

# FTI-TLP4: Vehicle Coverage and Preparation Notes

Make	Model	Year	Install	ECU	Lights	Locks	Trunk/Hatch	I/O Changes
<b>DL-TL6</b> Toyota	Corolla PTS MT	2017-19	Type 5	4/BFB	Park / Auto Yes	No	No	Green White/Blue Add START Green (2)

This installation requires **BLADE-AL(DL)-TL6** firmware, flash module and update controller before beginning the installation.

**Install Type 5:** Main Body ECU, driver side dash, below the fuse box, trunk release and door lock connections not required.  
**Additional wiring required for clutch circuit bypass in vehicles equipped with a manual transmission.**

**CAN:** Vehicle CAN data is gathered through the 30-pin connection at the **Main Body ECU**, no other connections are required.

**Clutch: Type 5 Install** requires inserting the pre-terminated yellow starter wire into position #6 (starter out) of the CN1 connector and connecting to the vehicle clutch circuit, **green**, position #2 at the clutch switch. **Position terminal as illustrated.**

**Lights:** Parking light and auto-light control are handled using the pre-terminated **green/white** wire bundled with the **BLADE** connector. Remove the (-) pk light wire from the controller's **gray** I/O connector and replace it with the one specified, for status and diagnostic reporting.

**Locks:** This install does not require any additional connections to control the vehicle door locks.  
**The 6-pin lock output connector is not required, do not connect to the controller's lock output port.**

**Idle Mode is not a supported feature of the FTI-TLP4 Harness:** The Idle Mode feature which allows the user to exit a running has been excluded from the FTI-TLP4 harness wiring. **If this feature is desired, please refer to the full BLADE installation diagram for the applicable wiring and make the required connection to the vehicle PTS button.**

## TAKEOVER NOT SUPPORTED: THE VEHICLE WILL SHUT DOWN UPON OPENING DRIVER'S DOOR

### FTI-TLP4: Installation and Configuration Notes

- A REQUIRED CONNECTIONS
- B REQUIRED CONNECTIONS
- C NOT REQUIRED
- D REQUIRED CONFIGURATION
- E REQUIRED CONNECTION



FEATURE COVERAGE																										
IMMOBILIZER DATA	PTS CONTROL	ARM OEM ALARM	DISARM OEM ALARM	A/M CONTROL FROM OEM REMOTES	A/M RS CONTROL	FRMO OEM REMOTE	PRIORITY UNLOCK	DOOR LOCK	DOOR UNLOCK	TRUNK/HATCH RELEASE	TACH OUTPUT	BRAKE STATUS	E-BRAKE STATUS	DOOR STATUS	TRUNK STATUS	HOOD STATUS	PARKING LIGHTS	AUTO LIGHT CONTROL								

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

**Jumper Setting**

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

**CM7000/7200** Cut loop for A/T

**CM-900S/900AS**

**CM900AS/900S Jumper**

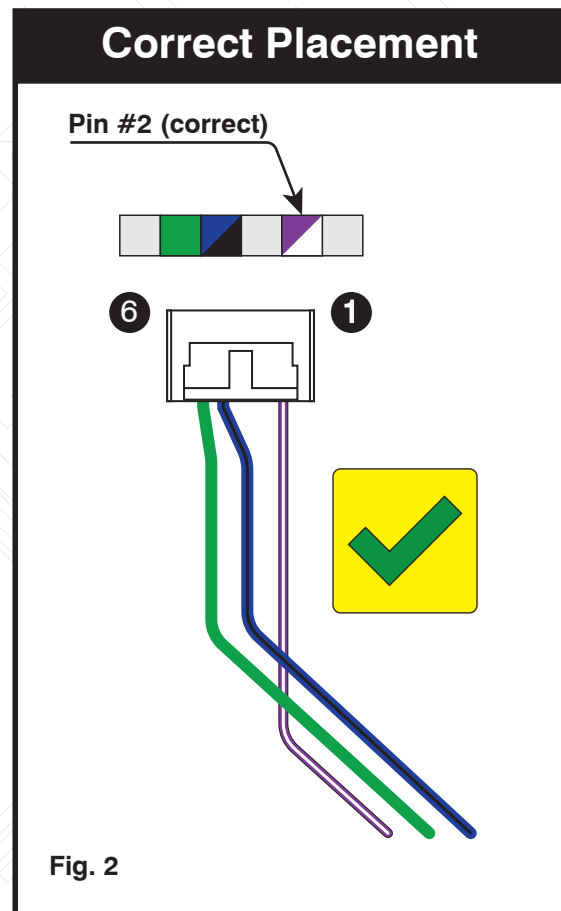
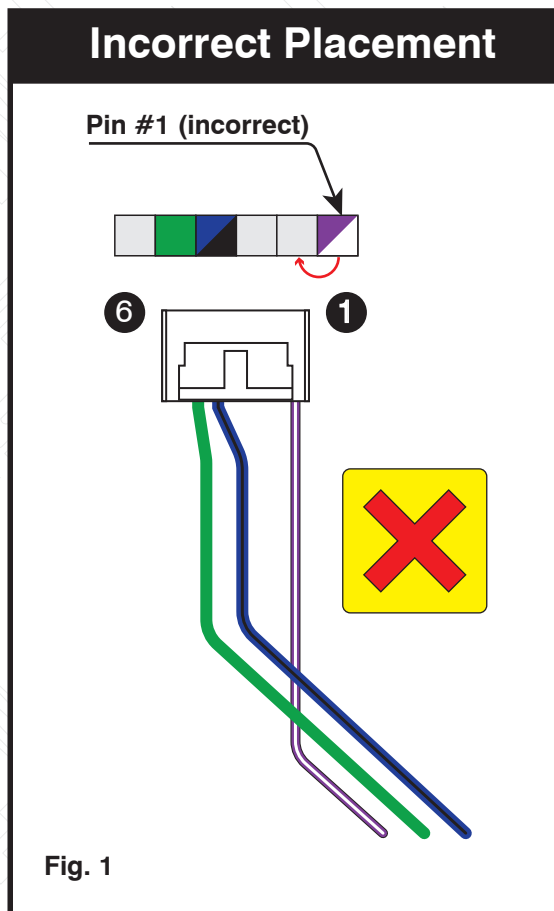
**START  
ACC  
IGN1**

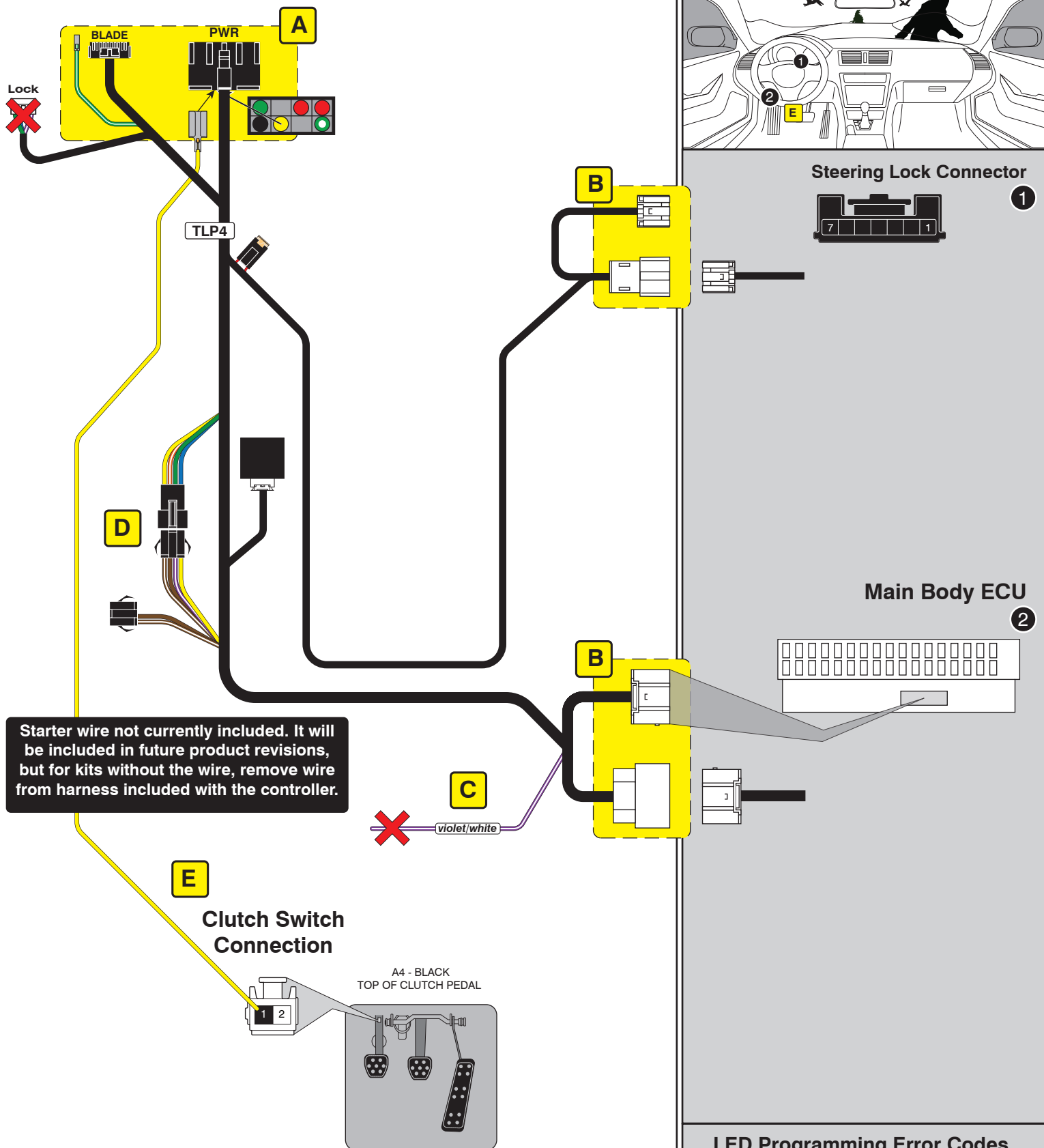
**Overview:** Mis-Wired door lock connector, field repair required.

**Issue:** A review of the latest samples of **FTI-TLP4 T-harnesses** has revealed a misplaced trunk output wire in the 6-pin Lock Accessory Connector requiring that the wire be relocated to the correct position, to ensure safe operation when used. **Using the harness without addressing the issue will result in failed trunk/hatch control, and possible damage to the vehicle BCM.**

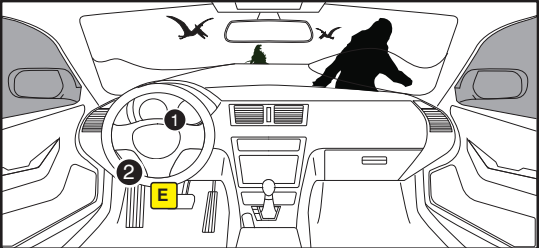
**Correction:** The harness purple/white wire in the latest production run of FTI-TLP4 harnesses has been inserted in the position normally used for the +12V power connection in the accessory harness. Before completing the installation, the installer must relocate the harness purple/white wire to the correct position, 1 space inward on the 6-pin connector, see illustrations below in Fig. 2.

To relocate the terminal, using a fine pick or Olfa type knife, depress the terminal locking barb and pull the purple/white wire from the connector housing. Once the terminal has been removed from the housing, again using the pick or knife, lift the locking barb about 1/16" (1.5 mm) and reinsert the terminal in the correct position. If upon initial examination of the harness the lock accessory connector looks like the illustration in Fig. 2, no modification is necessary, the wire is in the proper position.





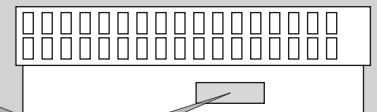
Starter wire not currently included. It will be included in future product revisions, but for kits without the wire, remove wire from harness included with the controller.



Steering Lock Connector



Main Body ECU

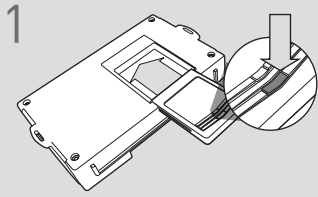


**LED Programming Error Codes**

- Module LED flashing RED during programming
- 1x - No CAN detected, check connections
- 2x - VIN not read, check connections
- 3x - VIN unknown, force platform
- 4x - No IMMO
- 5x - OEM remote starter detected, remove
- 6x - Key platform detected, check connections
- 7x - No RX detected, check connections
- 8x - No TX detected, check connections

**TAKEOVER NOT SUPPORTED: THE VEHICLE WILL SHUT DOWN UPON OPENING DRIVER'S DOOR**

## CARTRIDGE INSTALLATION



1 Slide cartridge into unit. Notice button under LED.

2

Ready for Module Programming Procedure.

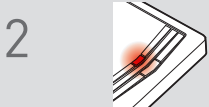
## MODULE PROGRAMMING PROCEDURE

### NOTE

Between each step, LED will turn solid RED, this is the default standby mode.



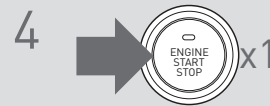
1 Push start button twice [2x] to ON position.



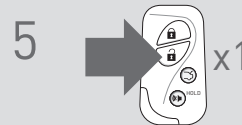
2 LED will turn solid RED.



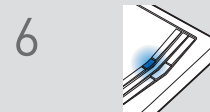
3 Within 5 seconds, LED will flash BLUE rapidly.



4 Push start button once [1x] to OFF position.



5 Press unlock button once [1x] on OEM keyfob.



6 Wait, LED will turn solid BLUE for 2 seconds.

7

Module Programming Procedure completed.

## TAKEOVER NOT AVAILABLE