

Make	Model	Year	Install	CAN	Lights	BCM	Trunk	I/O Changes
DL-GM8					Park / Auto			Green White/Blue
Buick	Regal PTS	2018-19	Type 1C	BCM	H	PCC		
Cadillac	XT4 PTS	2019	Type 1C	BCM	H	PCC		
Chevrolet	Blazer	2019	Type 1C	BCM	H	PCC		
Chevrolet	Cruze	2019	Type 1C	BCM	H	ADKP		
Chevrolet	Malibu PTS	2016-19	Type 1C	BCM	H	PCC		
Chevrolet	Silverado 1500 PTS	2019	Type 1C	BCM	H	ADKP		
Chevrolet	Traverse PTS	2019	Type 1C	BCM	H	PCC		
Chevrolet	Volt PTS	2016-19	Type 1C	BCM	H	PCC		
GMC	Sierra 1500 PTS	2019	Type 1C	BCM	H	ADKP		

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

Firmware:

Covered vehicles use **BLADE-AL(DL)-GM8**, flash module before installing

Install:

Type 1C vehicle BCM is located on the passenger side of the center console (PCC) ②
 Type 1C* (Cruze, Silverado, and Sierra) BCM is located above the driver's kick panel ③

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.

OBD-II connector:

Harness OBD-II provision is detachable (for use with the included extension) but required to complete installation because power and ground connections are included in that connection

CAN:

All covered vehicles require redirecting the harness CAN connection from the branch extending toward the BLUE BCM connector, to the WHITE BCM connector pins #24 & #25, and utilize **BCM/CAN**, CAN junction configuration. Harness should be stripped and modified approximately 6" from the branch extending to the two BCM connectors, proceed as follows:

- 1.) Strip away the harness cover tape, approximately 6" from the BCM connector junction.
- 2.) Cut and extend CANH & CANL wires to pins 24 & 25 of the white BCM connector.
- 2.) Insulate the CAN wiring in the harness that remain connected to the blue BCM connector.
- 3.) Retape and secure wires that are now exposed, modification complete.

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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	(+)Door Trigger In
Accessory	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	(-)Door Trigger In (Default)
Ignition (Default)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Trunk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Starter
Starter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Ignition
Parking Light (Default)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Accessory (Default)

CM7000/7200 Cut loop for A/T

CM-900S/900AS

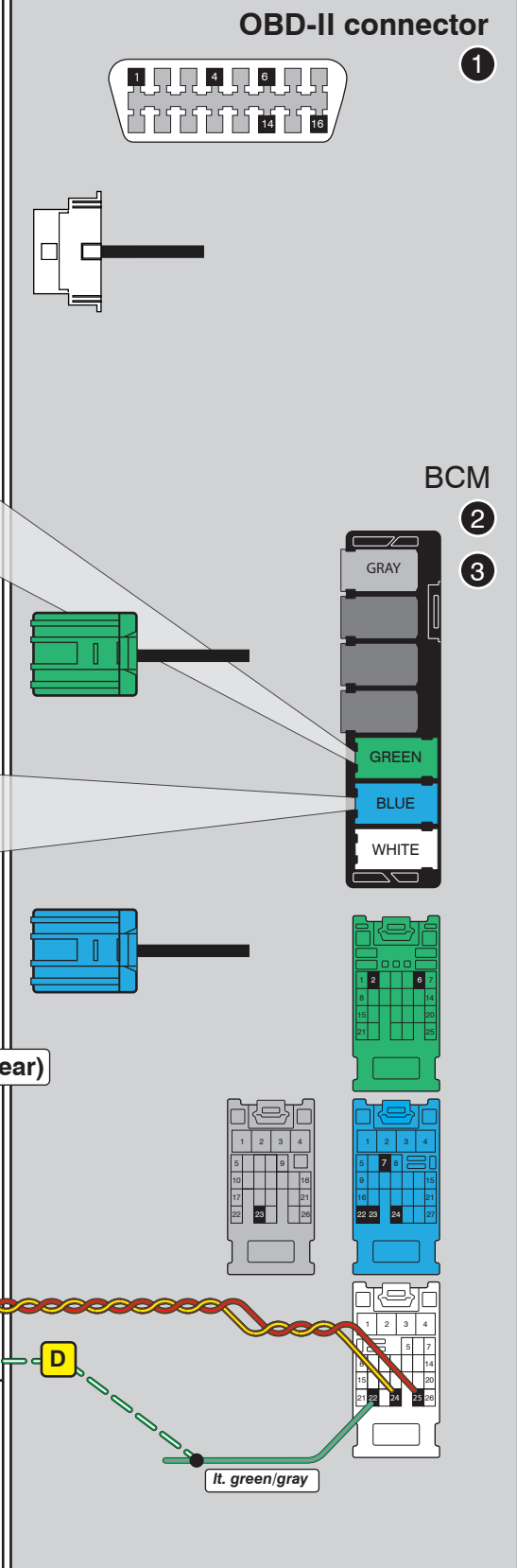
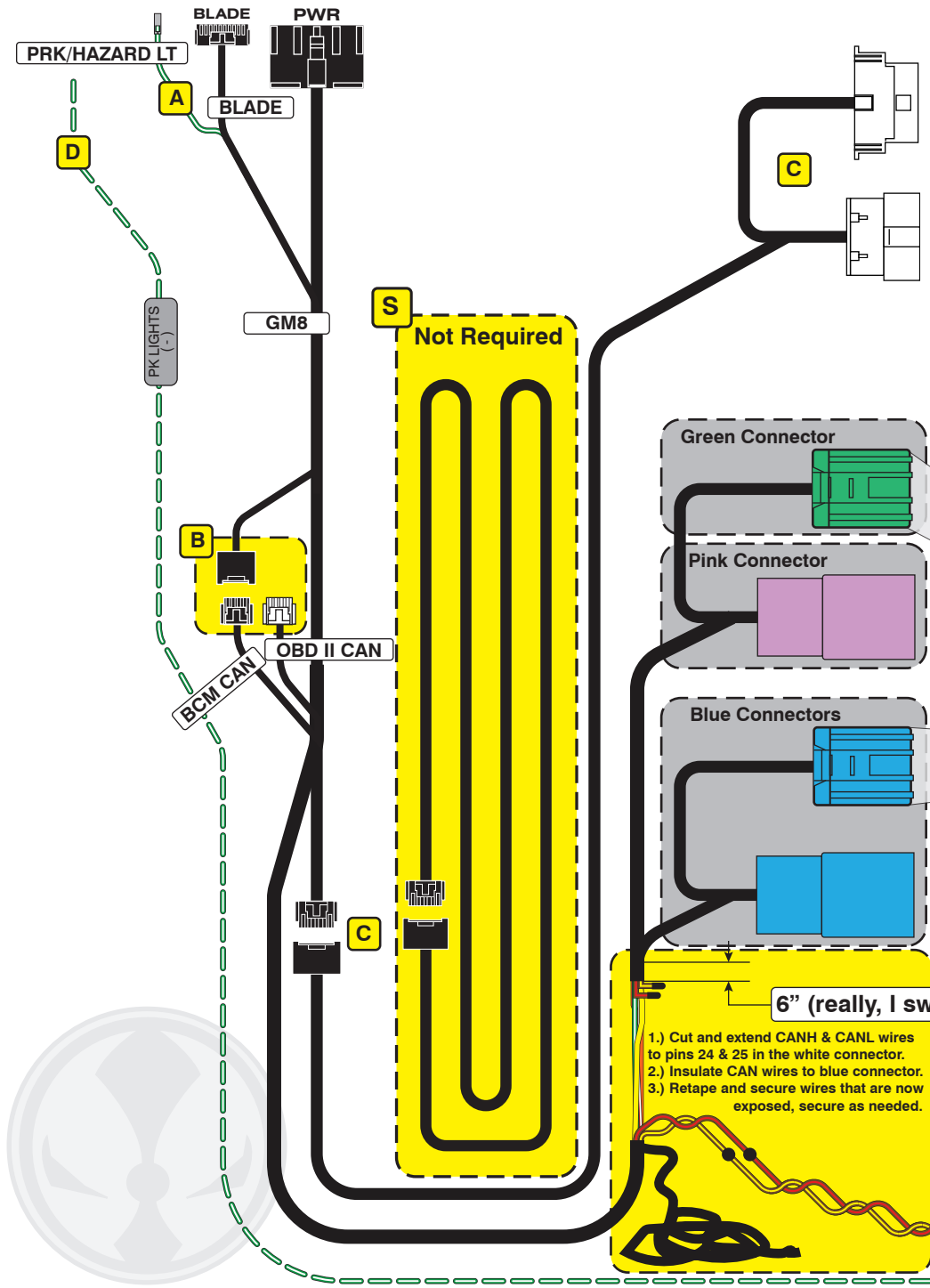
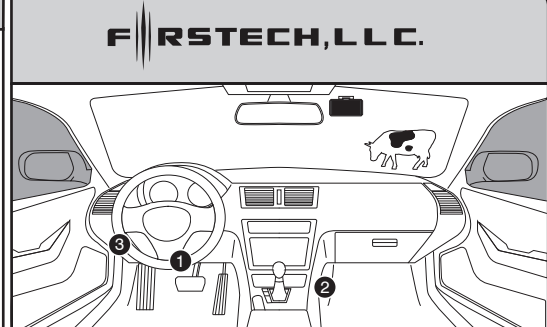
CM900AS/900S Jumper

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**START
ACC
IGN1**

FTI-GMP1 Type 1C - Installation Notes & Wiring Diagram

- A** Hazard light connection, pin terminated, replace the wire for POC 1 in CMx I/O connector if hazard flash is desired. See also, note **D**
- B** CAN/SWC source selector, this install requires connection to **BCM** source for all covered vehicles. See note **C** regarding OBD connector, regardless of OBD-II or BCM selection.
- C** Regardless of CAN/SWC selection, **OBD-II Y-connection is mandatory**. OBD-II is primary source for +12V power and ground, failure to make this connection will result in lots of tears and needing a hug.
- D** 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
- E** Install Type 1C requires a modification redirecting CAN connections from the **blue** to the **white** BCM connector. Strip harness cover to access CANH & CANL, approximately 6" from BCM junction.



Module Programming Procedure

- Step 1 - Use one key during programming, one key only
- Step 2 - Remove battery from fob, place key fob in reader in armrest or center console, confirm placement in owner's manual
- Step 3 - Close/open driver door, activate IGN (PTS 2x or hold 5 sec)
- Step 4 - Wait for red LED, deactivate IGN, wait for rapid blue LED
- Step 5 - Disconnect and complete extended programming
- Step 6 - Reconnect to vehicle, activate IGN (PTS 2x or hold 5 sec)
- Step 7 - Wait for solid blue LED, deactivate IGN, reinstall fob battery, programming complete

LED Programming Error Codes

- Module LED flashing RED during programming
- 1x - No SWC data, check BLUE connector and CAN selection
 - 2x - No immobilizer data, confirm GREEN and BLADE connectors
 - 3x - No HS CAN
 - 4x - No ignition, check BLUE connector and CAN selection
 - 5x - VIN not matching Weblink data, contact engineering
 - 6x - No immobilizer data, check GREEN connector or hold IGN
 - 7x - Immobilizer data error, confirm only using one key
 - 8x - No immobilizer data, check GREEN and BLADE connectors
 - 9x - Immobilizer data error, see above
 - 10x - Klon data error, reset module and repeat programming
 - 11x - No ignition, check BLUE connector and CAN selection

FTI-GMP1 Type 1C

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