

Make	Model	Year	Install	CAN	Lights	RAP	Trunk	I/O Changes
DL-GM12					Park / Auto			Green White/Blue
Chevrolet	Silverado 1500 Key	2017-18	Type 2	OBD-II	H			
Chevrolet	Silverado 2500 Key	2017-19	Type 2	OBD-II	H			
Chevrolet	Silverado 3500 Key	2017-19	Type 2	OBD-II	H			
Chevrolet	Suburban Key	2017-18	Type 2	OBD-II	H			
Chevrolet	Tahoe Key	2017-18	Type 2	OBD-II	H			
GMC	Sierra 1500 Key	2017-18	Type 2	OBD-II	H			
GMC	Sierra 2500 Key	2017-18	Type 2	OBD-II	H			
GMC	Sierra 3500 Key	2017-18	Type 2	OBD-II	H			
GMC	Terrain Flip-key	2017-18	Type 2	OBD-II	H			
GMC	Yukon Key	2017-18	Type 2	OBD-II	H			

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

Firmware:

Covered vehicles use **BLADE-AL(DL)-GM12**, 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.

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

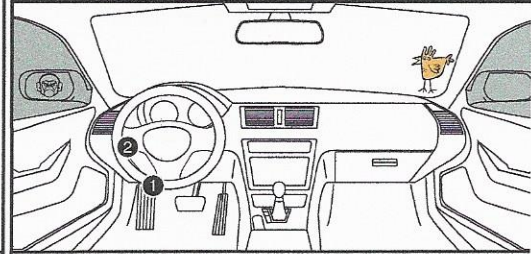
CM7000/7200 Cut loop for A/T

CM-900S/900AS

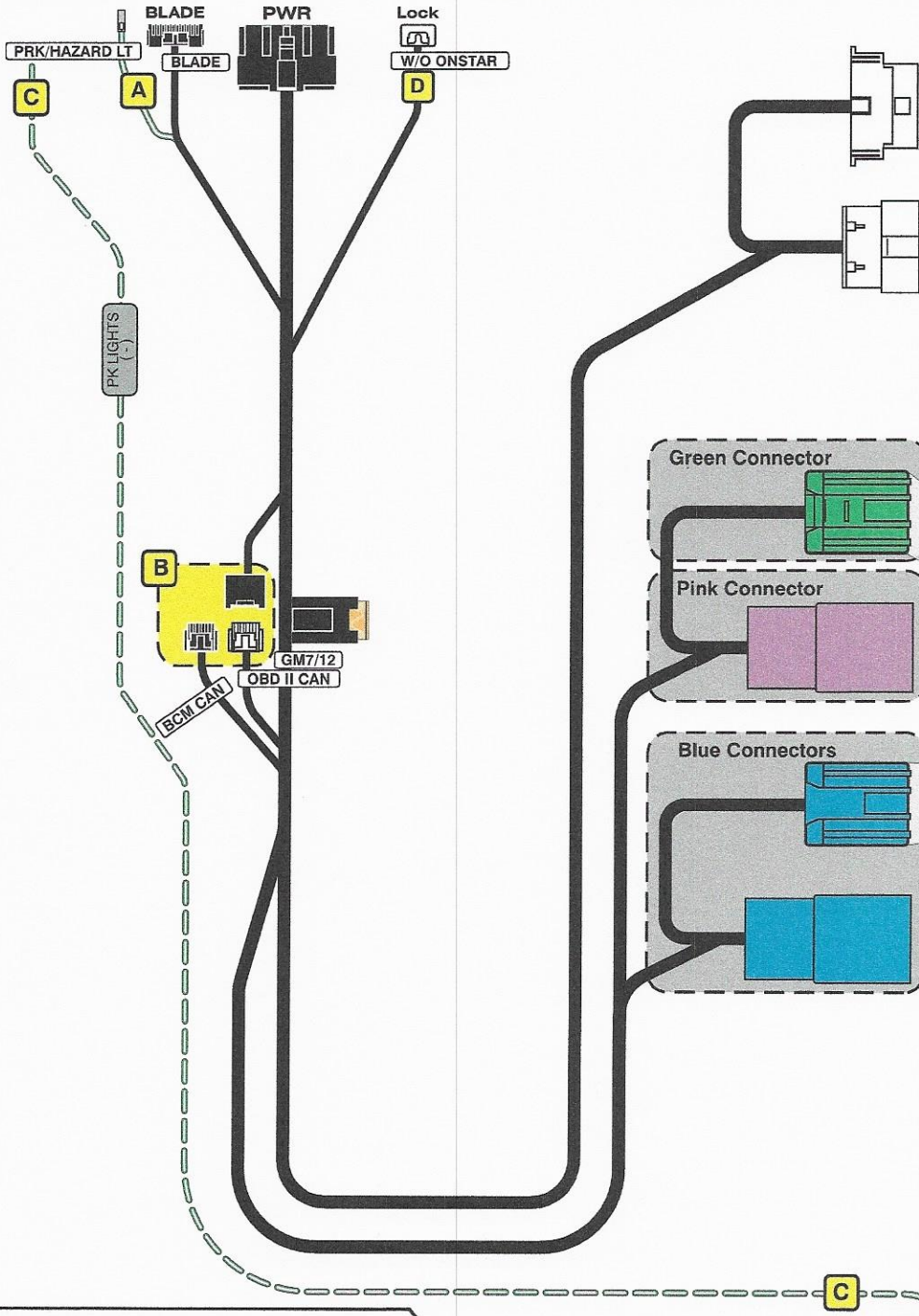
CM900AS/900S Jumper

START
ACC
IGN1

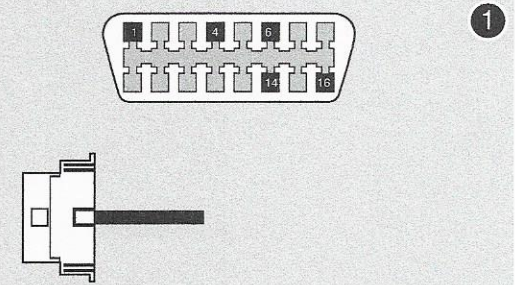




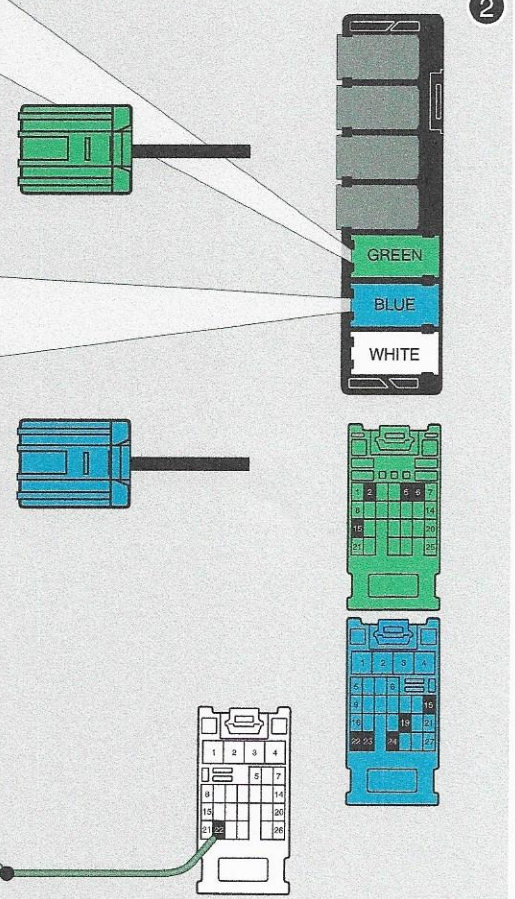
- A** Hazard light connection, pin terminated, replace the wire for POC 1 in the CMx I/O connector if hazard flash is desired. See also, note **C**
- B** CAN/SWC source selector, **Type 2** installs require **CAN/OBD** configuration, as illustrated. Secure the unused BCM connector for safety.
- C** Harness 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 not required for this installation type, secure unused connector to harness body to ensure safety



OBD-II Connector



BCM



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 - Wake vehicle network by opening and closing driver door
- Step 2 - Insert Key, activate IGN, wait for module LED to go solid red
- Step 3 - Remove key from cylinder, LED will go off
- Step 4 - Reinsert key, activate IGN, wait for rapid blue flash
- Step 5 - Remove key, return to computer for extended programming
- Step 6 - Reconnect, wake network, activate IGN, LED goes solid blue
- Step 7 - Programming complete

Make	Model	Year	Install	CAN	Lights Park / Auto	RAP	Trunk	I/O Changes Green White / Blue
DL-GM12								
Buick	Regal Flip-key	2017	Type 1	BCM	H			
Chevrolet	Colorado Key	2017-19	Type 1	BCM	H			
Chevrolet	Cruze Flip-key	2017-19	Type 1	BCM	H			
Chevrolet	Impala Flip-key	2017	Type 1	BCM	H			
Chevrolet	Sonic Flip-key	2017-18	Type 1	BCM	H			
Chevrolet	Trax Flip-key	2017-19	Type 1	BCM	H			
GMC	Canyon Key	2017-18	Type 1	BCM	H			

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

Firmware:

Covered vehicles use **BLADE-AL(DL)-GM12**, 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:

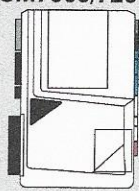
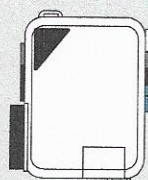
Type H lights are incorporated in the harness and utilize the vehicle hazard lights for visual display of runtime status/diagnostics. Re-pinning of the CM I/O (gray) harness is required if you wish to use hazard lights, traditional parking light option is noted in the installation notes and diagram. 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.

Okay, now get to work...

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

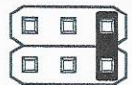
Jumper Setting			
Parking Light	<input type="checkbox"/>	<input type="checkbox"/>	(+)Door Trigger In
Accessory	<input type="checkbox"/>	<input type="checkbox"/>	(-)Door Trigger In (Default)
Ignition (Default)	<input type="checkbox"/>	<input type="checkbox"/>	
Trunk	<input type="checkbox"/>	<input type="checkbox"/>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

CM7000/7200 Cut loop for A/T

CM-900S/900AS

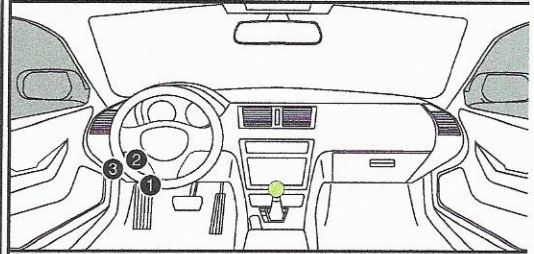
CM900AS/900S Jumper



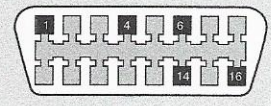
**START
ACC
IGN1**



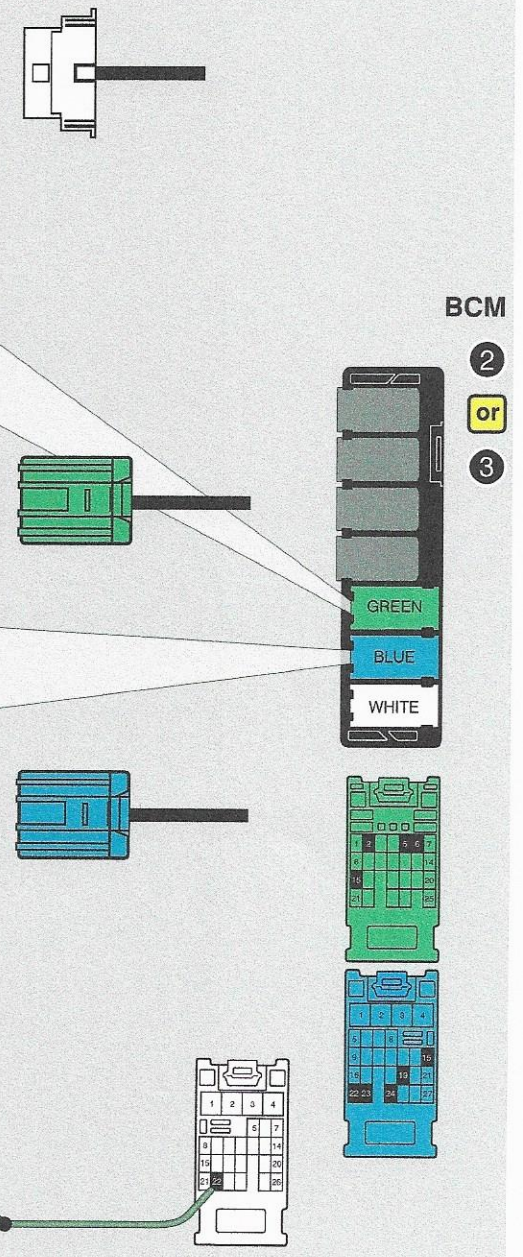
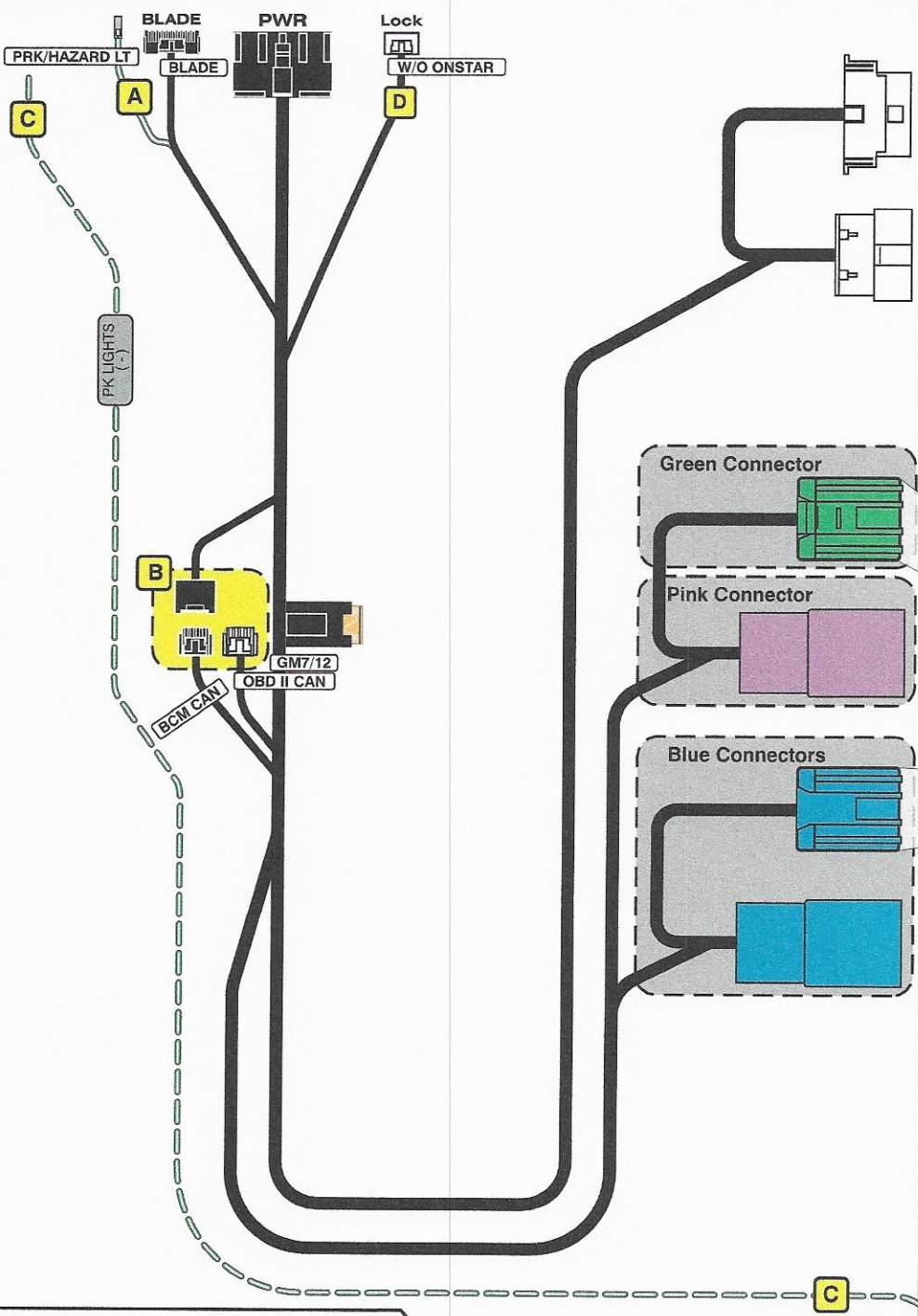
- A** Hazard light connection, pin terminated, replace the wire for POC 1 in the CMx I/O connector if hazard flash is desired. See also, note **C**
- B** CAN/SWC source selector, **Type 1** installs require **CAN/BCM** configuration, as illustrated. Secure the unused OBD connector for safety.
- C** Harness 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 not required for this installation type, secure unused connector to harness body to ensure safety



OBD-II Connector



1



BCM

2

or

3

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 - Wake vehicle network by opening and closing driver door
- Step 2 - Insert Key, activate IGN, wait for module LED to go solid red
- Step 3 - Remove key from cylinder, LED will go off
- Step 4 - Reinsert key, activate IGN, wait for rapid blue flash
- Step 5 - Remove key, return to computer for extended programming
- Step 6 - Reconnect, wake network, activate IGN, LED goes solid blue
- Step 7 - Programming complete

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	2017-19	Type 1	BCM	H			

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

Firmware:

Covered vehicles use **BLADE-AL(DL)-GM12**, 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:

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

CM7000/7200 Cut loop for A/T

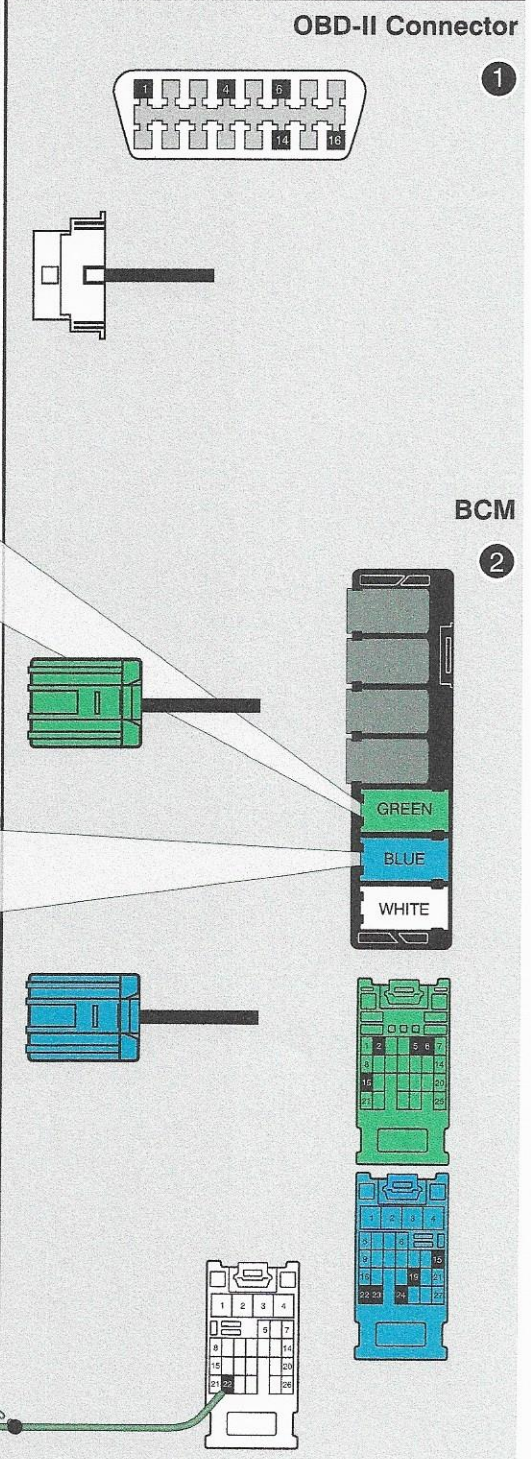
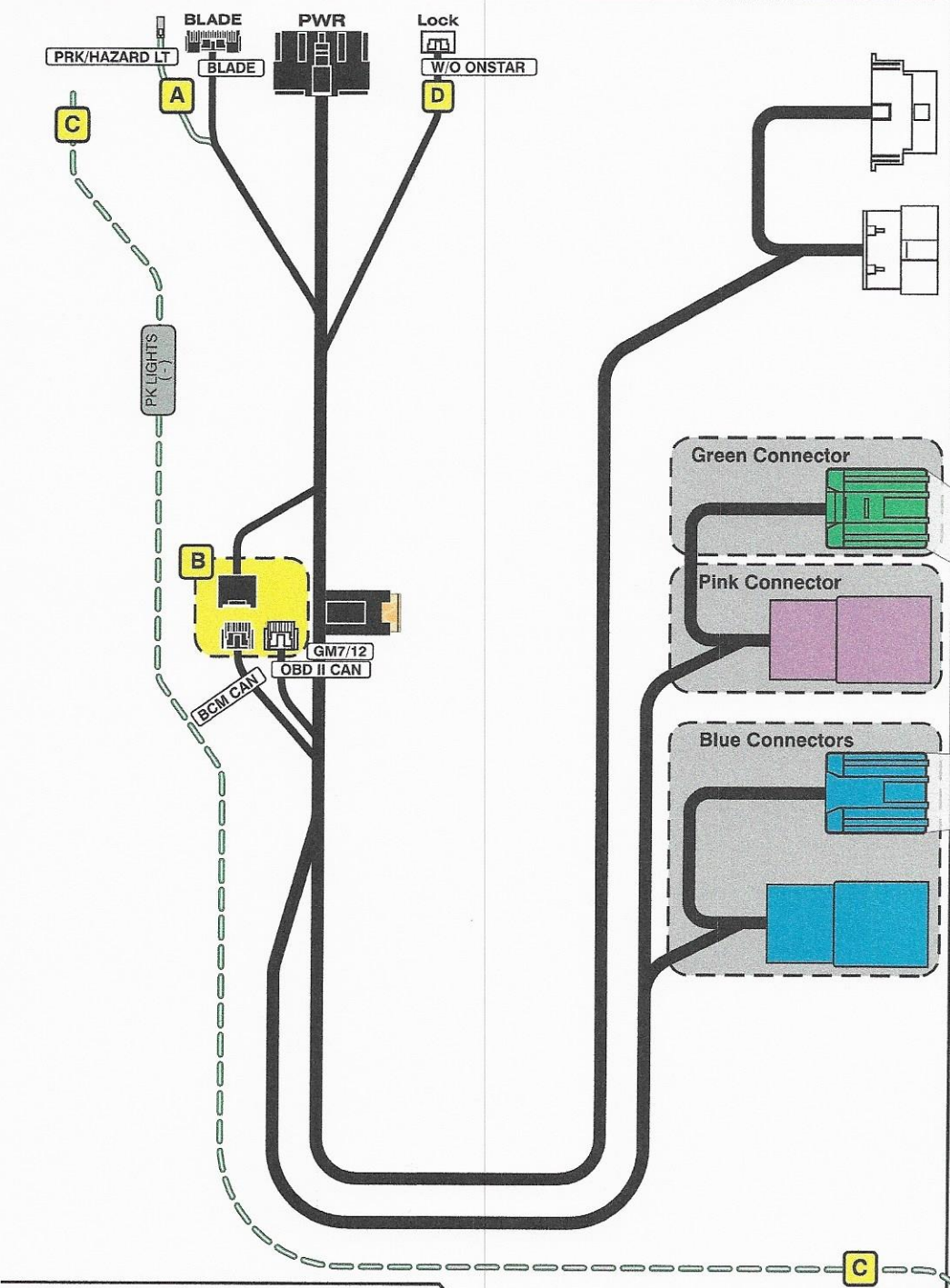
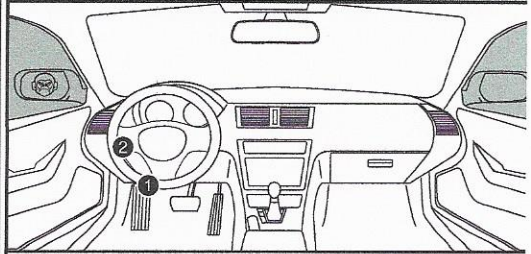
CM-900S/900AS

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



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 - Wake vehicle network by opening and closing driver door
- Step 2 - Insert Key, activate IGN, wait for module LED to go solid red
- Step 3 - Remove key from cylinder, LED will go off
- Step 4 - Reinsert key, activate IGN, wait for rapid blue flash
- Step 5 - Remove key, return to computer for extended programming
- Step 6 - Reconnect, wake network, activate IGN, LED goes solid blue
- Step 7 - Programming complete

Make	Model	Year	Install	CAN	Lights	RAP	Trunk	I/O Changes
DL-GM12					Park / Auto			Green White/Blue
Chevrolet	Colorado Key w/o On-Star w/Factory Alarm	2017-19	Type 1	BCM	H			
Chevrolet	Silverado 1500 Key w/o On-Star w/Factory Alarm	2017-18	Type 1	BCM	H			
Chevrolet	Silverado 2500 Key w/o On-Star w/Factory Alarm	2017-19	Type 1	BCM	H			
Chevrolet	Silverado 3500 Key w/o On-Star w/Factory Alarm	2017-19	Type 1	BCM	H			
GMC	Canyon Key w/o On-Star	2017-18	Type 1	BCM	H			
GMC	Canyon Key w/o On-star w/Factory Alarm	2017-18	Type 1	BCM	H			
GMC	Sierra 1500 Key w/o On-Star w/Factory Alarm	2017-18	Type 1	BCM	H			
GMC	Sierra 2500 Key w/o On-Star w/Factory Alarm	2017-19	Type 1	BCM	H			
GMC	Sierra 3500 Key w/o On-Star w/Factory Alarm	2017-19	Type 1	BCM	H			

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

Firmware:

Covered vehicles use **BLADE-AL(DL)-GM12**, 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:

3M 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:


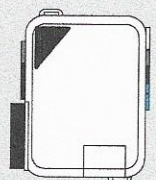
Type 1C install requires an ACC pulse with disarm, set feature option 1-11 to option 3 (ACC pulse, same timing as disarm pulse).

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

CM7000/7200 Cut loop for A/T

CM-900S/900AS

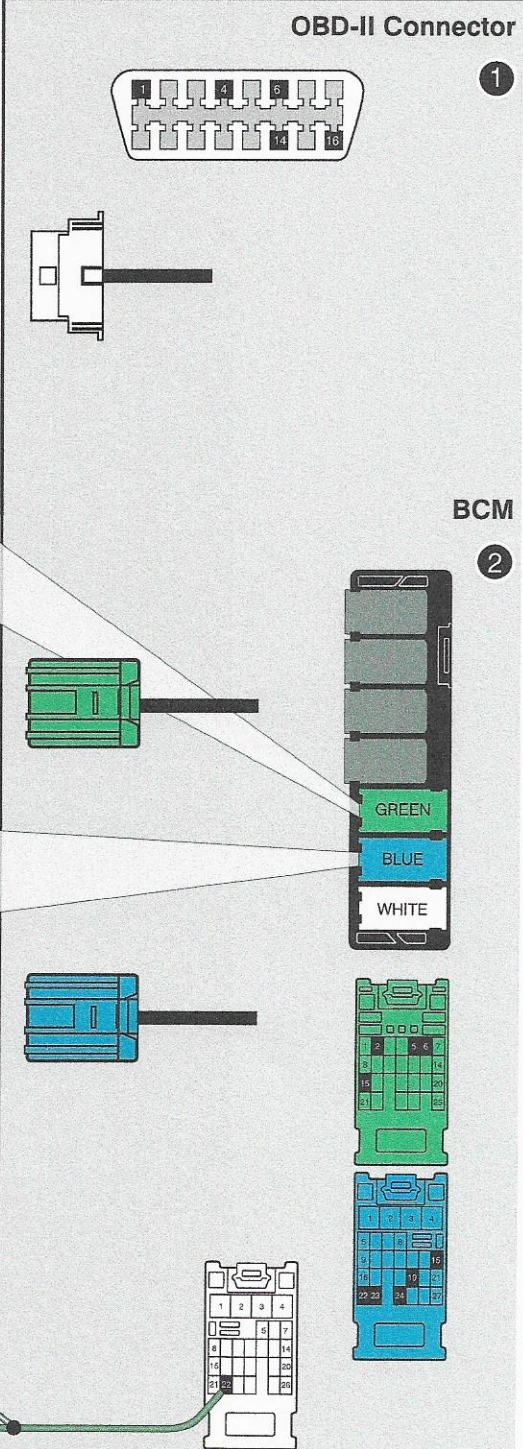
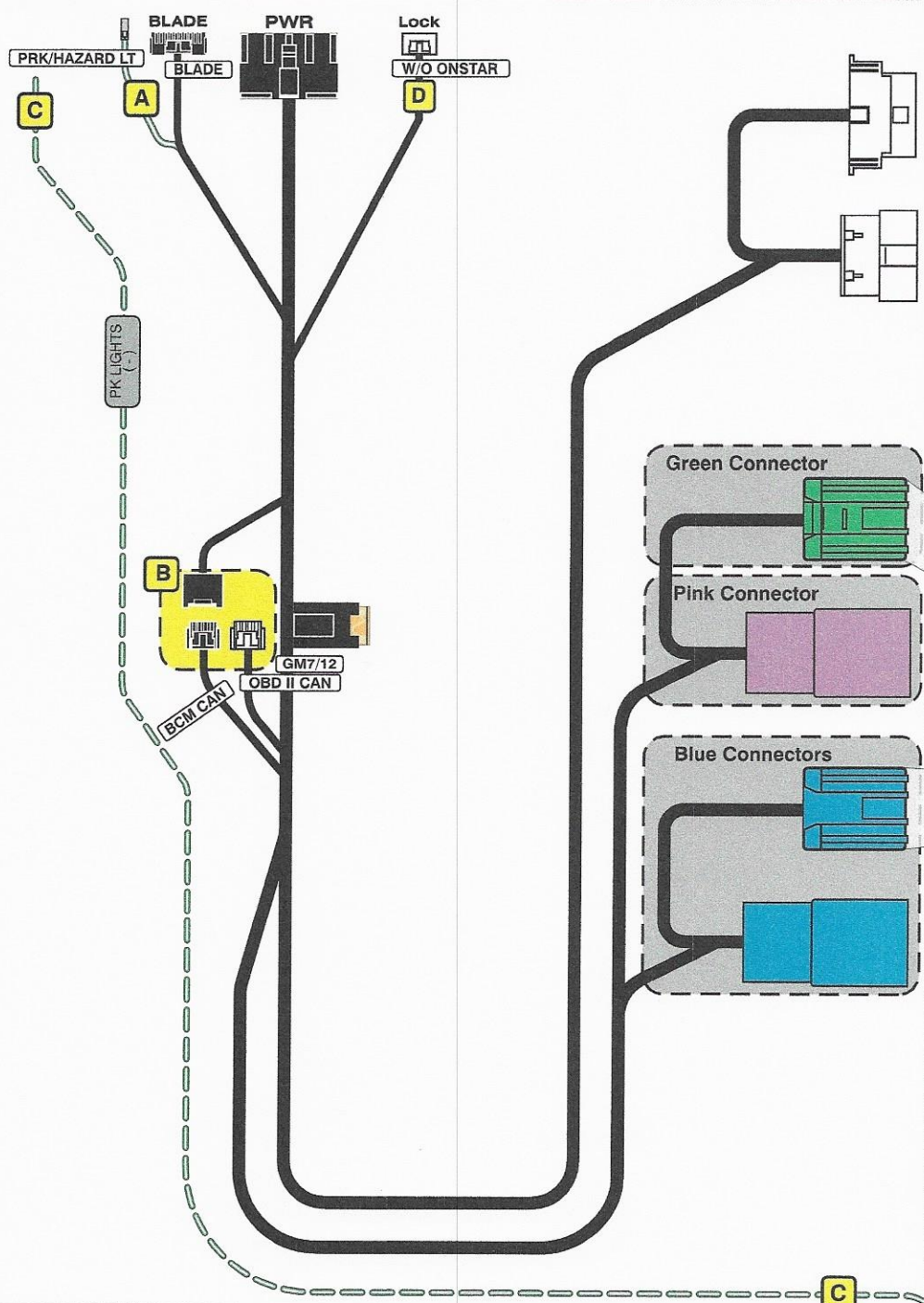
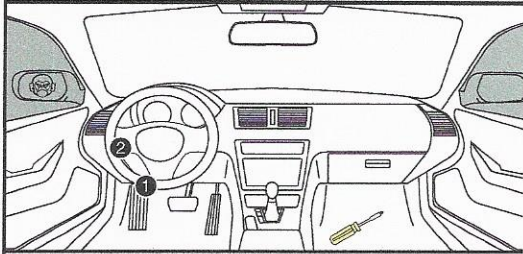
CM900AS/900S Jumper



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



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 - Wake vehicle network by opening and closing driver door
- Step 2 - Insert Key, activate IGN, wait for module LED to go solid red
- Step 3 - Remove key from cylinder, LED will go off
- Step 4 - Reinsert key, activate IGN, wait for rapid blue flash
- Step 5 - Remove key, return to computer for extended programming
- Step 6 - Reconnect, wake network, activate IGN, LED goes solid blue
- Step 7 - Programming complete

Make	Model	Year	Install	CAN	Lights	RAP	Trunk	I/O Changes
DL-GM12					Park / Auto			Green White/Blue
Chevrolet	Silverado 1500 Key w/o On-Star / Silverado LD	2017-18 *2019	Type 2 see note	OBD-II	H			
Chevrolet	Silverado 2500 Key w/o On-Star	2017-19	Type 2	OBD-II	H			
Chevrolet	Silverado 3500 Key w/o On-Star	2017-19	Type 2	OBD-II	H			
Chevrolet	Suburban Key w/o On-Star	2017-18	Type 2	OBD-II	H			
Chevrolet	Tahoe Key w/o On-Star	2017-18	Type 2	OBD-II	H			
GMC	Sierra 1500 Key w/o On-Star	2017-18	Type 2	OBD-II	H			
GMC	Sierra 2500 Key w/o On-Star	2017-19	Type 2	OBD-II	H			
GMC	Sierra 3500 Key w/o On-Star	2017-19	Type 2	OBD-II	H			
GMC	Yukon Key w/o On-Star	2017-18	Type 2	OBD-II	H			

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

Firmware:

Covered vehicles use **BLADE-AL(DL)-GM12**, 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.

2019 Silverado: The FTI-GMK2 harness is directly compatible with the **Silverado LD (old body style, use 2017-18 install)**, and can be modified to be compatible with the new body style Silverado by hardwiring CAN and door lock connections as follows:

- CAN:** White 26-pin BCM connector (CANH - pin #25, CANL - pin #24)
- Door Locks:** Gray 26-pin BCM connector (lock - pin #21, unlock - pin #24)
- Tailgate Release:** Pink 27-pin BCM connector (tailgate release - pin #14)



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

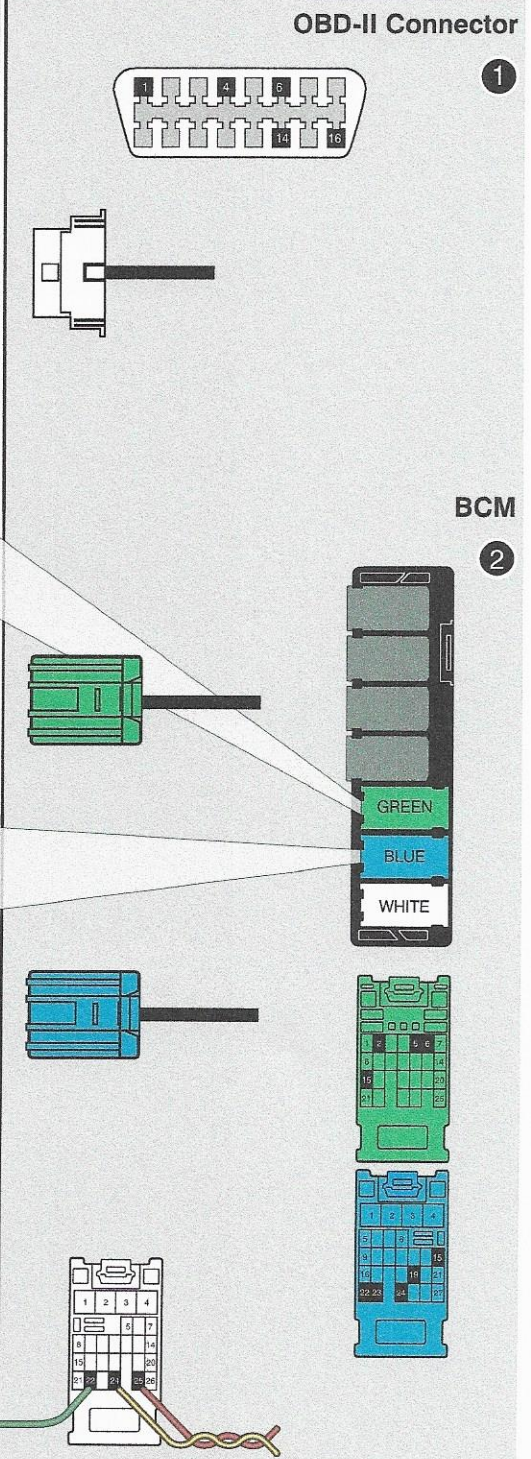
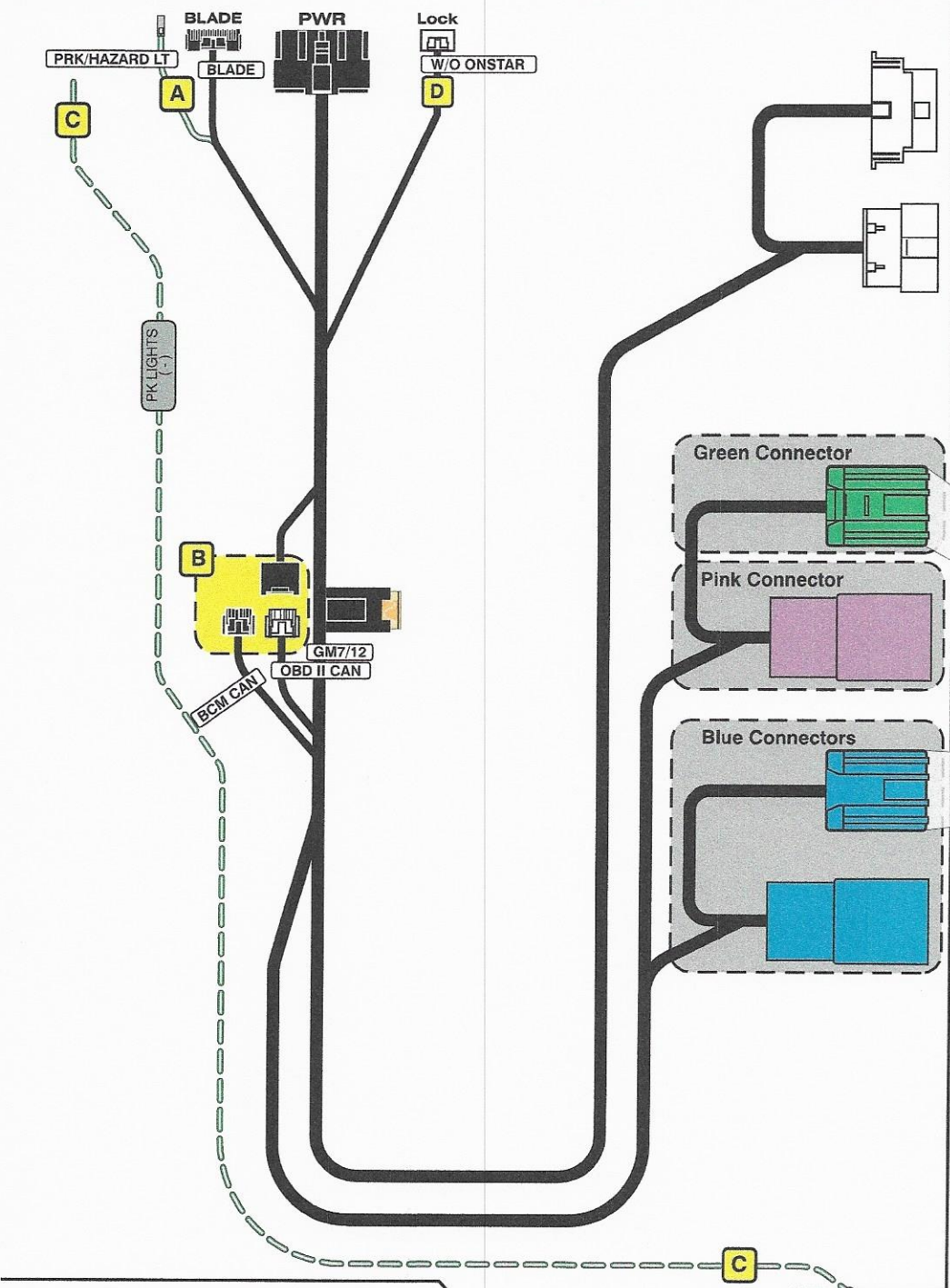
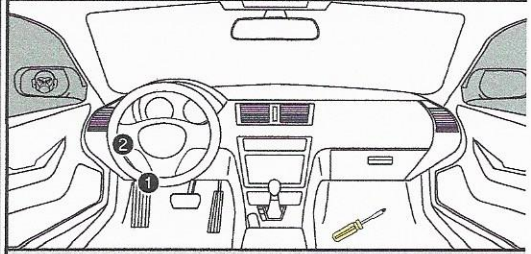
CM7000/7200 Cut loop for A/T

CM-900S/900AS

CM900AS/900S Jumper

START
ACC
IGN1

- A** Hazard light connector, 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



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 2B2

Make	Model	Year	Install	CAN	Lights	RAP	Trunk	I/O Changes
DL-GM12					Park / Auto			Green White/Blue
Chevrolet	Suburban Key w/o On-Star w/Factory Alarm	2017-18	Type 2	OBD-II	H			
Chevrolet	Tahoe Key w/o On-Star w/Factory Alarm	2017-18	Type 2	OBD-II	H			
GMC	Yukon Key w/o On-Star w/Factory Alarm	2017-18	Type 2	OBD-II	H			

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

Firmware:

Covered vehicles use **BLADE-AL(DL)-GM12**, 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 connectors 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:

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

CM7000/7200 Cut loop for A/T

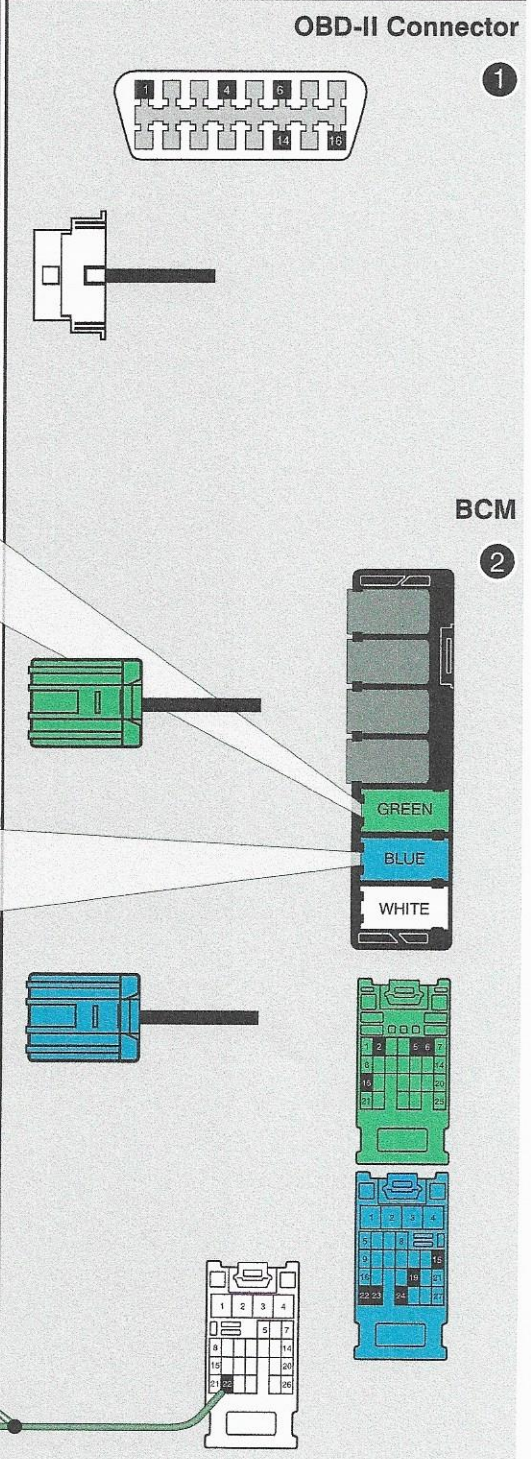
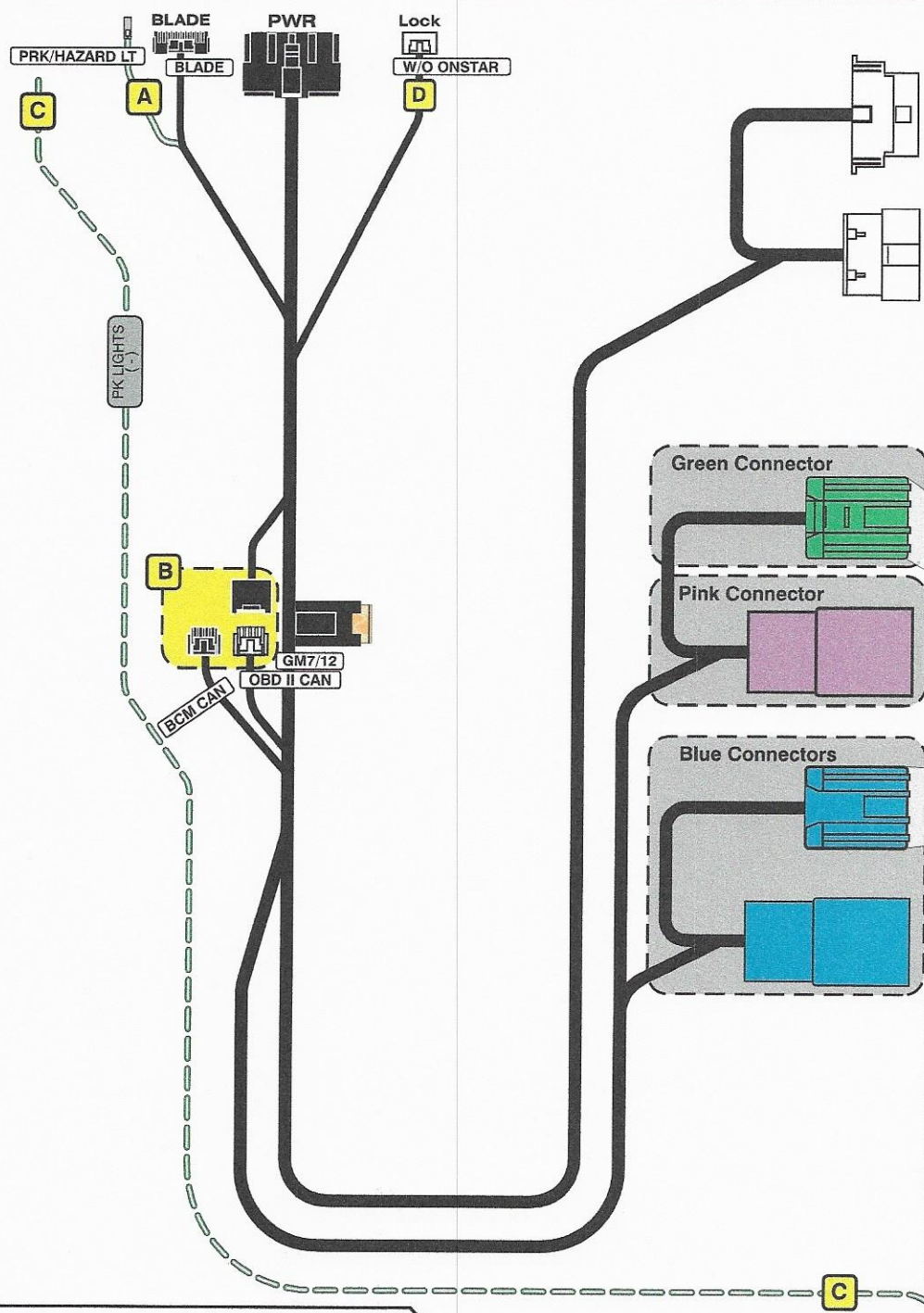
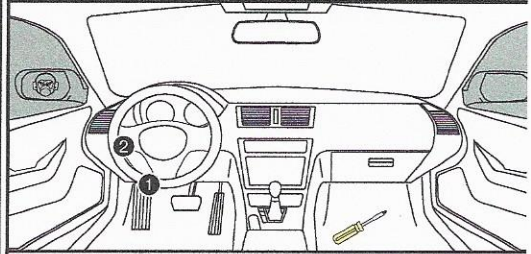
CM-900S/900AS

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 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



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 & BLADE to go off
- Step 4 - Remove then reinsert key, activate IGN again
- Step 5 - Module LED should go solid blue, programming complete