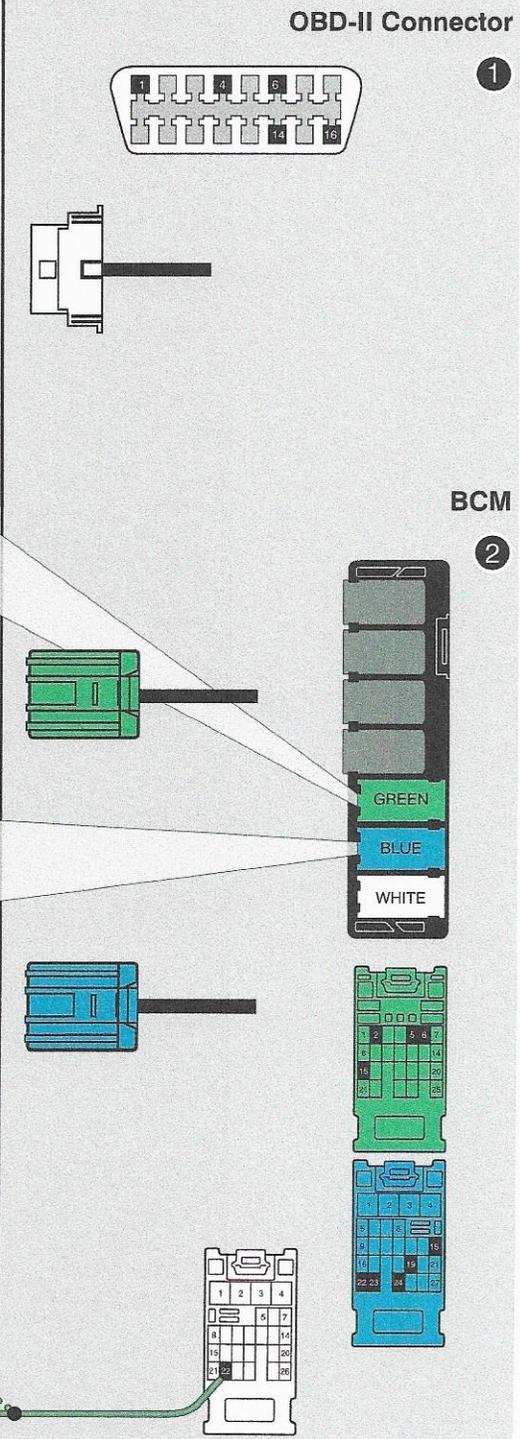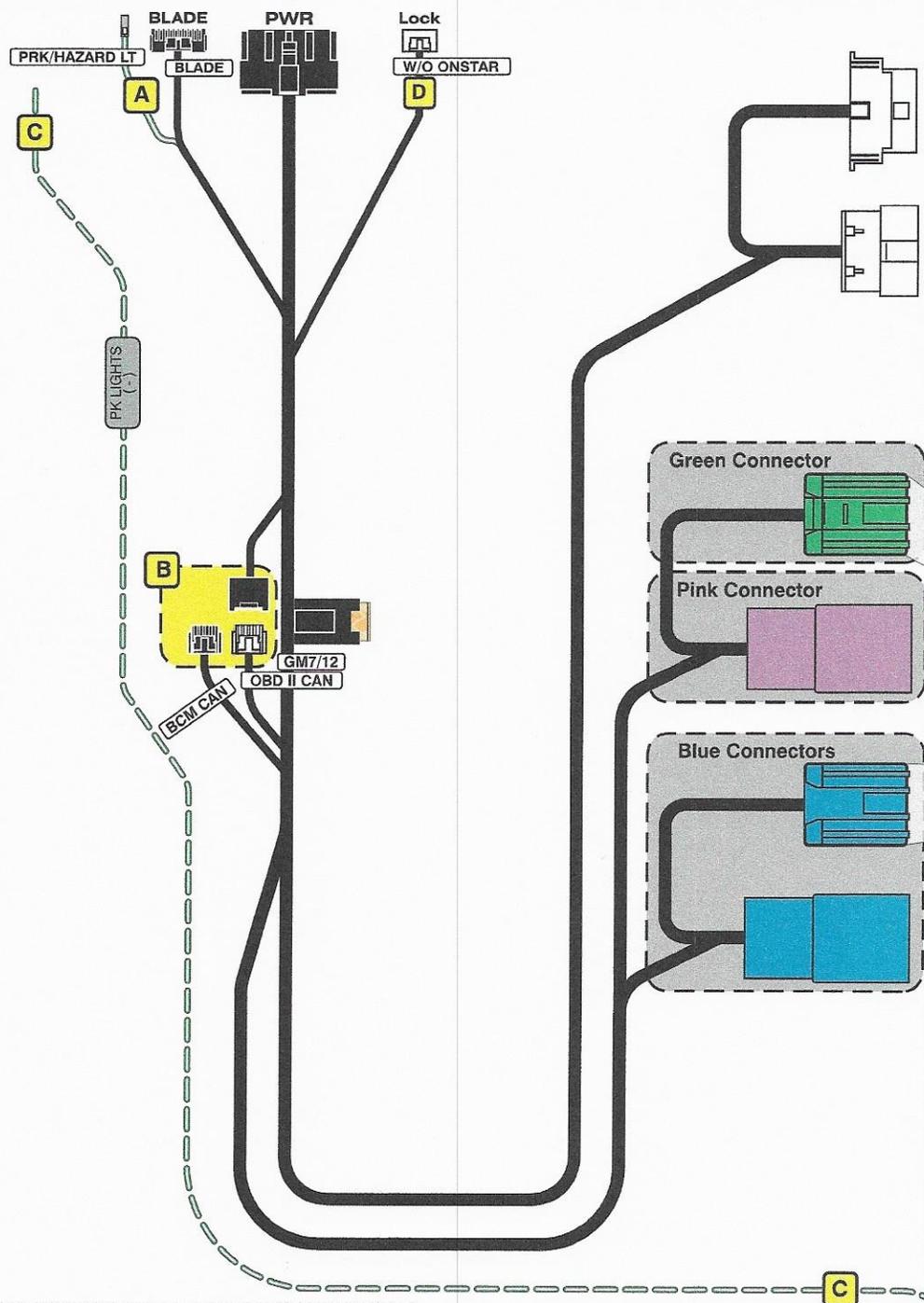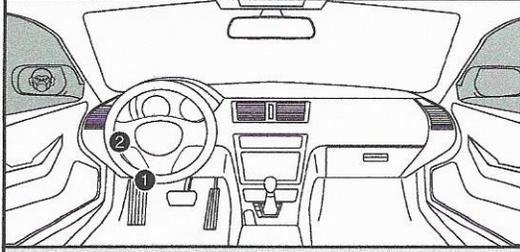CM7000/7200   Cut loop for A/T

CM-900S/900AS

CM900AS/900S Jumper

START
ACC
IGN1

FIRSTECH,LLC.

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 2** installs require *CAN/OBD* configuration, as illustrated. Secure the unused BCM 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

OBD-II Connector ❶

BCM ❷

PRK/HAZARD LT

BLADE
BLADE **A**

PWR

Lock
W/O ONSTAR **D**

C

PK LIGHTS (-)

B

GM7/12
OBD II CAN

BCM CAN

Green Connector

Pink Connector

Blue Connectors

GREEN
BLUE
WHITE

C

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

FTI-GMK2 Type 2A

SUPPORT 1(888) 820 3690 EXT 203

FTI-GMK2 Type 2B - Vehicle Coverage & Preparation Notes

Make	Model	Year	Install	CAN	Lights	RAP	Trunk	I/O Changes
DL-GM7					Park / Auto			Green White/Blue
Chevrolet	Suburban Key w/o On-Star w/Factory Alarm	2015-16	Type 2	OBD-II	H			
Chevrolet	Tahoe Key w/o On-Star w/Factory Alarm	2015-16	Type 2	OBD-II	H			
GMC	Yukon Key w/o On-Star w/Factory Alarm	2015-16	Type 2	OBD-II	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 2 vehicles attain CAN data from the OBD-II connector, which requires the **CAN/OBD** 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.
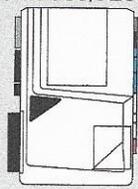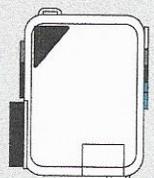
ACC configuration:
Type 1C install requires an ACC pulse with disarm, set feature option 1-11 to option 3 (ACC pulse, same timing as disarm pulse).

Okay, now get to work...

- 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 (Default)
Ignition (Default)	□□	
Trunk	□□	Starter
Starter	□□	Ignition
Parking Light (Default)	□□	Accessory (Default)

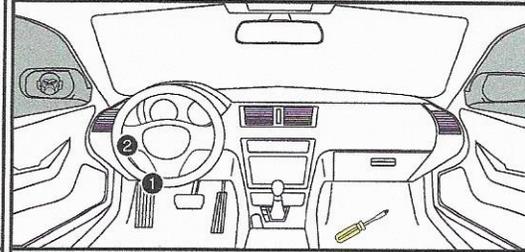CM7000/7200   (Cut loop for A/T)

CM-900S/900AS

CM900AS/900S Jumper

START
ACC
IGN1

F∥RSTECH,LLC.

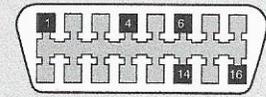**A** Hazard light connection, pin terminated, replace the wire for POC 1 in the CMx I/O connector if hazard flash is desired. See also, note **C**

B CAN/SWC source selector, **Type 2** installs require **CAN/OBD** configuration, as illustrated. Secure the unused BCM 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
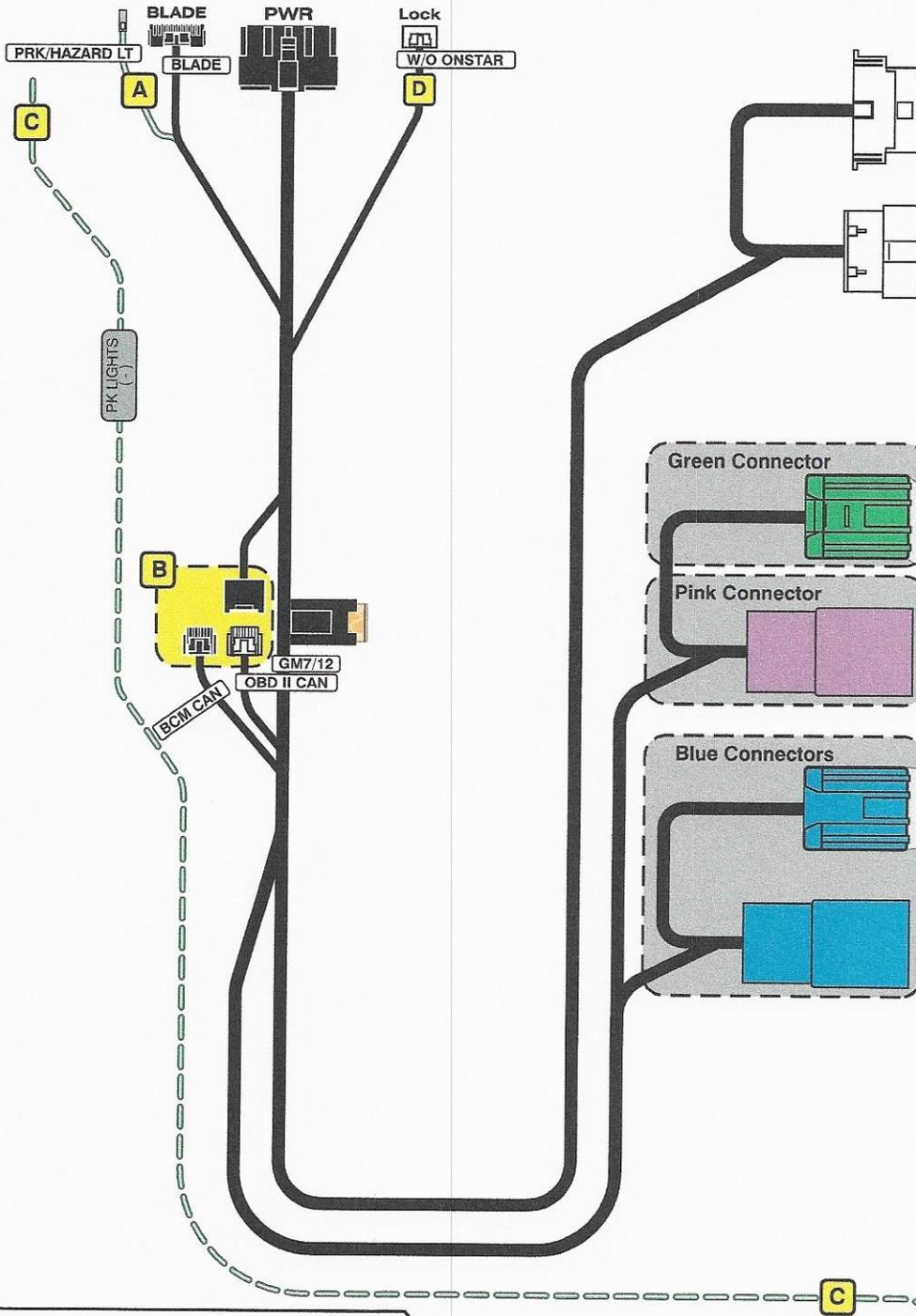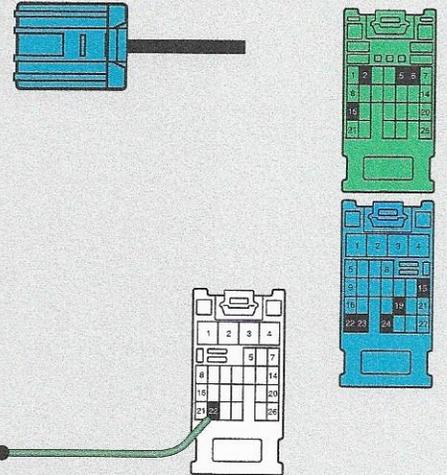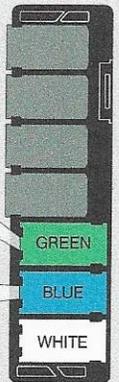
OBD-II Connector ❶

BCM ❷

BLADE PWR Lock

PRK/HAZARD LT

BLADE

BLADE

W/O ONSTAR

A **D**

C

PK LIGHTS (-)

B

GM7/12

OBD II CAN

BCM CAN

Green Connector

Pink Connector

Blue Connectors

GREEN

BLUE

WHITE

C

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

FTI-GMK2 Type 2B
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