PL

Automotive Data Solutions Inc.

INSTALL GUIDE
ADS-TBSL-PL

AVAILABLE FOR : ADS-TBSL PL

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20110120

VERSION FRANÇAISE DISPONIBLE EN LIGNE AU **WWW.IDATALINK.COM**
PLEASE VISIT **WWW.IDATALINK.COM/SUPPORT** FOR COMPLETE PRODUCT DETAILS

PONTIAC.   CHEVROLET   BUICK

SATURN.   SAAB   Oldsmobile

ISUZU   HUMMER   GMC   Cadillac

NOTICE: The manufacturer will accept no responsibility for any electrical damage resulting from improper installation of this product, be that either damage to the vehicle itself or to the installed device. This device must be installed by a certified technician. This guide has been written for properly trained technicians; a certain level of skill & knowledge is therefore assumed. Please review the Installation Guide carefully before beginning any work.

INSTALL TYPE SELECTION

MAKE	MODEL	YEAR	INSTALL TYPE
BUICK	Allure	05-10	6
	Century	97-99	1
	Century	00-05	6
	Enclave	08-10	9 or 10
	LaCrosse	05-09	6
	LeSabre / Ultra	93-99	1
	LeSabre / Ultra	00-05	6
	Lucerne	06-10	9 or 10
	Park Avenue	91-96	1
	Park Avenue	97-05	6
	Rainier	04-07	6
	Regal	96-99	1
	Regal	00-04	6
	Rendez-vous	02-07	6
	Riviera	94-99	1
	Roadmaster	95-96	1
	Skylark	96-98	2
	Terraza	05-07	6
CADILLAC	Allante	91-93	1
	Brougham	90-96	1
	Concours	96-99	1
	CTS	03-07	6
	CTS	08-09	9 or 10
	DeVille	89-99	1
	Deville	00-05	6
	DTS	06-09	9 or 10
	Eldorado	91-02	1
	Escallade	99-06	6
	Escallade EXT	03-06	6
	Escallade / ESV / Hybrid	07-10	9 or 10
	Escallade EXT	07-10	9 or 10
	Fleetwood	90-96	1
	Seville	91-97	1
	Seville	98-03	6
	SLS	98-99	13
	SLS	00-04	6
	SRX	04-06	6
	SRX	07-09	9 or 10
	STS	98-99	13
	STS	00-04	6
CHEVROLET	Astro	98-05	6
	Avalanche	02-06	6
	Avalanche	07-10	9 or 10
	Aveo	09	12
	Aveo 5	09	12
	Blazer	98-05	6

MAKE	MODEL	YEAR	INSTALL TYPE
CHEVROLET	Camaro	93-02	1
	Camaro	10	12
	Caprice	94-96	1
	Cavalier	95-99	2
	Cavalier	00-05	6
	Classic*	04-05	3
	Cobalt	05-06	7
	Cobalt	07-10	8
	Colorado	04-08	11
	Corvette	94-05	1
	Equinox	05-06	3
	Equinox	07-09	9 or 10
	Equinox	10	12
	Express	98-07	6
	Express	08-10	9 or 10
	HHR	06	7
	HHR	07-10	8
	Impala	00-05	6
	Impala	06-09	9 or 10
	Lumina	95-99	1
	Malibu	97-03	3
	Malibu	07-10	8
	Malibu Classic	04-06	7
	Malibu Hybrid	08-10	8
	Malibu MAXX	04-06	7
	Malibu MAXX	07-09	8
	Monte Carlo	95-99	1
	Monte Carlo	00-05	6
	Monte Carlo	06-09	9 or 10
	S10 / S15	98-04	6
	Silverado	99-06	6
	Silverado / Hybrid	07-10	9 or 10
	SSR	04-06	6
	Suburban	99-02	6
	Suburban	03-06	6
	Suburban	07-09	9 or 10
	Tahoe	99-06	6
	Tahoe / Hybrid	07-09	9 or 10
	Terrain	10	12
	Trailblazer	02-09	6
	Traverse	09-10	9 or 10
	Uplander	05-09	6
	Venture	99	5
	Venture	00-04	6

* Same model generation as the 97-03 Malibu

NOTE

I   Important: this data module does not disarm OEM alarm. For OEM alarm arm/disarm application, use DLSL-GM, GM1, GM2, GM3 or GM4 products (visit our website for compatibilty charts).

To determine the vehicle year refer to the 10th digit of the VIN. A vehicle manufactured in 2007 will have a 7 in position 10

X X X X X X X X X 7 X X X X X X X

ie:
1988 = J
1989 = K
1990 = L
1991 = M
1992 = N
1993 = P
1994 = R
1995 = S
1996 = T
1997 = V
1998 = W
1999 = X
2000 = Y
2001 = 1
2002 = 2
2003 = 3
2004 = 4
2005 = 5
2006 = 6
2007 = 7
2008 = 8
2009 = 9
2010 = A

INSTALL TYPE SELECTION

MAKE	MODEL	YEAR	INSTALL TYPE
HUMMER	H2	03-08	6
	H2	08-09	9 or 10
	H3	06-08	11
GMC	Acadia	07-10	9 or 10
	Canyon	04-08	11
	Envoy	98-09	6
	Jimmy	98-05	6
	Safari	98-05	6
	Savana	98-07	6
	Savana	08-10	9 or 10
	Sierra / CK	98-99	2
	Sierra / CK	98-06	6
	Sierra	07-10	9 or 10
	Sonoma	98-04	6
	Yukon/Denali	99-06	6
	Yukon/XL /Denali /Hybrid	07-09	9 or 10
ISUZU	Ascender	03-08	6
	Hombre	98-00	6
	I-280	05-06	11
	I-290	07-08	11
	I-350	05-06	11
	I-370	07-08	11
OLDSMOBILE	Achieva	96-98	2
	Alero	99-04	6
	Aurora	95-99	1
	Aurora	01-03	6
	Bravada	98-04	6
	Cutlass	95-96	1
	Eighty-Eight	95-99	1
	Intrigue	98-02	6
	LSS	97-99	1
	Nighty-Eight	95-96	1
	Regency	97-99	1
	Silhouette	99	5
	Silhouette	00-04	6
PONTIAC	Aztek	01-05	6
	Bonneville	95-99	1
	Bonneville	00-05	6
	Firebird	93-02	1
	G3 Wave	09	12
	G6	05-06	7
	G6	07-09	8
	Grand Am	95-98	2
	Grand Am	99-05	6
	Grand Prix	94-96	1
	Grand Prix	00-03	5

MAKE	MODEL	YEAR	INSTALL TYPE
PONTIAC	Grand Prix	04-08	6
	GTO	04-05	1
	Montana	00-04	6
	Montana SV6	05-09	6
	Pursuit / G5	05-06	7
	Pursuit / G5	07-10	8
	Solstice	06	7
	Solstice	07-09	8
	Sunfire	95-99	2
	Sunfire	00-05	6
	Torrent	06	3
	Torrent	07-09	9 or 10
	Transport	99	5
	Wave	09	12
SAAB	97x	06-09	6
SATURN	Aura / Hybrid	07-10	8
	Ion	03-07	4
	L	00-05	3
	Outlook	07-10	9 or 10
	Relay	05-07	6
	S	00-03	6
	Sky	07-09	8
	Vue	02-07	3
	Vue / Hybrid	08-09	9 or 10
SUZUKI	XL7	08-09	9 or 10

KNOWLEDGE BASE

INSTALL TYPE 1

FRAGILE VATS TUBE HARNESS
The wires inside the VATS tube harness are extremely fragile, it is strongly recommended to connect to the wires located on the other side of the VATS connector (under the dash) as they are much sturdier and will improve installation reliability.

VATS TAMPER MODE
On vehicles equipped with the VATS system, a Tamper Mode can occur due to an open circuit or insufficient voltage on the VATS wire. To exit Tamper Mode, repair the failure and wait 3 minutes. The vehicle should then be ready to start using a valid key.

INSTALL TYPE 2

HOW TO TEST THE PASSLOCK I WIRE
The Passlock wire's voltage can vary according to the ignition's position. Although a small variation can occur when using a voltmeter, the Passlock wire should reflect the following results:
- With the ignition OFF, the wire tests ±0 VDC
- With the ignition ON, the wire tests in a range from ±1.2VDC to ±4.7 VDC
- Upon start, the wire tests ±5 VDC

WHAT IS THE BULBTEST WIRE
Unique to Passlock I systems, the Bulbtest wire is used to trigger a Cluster Circuit Check and the Passlock validation time window. The Bulbtest wire requires a ground (-) signal during the vehicle crank cycle. If this signal would be missing, a Passlock failure would occur without locking the vehicle in tamper mode.

WARNING!
A second (+) ignition is required to be powered on all Passlock I equipped vehicles. The second ignition is usually a White, Green or Pink/White wire found in the main ignition harness. Make sure this wire is powered as a second ignition during remote start.

PASSLOCK 1 TAMPER MODE
The Passlock I system is equipped with an antitheft countdown. When a failure to provide the vehicle with a valid Passlock value occurs, the vehicle will enter in Tamper Mode. Depending on various criteria, the vehicle BCM will evaluate the security breach and decide to enter either "Regular" or "Bad" Tamper Mode.
- To exit Tamper Mode, repair the failure in question.
- During the following steps, make sure the battery is fully charged (it is recommend to apply e-brake to turn off DRL on Canadian vehicles).
- Turn the vehicle ignition ON, move the key to the START position and bring it back to the ON position before the car started.
- Leave the key to the ON position. The security indicator will start blinking.
- After 10 minutes, the security indicator will stop blinking, turn ON solid, then turn OFF.
- Turn the vehicle ignition to the OFF position, wait 15 seconds and then attempt to start the vehicle.
- If the vehicle starts, wait for the security indicator to turn OFF before you turn off the engine. If the vehicle fails to start, keep the ignition ON, YOU ARE IN "BAD" Tamper mode and may have to repeat the entire sequence up to 3 times which may take over 30 minutes. There's no solution to get the vehicle out of Tamper Mode faster then waiting the required delays in each cycles.

INSTALL TYPE 3

HOW TO TEST THE PASSLOCK II WIRE
The Passlock wire's voltage can vary according to the ignition's position. Although a small variation can occur when using a voltmeter, the Passlock wire should reflect the following results:

- With the ignition OFF, the wire tests ±0 VDC
- With the ignition ON, the wire tests in a range from ±1.2VDC to ±4.7 VDC

WARNING!
A second (+) ignition is required to be powered on all Passlock II equipped vehicles. The second ignition is usually a White, Green or Pink/White wire found in the main ignition harness. Make sure this wire is powered as a second ignition during remote start.

PASSLOCK II TAMPER MODE
The Passlock II system is equipped with an antitheft countdown. When a failure to provide the vehicle with a valid Passlock value occurs, the vehicle will enter in Tamper Mode. Depending on various criteria, the vehicle BCM will evaluate the security breach and decide to enter either "Regular" or "Bad" Tamper Mode.
- To exit Tamper Mode, repair the failure in question.
- During the following steps, make sure the battery is fully charged (it is recommend to apply e-brake to turn off DRL on Canadian vehicles).
- Turn the vehicle ignition ON, move the key to the START position and bring it back to the ON position before the car started.
- Leave the key to the ON position. The security indicator will start blinking.
- After 10 minutes, the security indicator will stop blinking, turn ON solid, then turn OFF.
- Turn the vehicle ignition to the OFF position, wait 15 seconds and then attempt to start the vehicle.
- If the vehicle starts, wait for the security indicator to turn OFF before you turn off the engine. If the vehicle fails to start, keep the ignition ON, YOU ARE IN "BAD" Tamper mode and may have to repeat the entire sequence up to 3 times which may take over 30 minutes. There's no solution to get the vehicle out of Tamper Mode faster then waiting the required delays in each cycles.

KNOWLEDGE BASE

INSTALL TYPE 4, 7, 8 & 11

HOW TO TEST THE "NEW GENERATION PASSLOCK" WIRE
The Passlock wire's voltage can vary according to the ignition's position. Although a small variation can occur when using a voltmeter, the Passlock wire should reflect the following results:

- On "Keysense", the wire tests ±12 VDC
- On "Accessory", the wire tests ±0 VDC
- With the ignition "ON", the wire tests ±4.0 VDC
- Upon start, the wire tests ±3 VDC

WARNING!
The vehicles equipped with a new generation Passlock system usually don't have any (+) Start wire. The vehicle monitors the Passlock wire and the Accessory Power Drop while the ignition is ON to determine proper crank timing. Do not connect the remote starter (+) start wire to the vehicle if it's listed MUX or Passlock.

When learning the module to the vehicle, take into consideration that the module has to see 20 identical readings of every key position voltage before validating all the Passlock values. Give the module enough time into every key position to acquire its accurate sampling.

"NEW GENERATION" PASSLOCK TAMPER MODE
The new generation Passlock system is equipped with an anti theft countdown. Failure to provide the vehicle with the required Passlock value will lock the vehicle in Tamper Mode. Depending on various criteria, the vehicle BCM will evaluate the security breach and will decide if it locks itself in regular or "bad" Tamper mode.
- To exit Tamper Mode, repair the failure in question.
- During the following steps, make sure the battery is fully charged (it is recommend to apply e-brake to turn off DRL on Canadian vehicles).
- Turn the vehicle ignition ON, move the key to the START position and bring it back to the ON position before the car started.
- Leave the key to the ON position. The security indicator will start blinking.
- After 10 minutes, the security indicator will stop blinking, turn ON solid, then turn OFF.
- Turn the vehicle ignition to the OFF position, wait 15 seconds and then attempt to start the vehicle.
- If the vehicle starts, wait for the security indicator to turn OFF before you turn off the engine. If the vehicle fails to start, keep the ignition ON, YOU ARE IN "BAD" Tamper mode and may have to repeat the entire sequence up to 3 times which may take over 30 minutes. There's no solution to get the vehicle out of Tamper Mode faster then waiting the required delays in each cycles.

INSTALL TYPE 9, 10 & 12

HOW TO TEST THE "NEW GENERATION PASSLOCK" WIRE
The Passlock wire's voltage can vary according to the ignition's position. Although a small variation can occur when using a voltmeter, the Passlock wire should reflect the following results:

- On "Keysense", the wire tests ±12 VDC
- On "Accessory", the wire tests ±0 VDC
- With the ignition "ON", the wire tests ±4.0 VDC
- Upon start, the wire tests ±3 VDC

WARNING!
The vehicles equipped with a new generation Passlock system usually don't have any (+) start wire. The vehicle monitors the Passlock wire and the accessory power drop while the ignition is ON to determine proper crank timing. Do not connect the remote starter (+) start wire to the vehicle if it's listed MUX or Passlock.

WARNING!
When learning the module to the vehicle. Take into consideration that the module has to see 20 identical readings of every key positions before validating all the Passlock values.

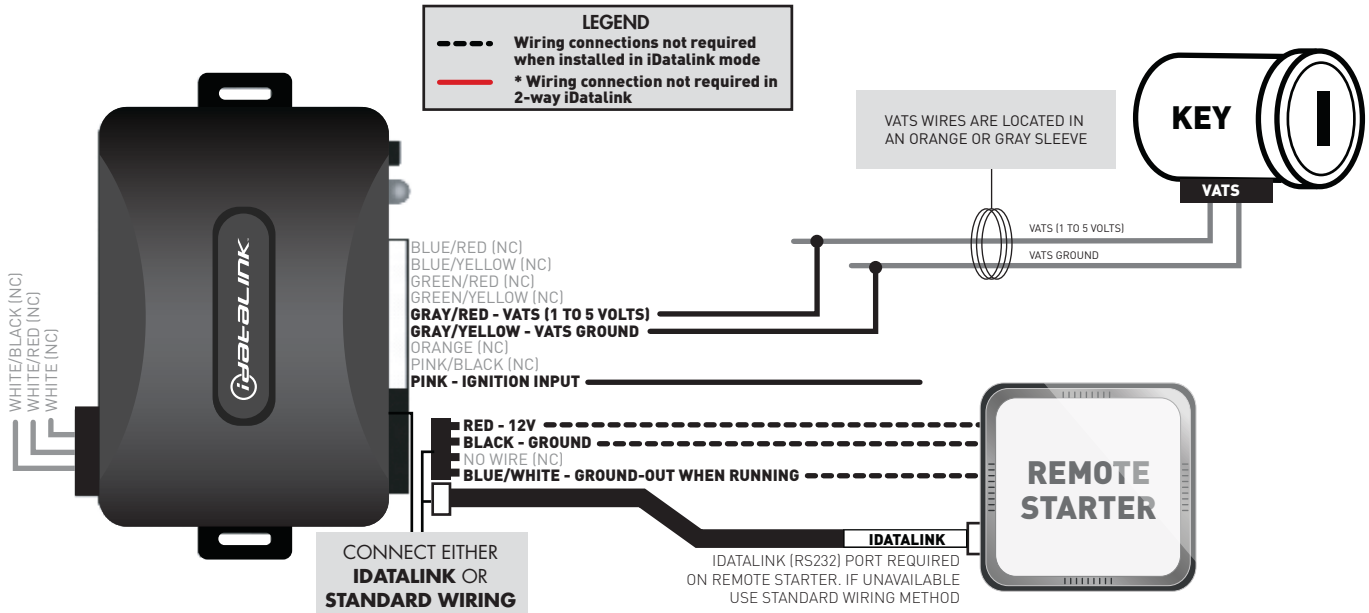**"NEW GENERATION HYBRID PK3 & MUX" TAMPER MODE**
The new generation hybrid system is equipped with an anti theft countdown. Failure to provide the vehicle with a valid transponder ID will lock the vehicle in Tamper Mode. Depending on various criteria, the vehicle BCM will evaluate the security breach and will decide if it locks itself only for the start cycle or go in "Bad" Tamper Mode.

To reset the vehicle from Tamper Mode, repair what created the failure. Once the circuit is repaired, close all vehicle doors, wait 3 minutes and then start the vehicle using a valid key. The vehicle should start. If the vehicle refuses to start, unplug the vehicle battery for 30 seconds, then reconnect the battery and start the vehicle again. If the circuitry is properly connected and a valid key is used, the vehicle will start.
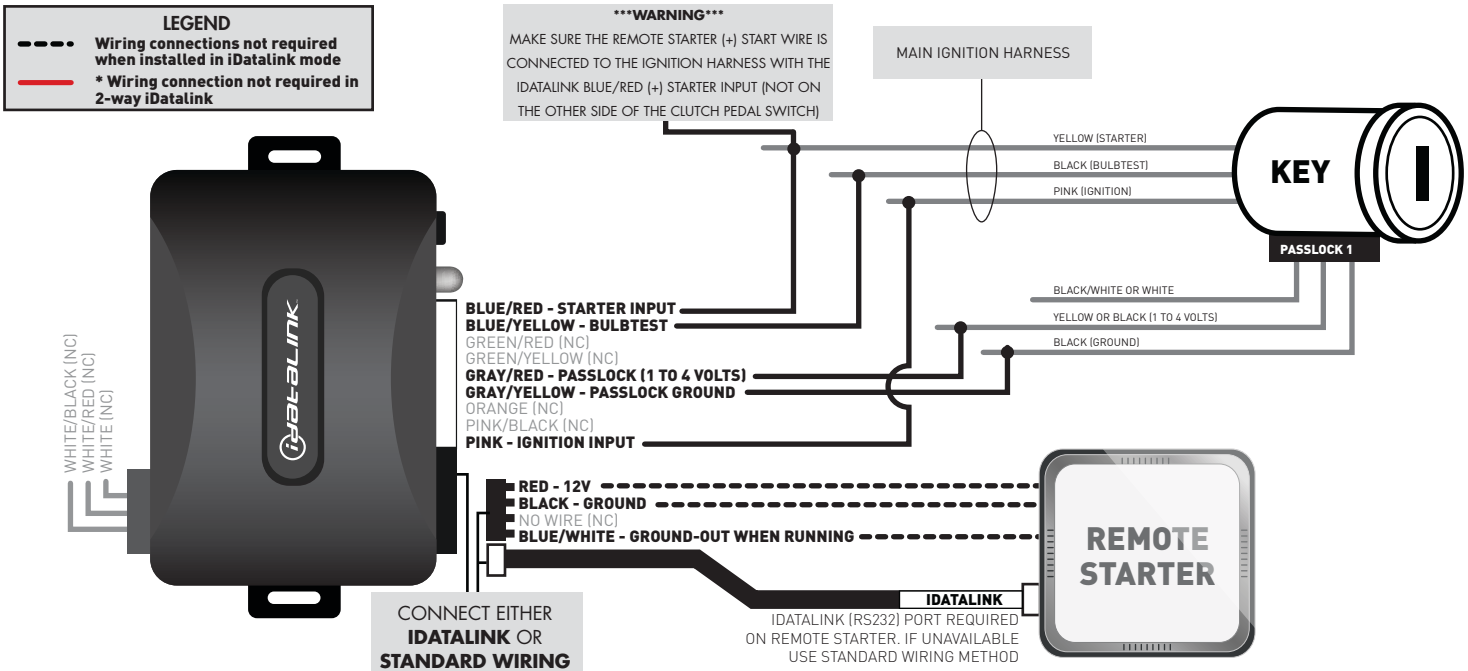

WARNING!
When installing with these types of Passlock systems, make sure all your connections are completed before attempting module learning. Changing wire connections will require resetting and relearning the module to the vehicle to become effective.
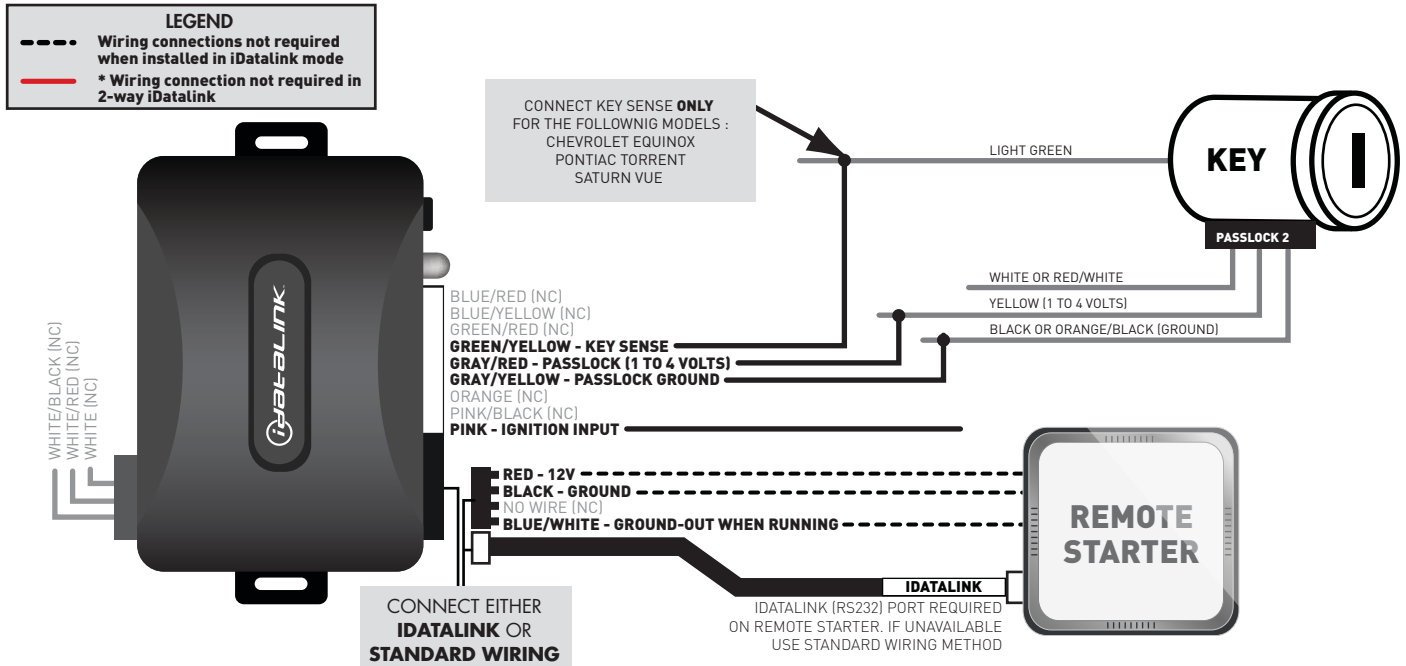

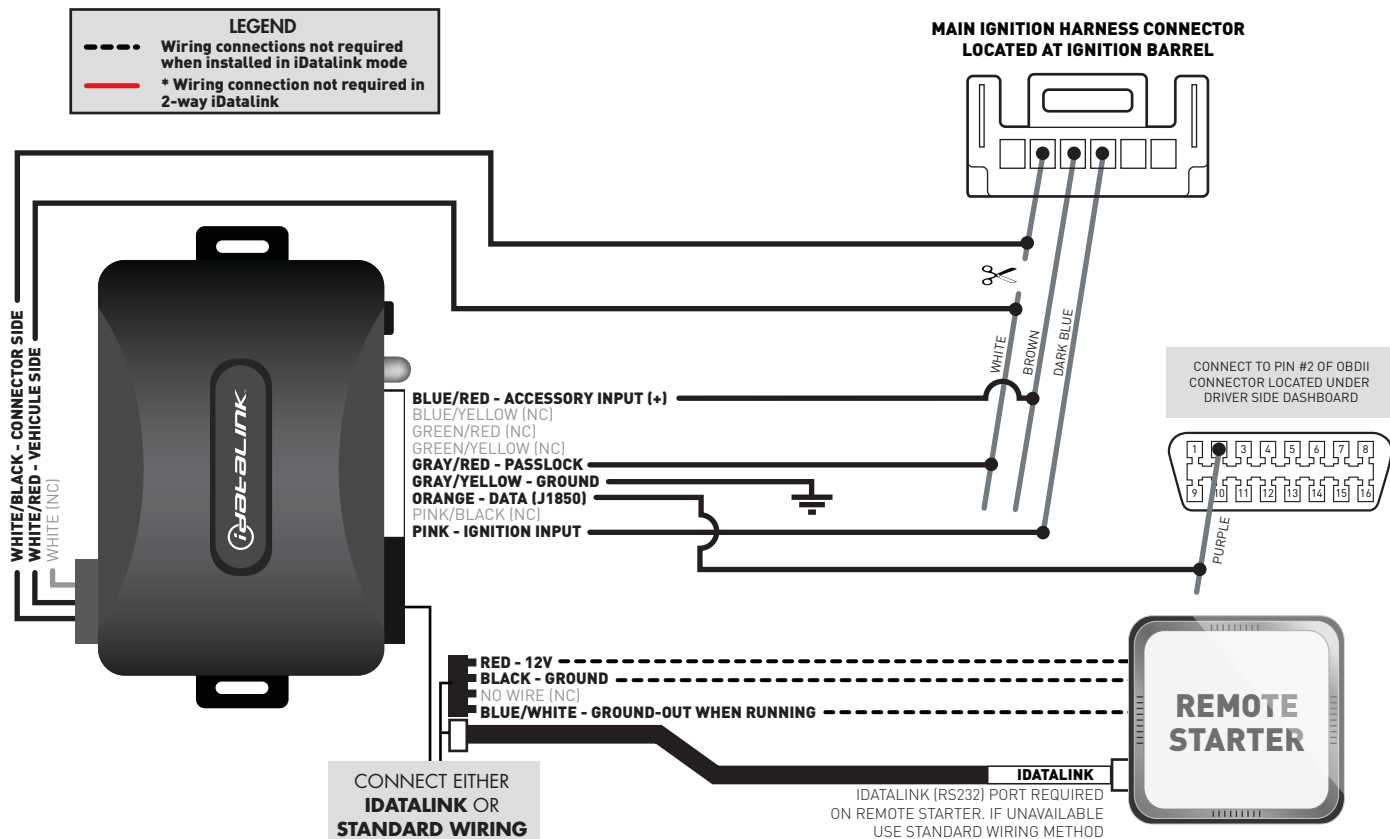Guides Français disponibles au www.idatalink.com

TYPE 1 - WIRING DIAGRAM

LEGEND
- - - - **Wiring connections not required when installed in iDatalink mode**
——— *** Wiring connection not required in 2-way iDatalink**

VATS WIRES ARE LOCATED IN AN ORANGE OR GRAY SLEEVE

KEY

VATS

VATS (1 TO 5 VOLTS)
VATS GROUND

WHITE/BLACK (NC)
WHITE/RED (NC)
WHITE (NC)

BLUE/RED (NC)
BLUE/YELLOW (NC)
GREEN/RED (NC)
GREEN/YELLOW (NC)
GRAY/RED - VATS (1 TO 5 VOLTS)
GRAY/YELLOW - VATS GROUND
ORANGE (NC)
PINK/BLACK (NC)
PINK - IGNITION INPUT

RED - 12V
BLACK - GROUND
NO WIRE (NC)
BLUE/WHITE - GROUND-OUT WHEN RUNNING

REMOTE STARTER

IDATALINK

CONNECT EITHER **IDATALINK** OR **STANDARD WIRING**

IDATALINK (RS232) PORT REQUIRED ON REMOTE STARTER. IF UNAVAILABLE USE STANDARD WIRING METHOD

TYPE 2 - WIRING DIAGRAM

LEGEND
- - - - **Wiring connections not required when installed in iDatalink mode**
——— *** Wiring connection not required in 2-way iDatalink**

WARNING
MAKE SURE THE REMOTE STARTER (+) START WIRE IS CONNECTED TO THE IGNITION HARNESS WITH THE IDATALINK BLUE/RED (+) STARTER INPUT (NOT ON THE OTHER SIDE OF THE CLUTCH PEDAL SWITCH)

MAIN IGNITION HARNESS

KEY

PASSLOCK 1

YELLOW (STARTER)
BLACK (BULBTEST)
PINK (IGNITION)

BLACK/WHITE OR WHITE
YELLOW OR BLACK (1 TO 4 VOLTS)
BLACK (GROUND)

WHITE/BLACK (NC)
WHITE/RED (NC)
WHITE (NC)

BLUE/RED - STARTER INPUT
BLUE/YELLOW - BULBTEST
GREEN/RED (NC)
GREEN/YELLOW (NC)
GRAY/RED - PASSLOCK (1 TO 4 VOLTS)
GRAY/YELLOW - PASSLOCK GROUND
ORANGE (NC)
PINK/BLACK (NC)
PINK - IGNITION INPUT

RED - 12V
BLACK - GROUND
NO WIRE (NC)
BLUE/WHITE - GROUND-OUT WHEN RUNNING

REMOTE STARTER

IDATALINK

CONNECT EITHER **IDATALINK** OR **STANDARD WIRING**

IDATALINK (RS232) PORT REQUIRED ON REMOTE STARTER. IF UNAVAILABLE USE STANDARD WIRING METHOD

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TYPE 3 - WIRING DIAGRAM

LEGEND
- - - - **Wiring connections not required when installed in iDatalink mode**
———— *** Wiring connection not required in 2-way iDatalink**

CONNECT KEY SENSE **ONLY** FOR THE FOLLOWNIG MODELS :
CHEVROLET EQUINOX
PONTIAC TORRENT
SATURN VUE

KEY

PASSLOCK 2

LIGHT GREEN

WHITE OR RED/WHITE
YELLOW (1 TO 4 VOLTS)
BLACK OR ORANGE/BLACK (GROUND)

BLUE/RED (NC)
BLUE/YELLOW (NC)
GREEN/RED (NC)
GREEN/YELLOW - KEY SENSE
GRAY/RED - PASSLOCK (1 TO 4 VOLTS)
GRAY/YELLOW - PASSLOCK GROUND
ORANGE (NC)
PINK/BLACK (NC)
PINK - IGNITION INPUT

WHITE/BLACK (NC)
WHITE/RED (NC)
WHITE (NC)

RED - 12V
BLACK - GROUND
NO WIRE (NC)
BLUE/WHITE - GROUND-OUT WHEN RUNNING

REMOTE STARTER

IDATALINK

CONNECT EITHER **IDATALINK** OR **STANDARD WIRING**

IDATALINK (RS232) PORT REQUIRED ON REMOTE STARTER. IF UNAVAILABLE USE STANDARD WIRING METHOD

iDataLink
OEM INTEGRATION SOLUTIONS

TRANSPONDER BYPASS
PASSLOCK

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ADS-TBSL-PL   *Doc. No.:*   *##4684##*   20110120

TYPE 4 - WIRING DIAGRAM

LEGEND

- - - - **Wiring connections not required when installed in iDatalink mode**
——— *** Wiring connection not required in 2-way iDatalink**

MAIN IGNITION HARNESS CONNECTOR LOCATED AT IGNITION BARREL

WHITE/BLACK - CONNECTOR SIDE
WHITE/RED - VEHICULE SIDE
WHITE (NC)

WHITE
BROWN
DARK BLUE

BLUE/RED - ACCESSORY INPUT (+)
BLUE/YELLOW (NC)
GREEN/RED (NC)
GREEN/YELLOW (NC)
GRAY/RED - PASSLOCK
GRAY/YELLOW - GROUND
ORANGE - DATA (J1850)
PINK/BLACK (NC)
PINK - IGNITION INPUT

CONNECT TO PIN #2 OF OBDII CONNECTOR LOCATED UNDER DRIVER SIDE DASHBOARD

1	2	3	4	5	6	7	8
9	10	11	12	13	14	15	16

PURPLE

RED - 12V
BLACK - GROUND
NO WIRE (NC)
BLUE/WHITE - GROUND-OUT WHEN RUNNING

REMOTE STARTER

CONNECT EITHER IDATALINK OR STANDARD WIRING

IDATALINK
IDATALINK (RS232) PORT REQUIRED ON REMOTE STARTER. IF UNAVAILABLE USE STANDARD WIRING METHOD

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TYPE 5 - WIRING DIAGRAM

LEGEND
- - - - Wiring connections not required when installed in iDatalink mode
——— * Wiring connection not required in 2-way iDatalink

GRAY
ORANGE
PURPLE
BLACK
BLUE
PINK

PASSLOCK III MODULE

GM

WHITE/BLACK (NC)
WHITE/RED (NC)
WHITE (NC)

BLUE/RED (NC)
BLUE/YELLOW - DATA OUT
GREEN/RED (NC)
GREEN/YELLOW (NC)
GRAY/RED (NC)
GRAY/YELLOW (NC)
ORANGE (NC)
PINK/BLACK - IGNITION OUT IMMOBILIZER SIDE
PINK - IGNITION IN ECM SIDE

RED - 12V
BLACK - GROUND
NO WIRE (NC)
BLUE/WHITE - GROUND-OUT WHEN RUNNING

CONNECT EITHER **IDATALINK** OR **STANDARD WIRING**

IDATALINK

REMOTE STARTER

IDATALINK (RS232) PORT REQUIRED ON REMOTE STARTER. IF UNAVAILABLE USE STANDARD WIRING METHOD

TYPE 6 - WIRING DIAGRAM

LEGEND
- - - - Wiring connections not required when installed in iDatalink mode
——— * Wiring connection not required in 2-way iDatalink

CONNECT TO PIN #2 OF OBDII CONNECTOR LOCATED UNDER DRIVER SIDE DASHBOARD

WHITE/BLACK (NC)
WHITE/RED (NC)
WHITE (NC)

BLUE/RED (NC)
BLUE/YELLOW (NC)
GREEN/RED (NC)
GREEN/YELLOW (NC)
GRAY/RED - DATA
GRAY/YELLOW (NC)
ORANGE - DATA (J1850)
PINK/BLACK (NC)
PINK - IGNITION INPUT

RED - 12V
BLACK - GROUND
NO WIRE (NC)
BLUE/WHITE - GROUND-OUT WHEN RUNNING

CONNECT EITHER **IDATALINK** OR **STANDARD WIRING**

IDATALINK

REMOTE STARTER

IDATALINK (RS232) PORT REQUIRED ON REMOTE STARTER. IF UNAVAILABLE USE STANDARD WIRING METHOD

INSTALL GUIDE

iDataLink OEM INTEGRATION SOLUTIONS

TRANSPONDER BYPASS
PASSLOCK

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Page 10 of 19   ADS-TBSL-PL   *Doc. No.:* ##4684##   20110120
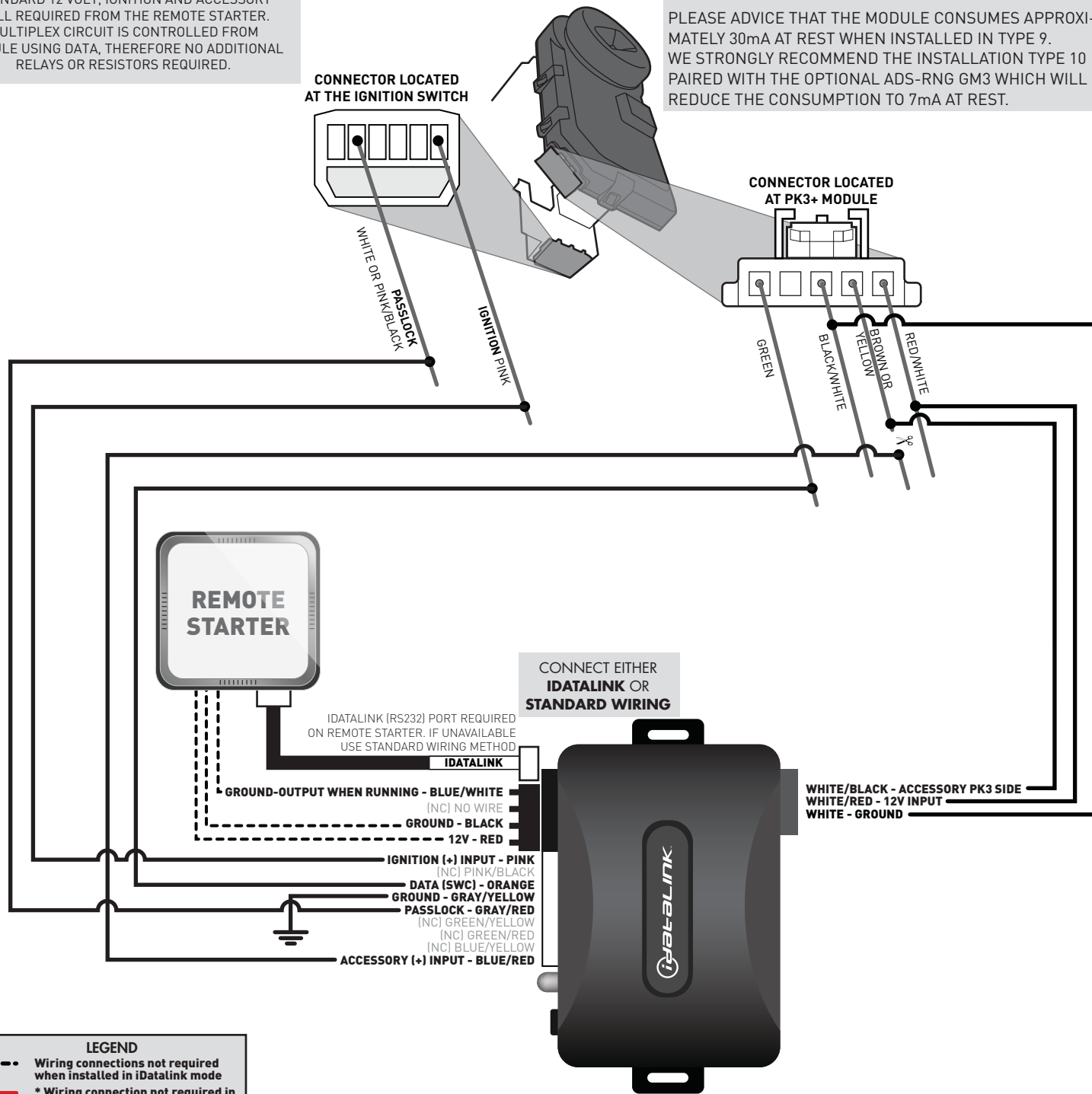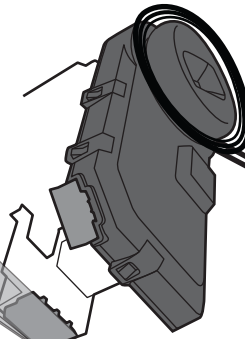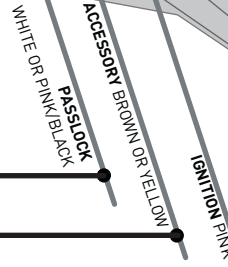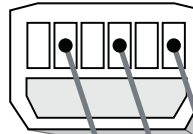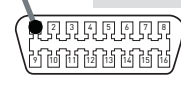
TYPE 7 - WIRING DIAGRAM

NOTE
STANDARD 12 VOLT, IGNITION AND ACCESSORY STILL REQUIRED FROM THE REMOTE STARTER. MULTIPLEX CIRCUIT IS CONTROLLED FROM MODULE USING DATA, THEREFORE NO ADDITIONAL RELAYS OR RESISTORS REQUIRED.
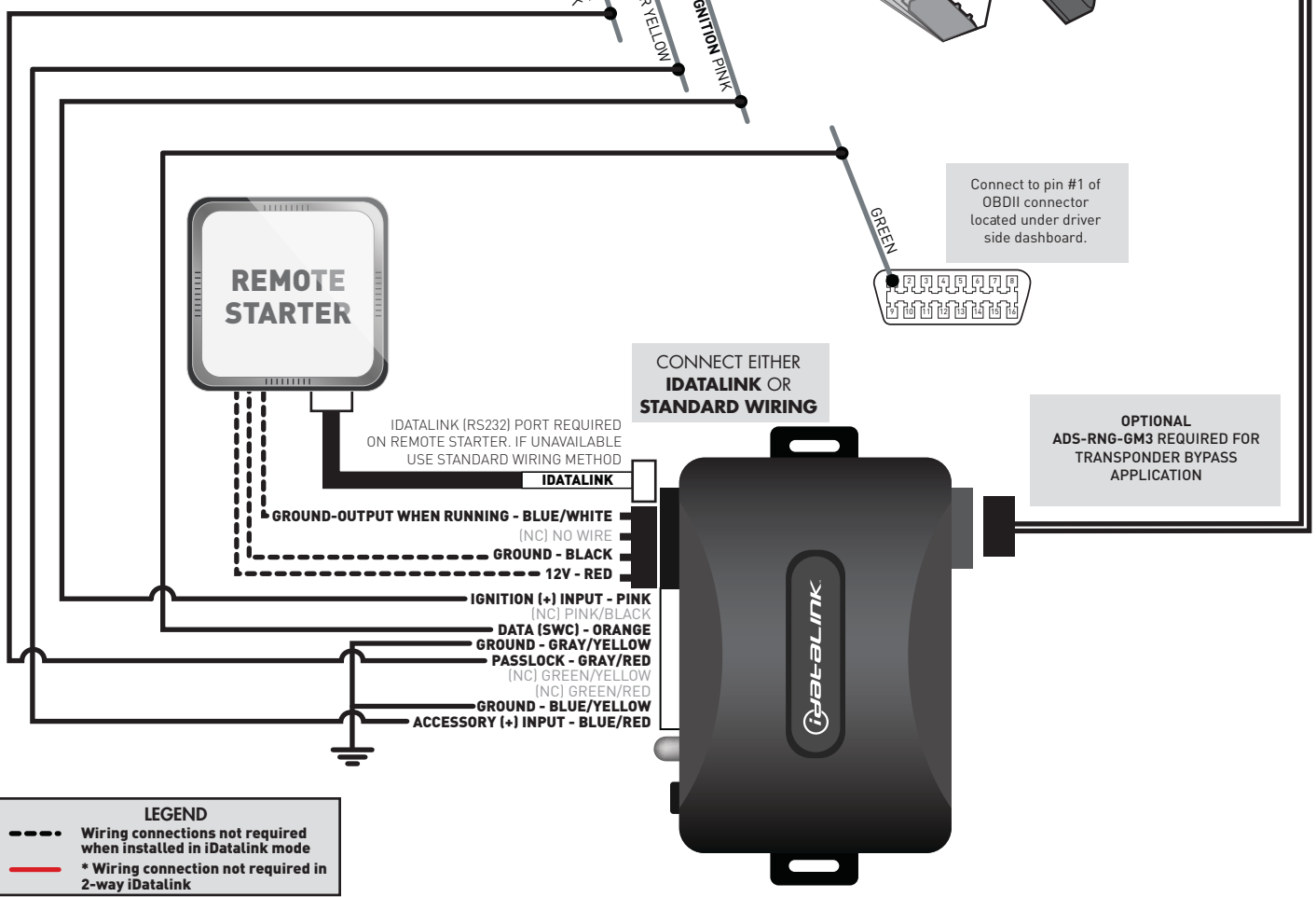
PK3+ OPTIONAL, IF NOT PRESENT, IGNORE THE RED/WHITE WIRE CUT

RED\WHITE

MAIN IGNITION HARNESS CONNECTOR LOCATED AT IGNITION BARREL

PINK OR YELLOW

WHITE

BROWN

WHITE/BLACK - PK3 (+) KEY SIDE
WHITE/RED - PK3 (+) VEHICLE SIDE
WHITE (NC)

BLUE/RED - ACCESSORY INPUT (+)
BLUE/YELLOW (NC)
GREEN/RED (NC)
GREEN/YELLOW (NC)
GRAY/RED - PASSLOCK
GRAY/YELLOW - GROUND
ORANGE - DATA (SWC)
PINK/BLACK (NC)
PINK - IGNITION INPUT

GREEN

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |

LEGEND

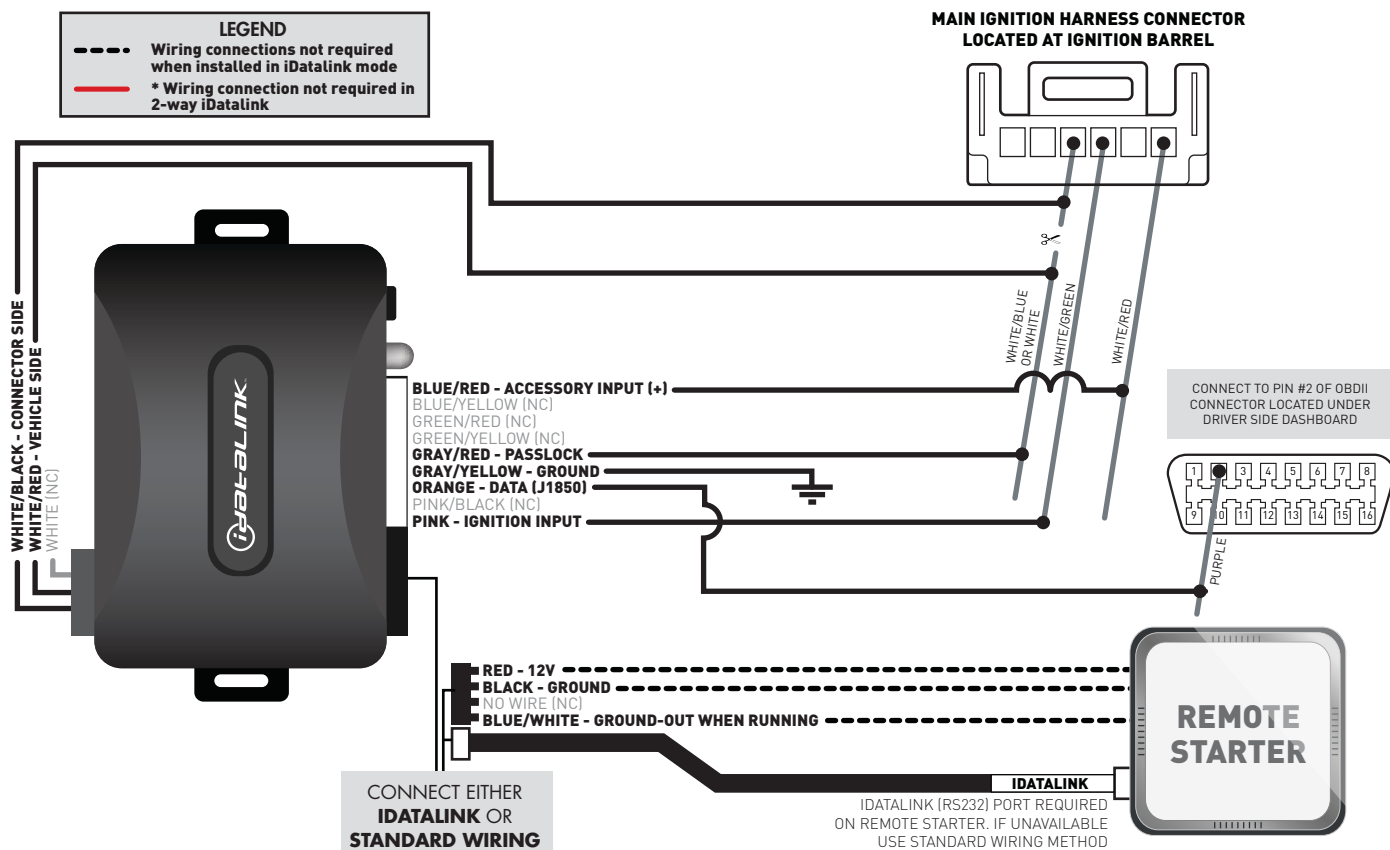- - - - Wiring connections not required when installed in iDatalink mode

——— * Wiring connection not required in 2-way iDatalink

RED - 12V
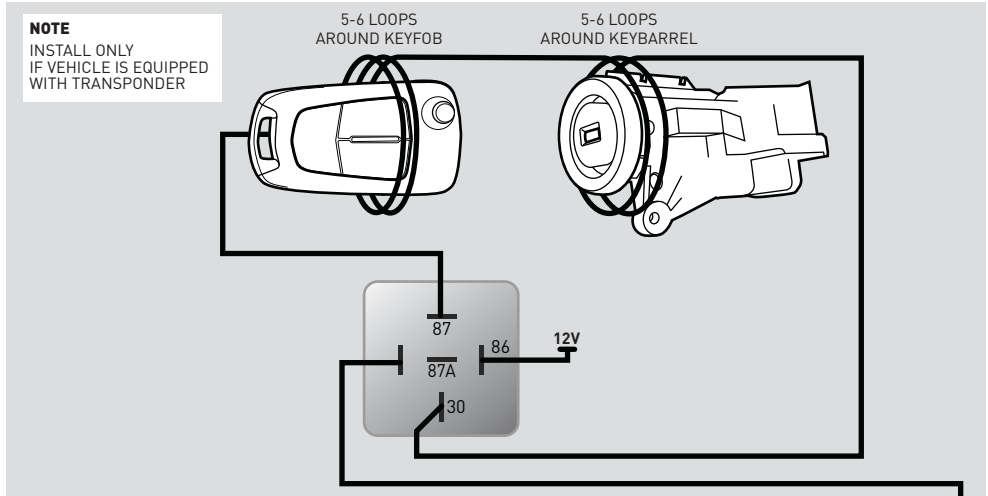BLACK - GROUND
NO WIRE (NC)
BLUE/WHITE - GROUND-OUT WHEN RUNNING

CONNECT EITHER **IDATALINK** OR **STANDARD WIRING**

IDATALINK
IDATALINK (RS232) PORT REQUIRED ON REMOTE STARTER. IF UNAVAILABLE USE STANDARD WIRING METHOD

REMOTE STARTER

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ADS-TBSL-PL   *Doc. No.:*   ##4684##   20110120

TYPE 8 - WIRING DIAGRAM

MAIN IGNITION HARNESS CONNECTOR
LOCATED AT IGNITION BARREL

WHITE
BROWN
PINK OR YELLOW

C2

55   72
1   18

PIN #11 DARK GREEN

NOTE
STANDARD 12 VOLT, IGNITION AND ACCESSORY
STILL REQUIRED FROM THE REMOTE STARTER.
MULTIPLEX CIRCUIT IS CONTROLLED FROM
MODULE USING DATA, THEREFORE NO ADDITIONAL
RELAYS OR RESISTORS REQUIRED.

WHITE/BLACK - PASSLOCK KEY SIDE
WHITE/RED - PASSLOCK VEHICLE SIDE
WHITE (NC)

BLUE/RED - ACCESSORY INPUT (+)
BLUE/YELLOW - BCM SIDE
GREEN/RED (NC)
GREEN/YELLOW - VEHICLE SIDE
GRAY/RED - PASSLOCK
GRAY/YELLOW - GROUND
ORANGE - DATA (SWC)
PINK/BLACK (NC)
PINK - IGNITION INPUT

GREEN

2 3 4 5 6 7 8
9 10 11 12 13 14 15 16

CONNECT TO PIN #1 OF OBDII
CONNECTOR LOCATED UNDER
DRIVER SIDE DASHBOARD

LEGEND
- - - - Wiring connections not required
when installed in iDatalink mode
——— * Wiring connection not required in
2-way iDatalink

RED - 12V
BLACK - GROUND
NO WIRE (NC)
BLUE/WHITE - GROUND-OUT WHEN RUNNING

CONNECT EITHER
IDATALINK OR
STANDARD WIRING

IDATALINK
IDATALINK (RS232) PORT REQUIRED
ON REMOTE STARTER. IF UNAVAILABLE
USE STANDARD WIRING METHOD

REMOTE
STARTER

INSTALL GUIDE

iDATALINK
OEM INTEGRATION SOLUTIONS

TRANSPONDER BYPASS
PASSLOCK

Guides Français disponibles au www.idatalink.com

Page 12 of 19   ADS-TBSL-PL   *Doc. No.:* ##4684##   20110120

TYPE 9 - WIRING DIAGRAM

NOTE
STANDARD 12 VOLT, IGNITION AND ACCESSORY STILL REQUIRED FROM THE REMOTE STARTER. MULTIPLEX CIRCUIT IS CONTROLLED FROM MODULE USING DATA, THEREFORE NO ADDITIONAL RELAYS OR RESISTORS REQUIRED.
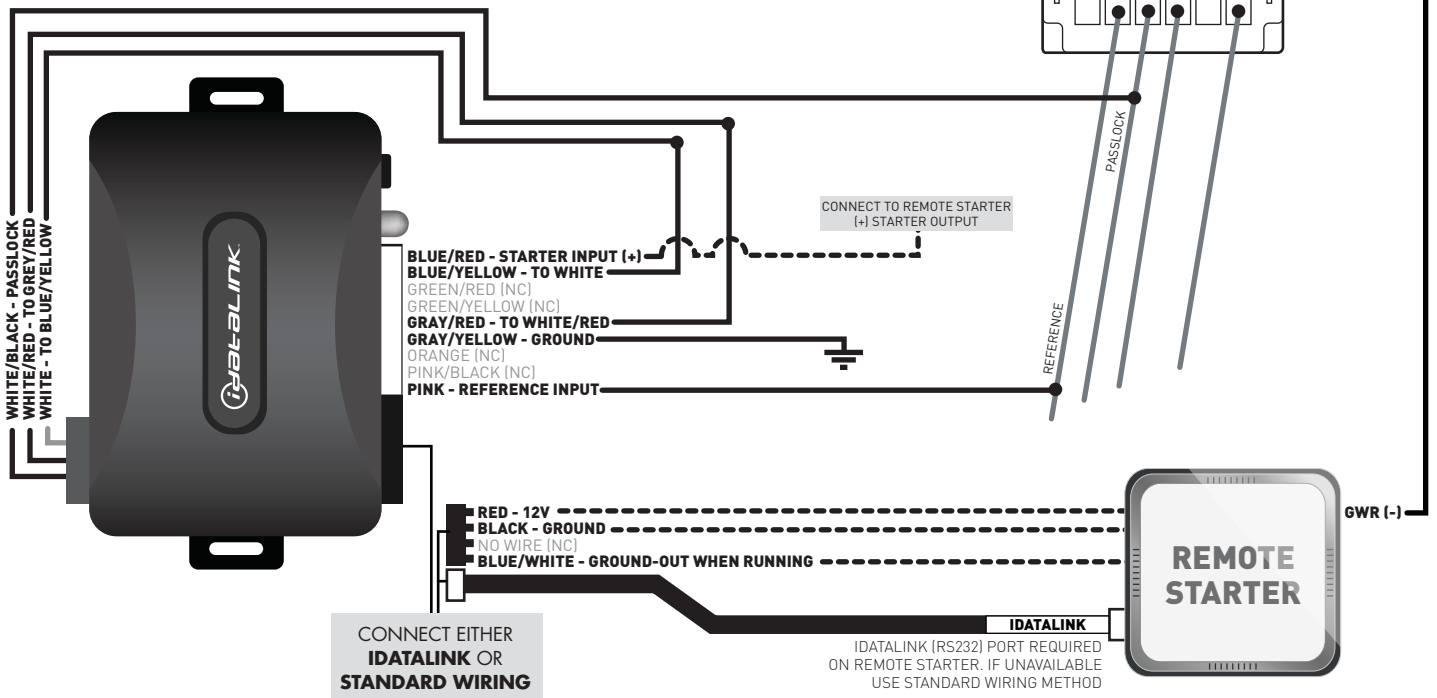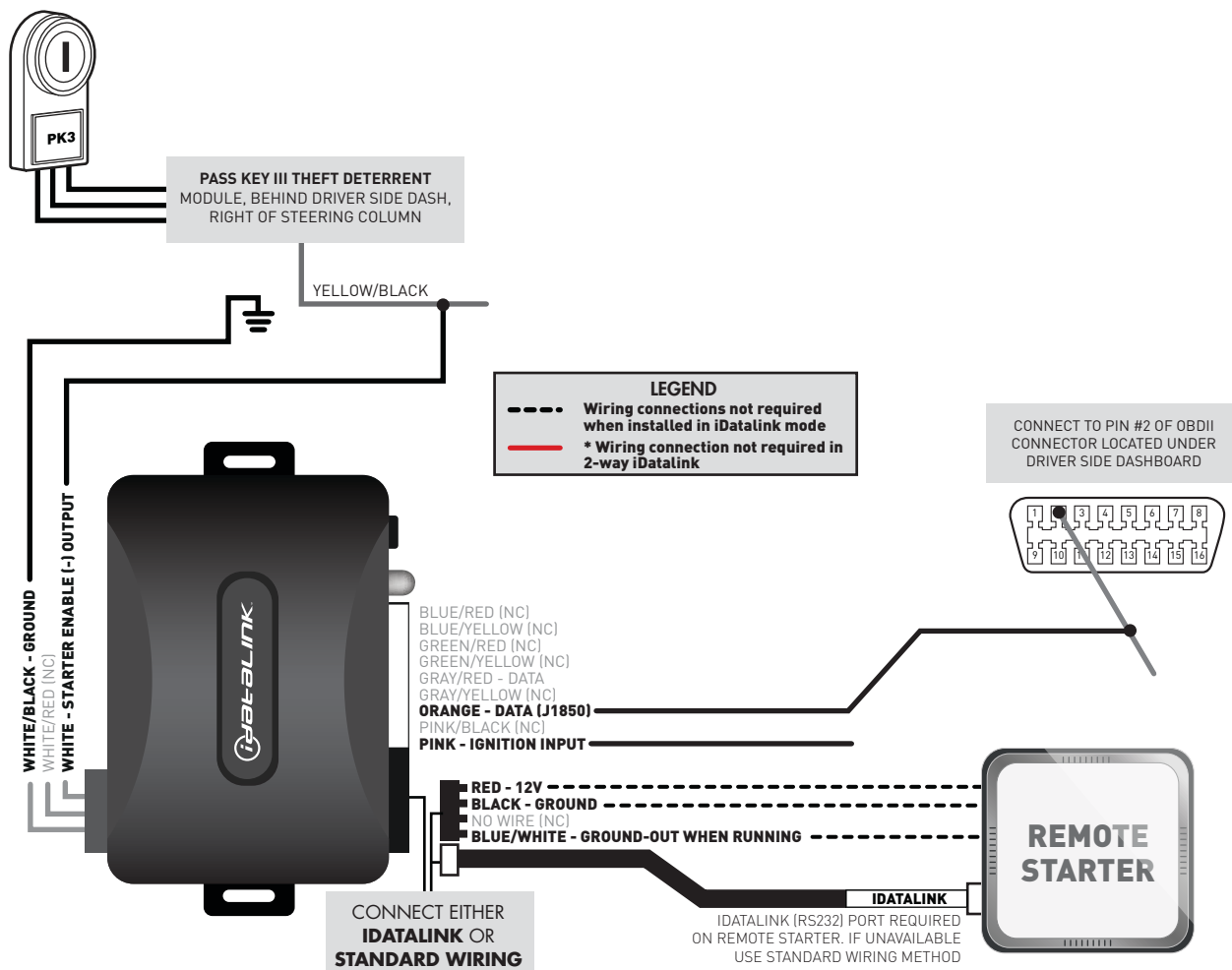
CONSUMPTION WARNING

PLEASE ADVICE THAT THE MODULE CONSUMES APPROXI-MATELY 30mA AT REST WHEN INSTALLED IN TYPE 9. WE STRONGLY RECOMMEND THE INSTALLATION TYPE 10 PAIRED WITH THE OPTIONAL ADS-RNG GM3 WHICH WILL REDUCE THE CONSUMPTION TO 7mA AT REST.

CONNECTOR LOCATED AT THE IGNITION SWITCH

CONNECTOR LOCATED AT PK3+ MODULE

WHITE OR PINK/BLACK
PASSLOCK

IGNITION PINK

GREEN

BLACK/WHITE

BROWN OR YELLOW

RED/WHITE

REMOTE STARTER

IDATALINK (RS232) PORT REQUIRED ON REMOTE STARTER. IF UNAVAILABLE USE STANDARD WIRING METHOD

IDATALINK

GROUND-OUTPUT WHEN RUNNING - BLUE/WHITE
(NC) NO WIRE
GROUND - BLACK
12V - RED
IGNITION (+) INPUT - PINK
(NC) PINK/BLACK
DATA (SWC) - ORANGE
GROUND - GRAY/YELLOW
PASSLOCK - GRAY/RED
(NC) GREEN/YELLOW
(NC) GREEN/RED
(NC) BLUE/YELLOW
ACCESSORY (+) INPUT - BLUE/RED

CONNECT EITHER **IDATALINK** OR **STANDARD WIRING**

WHITE/BLACK - ACCESSORY PK3 SIDE
WHITE/RED - 12V INPUT
WHITE - GROUND

iDATALINK

LEGEND
- - - - **Wiring connections not required when installed in iDatalink mode**
───── *** Wiring connection not required in 2-way iDatalink**

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ADS-TBSL-PL

Doc. No.: ##4684##   20110120

TYPE 10 - WIRING DIAGRAM

NOTE
STANDARD 12 VOLT, IGNITION AND ACCESSORY STILL REQUIRED FROM THE REMOTE STARTER. MULTIPLEX CIRCUIT IS CONTROLLED FROM MODULE USING DATA, THEREFORE NO ADDITIONAL RELAYS OR RESISTORS REQUIRED.
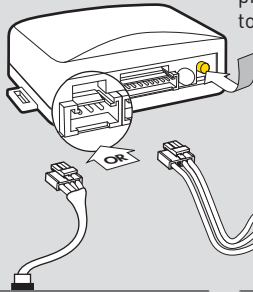
CONNECTOR LOCATED AT MAIN IGNITION SWITCH

WHITE OR PINK/BLACK
PASSLOCK
ACCESSORY BROWN OR YELLOW
IGNITION PINK

GREEN

Connect to pin #1 of OBDII connector located under driver side dashboard.

REMOTE STARTER

CONNECT EITHER
IDATALINK OR
STANDARD WIRING

IDATALINK (RS232) PORT REQUIRED ON REMOTE STARTER. IF UNAVAILABLE USE STANDARD WIRING METHOD

IDATALINK

GROUND-OUTPUT WHEN RUNNING - BLUE/WHITE
(NC) NO WIRE
GROUND - BLACK
12V - RED
IGNITION (+) INPUT - PINK
(NC) PINK/BLACK
DATA (SWC) - ORANGE
GROUND - GRAY/YELLOW
PASSLOCK - GRAY/RED
(NC) GREEN/YELLOW
(NC) GREEN/RED
GROUND - BLUE/YELLOW
ACCESSORY (+) INPUT - BLUE/RED

OPTIONAL ADS-RNG-GM3 REQUIRED FOR TRANSPONDER BYPASS APPLICATION

LEGEND
---- Wiring connections not required when installed in iDatalink mode
— * Wiring connection not required in 2-way iDatalink

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TYPE 11 - WIRING DIAGRAM

NOTE
STANDARD 12 VOLT, IGNITION AND ACCESSORY STILL REQUIRED FROM THE REMOTE STARTER. MULTIPLEX CIRCUIT IS CONTROLLED FROM MODULE USING DATA, THEREFORE NO ADDITIONAL RELAYS OR RESISTORS REQUIRED.

MAIN IGNITION HARNESS CONNECTOR LOCATED AT IGNITION BARREL

LEGEND
- - - - **Wiring connections not required when installed in iDatalink mode**
──── *** Wiring connection not required in 2-way iDatalink**

WHITE/BLUE OR WHITE
WHITE/GREEN
WHITE/RED

WHITE/BLACK - CONNECTOR SIDE
WHITE/RED - VEHICLE SIDE
WHITE (NC)

BLUE/RED - ACCESSORY INPUT (+)
BLUE/YELLOW (NC)
GREEN/RED (NC)
GREEN/YELLOW (NC)
GRAY/RED - PASSLOCK
GRAY/YELLOW - GROUND
ORANGE - DATA (J1850)
PINK/BLACK (NC)
PINK - IGNITION INPUT

CONNECT TO PIN #2 OF OBDII CONNECTOR LOCATED UNDER DRIVER SIDE DASHBOARD

1 2 3 4 5 6 7 8
9 10 11 12 13 14 15 16

PURPLE

RED - 12V
BLACK - GROUND
NO WIRE (NC)
BLUE/WHITE - GROUND-OUT WHEN RUNNING

REMOTE STARTER

CONNECT EITHER IDATALINK OR STANDARD WIRING

IDATALINK
IDATALINK (RS232) PORT REQUIRED ON REMOTE STARTER. IF UNAVAILABLE USE STANDARD WIRING METHOD

INSTALL GUIDE

iDATALINK
OEM INTEGRATION SOLUTIONS

TRANSPONDER BYPASS
PASSLOCK

Guides Français disponibles au www.idatalink.com

Page 15 of 19 | ADS-TBSL-PL | *Doc. No.:* ##4684## | 20110120

TYPE 12 - WIRING DIAGRAM

NOTE
INSTALL ONLY
IF VEHICLE IS EQUIPPED
WITH TRANSPONDER

5-6 LOOPS AROUND KEYFOB

5-6 LOOPS AROUND KEYBARREL

87
87A
86
12V
30

LEGEND

- - - - Wiring connections not required when installed in iDatalink mode

——— * Wiring connection not required in 2-way iDatalink

NOTE
STANDARD 12 VOLT, IGNITION AND ACCESSORY
STILL REQUIRED FROM THE REMOTE STARTER.
MULTIPLEX CIRCUIT IS CONTROLLED FROM
MODULE USING DATA, THEREFORE NO ADDITIONAL
RELAYS OR RESISTORS REQUIRED.

**MAIN IGNITION HARNESS CONNECTOR
LOCATED AT IGNITION BARREL**

PASSLOCK

REFERENCE

iDATALINK

WHITE/BLACK - PASSLOCK
WHITE/RED - TO GREY/RED
WHITE - TO BLUE/YELLOW

CONNECT TO REMOTE STARTER
(+) STARTER OUTPUT

BLUE/RED - STARTER INPUT (+)
BLUE/YELLOW - TO WHITE
GREEN/RED (NC)
GREEN/YELLOW (NC)
GRAY/RED - TO WHITE/RED
GRAY/YELLOW - GROUND
ORANGE (NC)
PINK/BLACK (NC)
PINK - REFERENCE INPUT

RED - 12V
BLACK - GROUND
NO WIRE (NC)
BLUE/WHITE - GROUND-OUT WHEN RUNNING

GWR (-)

REMOTE STARTER

CONNECT EITHER
IDATALINK OR
STANDARD WIRING

IDATALINK
IDATALINK (RS232) PORT REQUIRED
ON REMOTE STARTER. IF UNAVAILABLE
USE STANDARD WIRING METHOD

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ADS-TBSL-PL *Doc. No.:* ##4684## 20110120

TYPE 13 - WIRING DIAGRAM

PASS KEY III THEFT DETERRENT
MODULE, BEHIND DRIVER SIDE DASH,
RIGHT OF STEERING COLUMN

PK3

YELLOW/BLACK

LEGEND

- - - - **Wiring connections not required when installed in iDatalink mode**

───── *** Wiring connection not required in 2-way iDatalink**

CONNECT TO PIN #2 OF OBDII
CONNECTOR LOCATED UNDER
DRIVER SIDE DASHBOARD

WHITE/BLACK - GROUND
WHITE/RED (NC)
WHITE - STARTER ENABLE (-) OUTPUT

BLUE/RED (NC)
BLUE/YELLOW (NC)
GREEN/RED (NC)
GREEN/YELLOW (NC)
GRAY/RED - DATA
GRAY/YELLOW (NC)
ORANGE - DATA (J1850)
PINK/BLACK (NC)
PINK - IGNITION INPUT

RED - 12V
BLACK - GROUND
NO WIRE (NC)
BLUE/WHITE - GROUND-OUT WHEN RUNNING

REMOTE STARTER

IDATALINK

IDATALINK (RS232) PORT REQUIRED
ON REMOTE STARTER. IF UNAVAILABLE
USE STANDARD WIRING METHOD

CONNECT EITHER
IDATALINK OR
STANDARD WIRING

INSTALL GUIDE

![iDatalink OEM INTEGRATION SOLUTIONS]

TRANSPONDER BYPASS
PASSLOCK

Guides Français disponibles au www.idatalink.com

Page 17 of 19   **ADS-TBSL-PL**   *Doc. No.:* **##4684##**   20110120

INSTALLATION MODE SELECTION

1   **PRESS AND RELEASE** programming button to **select installation mode**.

OR

☼ **x1**	Remote Starter **Data Mode** LED flashes once
☼ **x2**	Remote Starter **Standard Mode** LED flashes twice
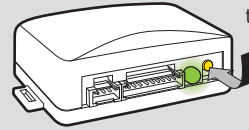
2   **PRESS AND HOLD** programming button until LED turns solid GREEN to **register selection**.

! After registration, follow Factory Reset Procedure to change installation mode and restart this procedure.
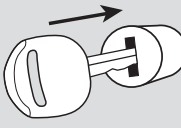
TYPE 1, 5, 9, 10 & 12 - MODULE PROGRAMMING PROCEDURE

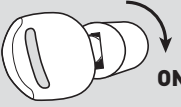**1** Close driver door.
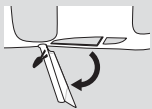
Re-open driver door to wake up data bus.
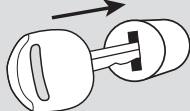
2 Insert key into ignition.
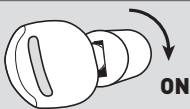
3 Turn key to ON position. **ON**
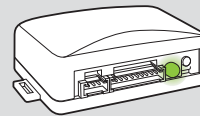
4 Wait, LED will turn solid GREEN for **2 seconds**.

(If after 5 seconds the LED did not turn solid GREEN, press on the programming button once.)

5 **OFF** Turn key to OFF position.

6 Module Programming Procedure completed.

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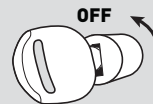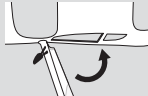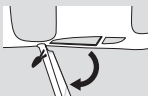
TYPE 2, 3, 6 & 13 - MODULE PROGRAMMING PROCEDURE
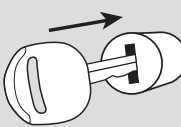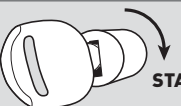
1 Close driver door.

Re-open driver door to wake up data bus.
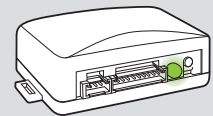
2 Insert key into ignition.
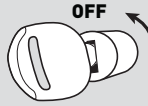
3 Turn key to START position. START

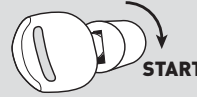**4** Wait, LED will turn solid GREEN for **2 seconds**.

(If after 15 seconds the LED did not turn solid GREEN, press on the programming button once.)

5 OFF Turn key to OFF position.
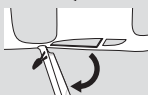
6 Module Programming Procedure completed.

TYPE 4, 7, 8 & 11 - MODULE PROGRAMMING PROCEDURE

1 Close driver door.

Re-open driver door to wake up data bus.

2 Insert key into ignition.

Wait **3 seconds**.

3 ACC Turn key to Accessory position.

Wait **3 seconds**.

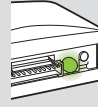**4** ON Turn key to ON position.
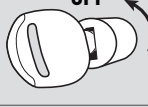
Wait **3 seconds**.

5 START Turn key to Start position and Hold for **3 seconds**.

6 ON Release key from Start position and return to ON position.

Wait, LED will turn solid GREEN for **2 seconds**.

7 OFF Turn key to OFF position.

8 Module Programming Procedure completed.

IDENTIFY VEHICLE YEAR

1 Locate the Vehicle Identification Number (VIN) and identify the 10th character.

◯ 4 3 A 5 Y 1 N 5 T A L 8 D 5 R 0 X ◯

2 Match the VIN's 10th character to its corresponding year.

L → 1990	**S** → 1995	**Y** → 2000	**5** → 2005	**A** → 2010
M → 1991	**T** → 1996	**1** → 2001	**6** → 2006	**B** → 2011
N → 1992	**V** → 1997	**2** → 2002	**7** → 2007	**C** → 2012
P → 1993	**W** → 1998	**3** → 2003	**8** → 2008	**D** → 2013
R → 1994	**X** → 1999	**4** → 2004	**9** → 2009	**E** → 2014

MODULE DIAGNOSTICS

LED STATUS	DIAGNOSTICS		
	DURING PROGRAMMING	**DURING REMOTE START**	**WITH IGNITION OFF**
Flashing RED	Missing/wrong information from firmware or vehicle	Incorrectly programmed	Incorrectly programmed or connected
Solid RED	Waiting for more vehicle information	Incorrectly programmed	Not programmed waiting for more vehicle information
Flashing GREEN	Additional steps required to complete programming	Correctly programmed and operational	False ground when running status from remote starter
Solid GREEN then OFF	Correctly programmed	Reset in progress	Reset in progress
OFF	No activity or already programmed	Invalid ground when running status from remote starter	At rest and ready for a remote start sequence

FACTORY RESET PROCEDURE

1 **DISCONNECT** all connectors from module **EXCEPT** the black 4-PIN standard or optional data connector.

2 **DISCONNECT** black 4-PIN standard or optional data connector.

3 **PRESS AND HOLD** programming button while connecting either 4-PIN standard or optional data connector.

4 When LED flashes red, **RELEASE** programming button.

5 LED will turn solid red for 2 seconds.

RESET COMPLETED.

6 **RECONNECT** all connectors.

7 Repeat programming procedure.

! Failure to follow procedure may result with a DTC or a CHECK ENGINE error message.