

Overview: The initial production release of the FTI-TLK1 harness has an issue where in some vehicles the secondary power input to the CN1 connector will overload the associated vehicle circuit, causing a fuse to blow. This issue affects the initial release of harnesses and is already being addressed in production. A field correction procedure is detailed below in Figure 1.

Issue: The secondary power circuit can overload some vehicle ignition switch circuits, causing a blown 5A/7.5A AM1 fuse, potentially disabling the vehicle and leaving the consumer stranded. Affected adapters are illustrated below in figure 2.

Corrective steps:

- 1.) Select the applicable CN1 adapter, isolate the RED/WHITE power wire, cut wire approximately 4" from the BLACK plug
- 2.) Insulate the wire still connected to the WHITE plug using heat shrink tubing, and strip the insulation on the other wire end
- 3.) Strip a portion of the insulation from the RED wire, attach the stripped RED/WHITE to the exposed RED wire, solder together
- 4.) Apply insulating tape to the soldered connection and secure the cut ends back to the bundle of wires created by the adapter
- 5.) Correction complete, you may safely proceed to finish your installation

Figure 1: Step by step adapter correction

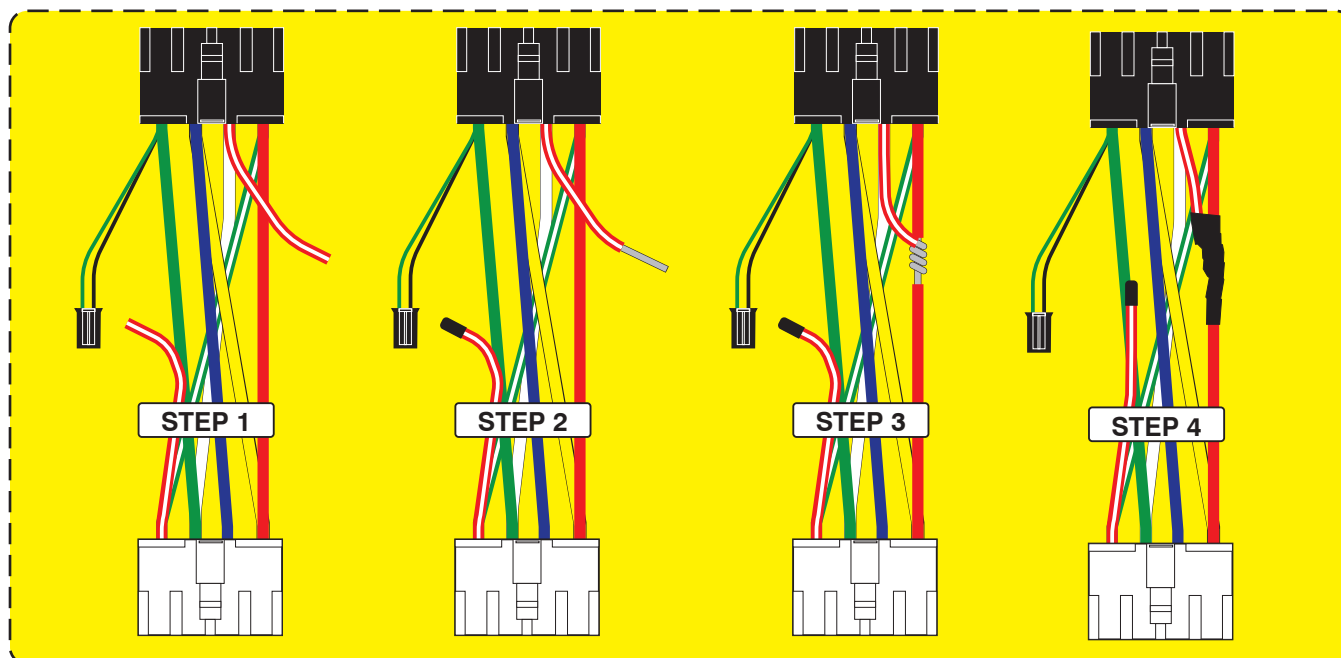
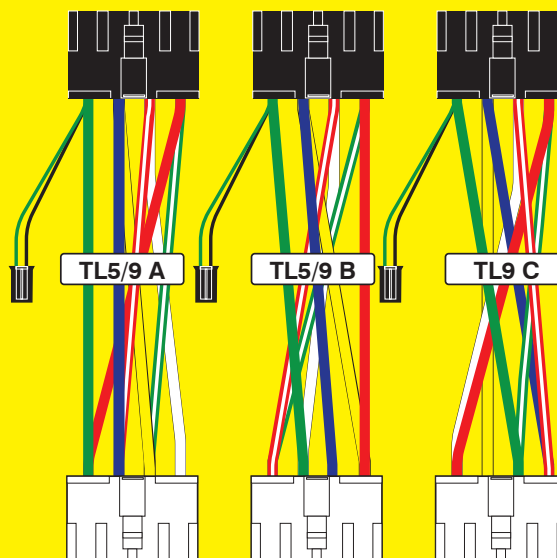


Figure 2: Supplied CN1 Harness Adapters

Incorrect power provisions with the potential to overload vehicle ignition supply circuit, resulting in blown AM1 fuse.



FTI-TLK1 Type 2A1 - Vehicle Coverage & Preparation Notes

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Make	Model	Year	Install	CAN	Lights	SIL	Locks	I/O Changes
DL-TL5					Park / Auto			Green White/Blue
Scion	iQ 80 bit STD Key	2012-15	Type 2/A	OBD-II	A / A		RDA 3	START 2/None
Scion	tC 80 bit STD Key	2011-15	Type 2/A	OBD-II	A		RDA 3	START 2/None
Toyota	4Runner 80 bit STD Key	2010-19	Type 2/A	OBD-II	A / A		RDA 3	START 2/None
Toyota	Sienna 80 bit STD Key	2011-14	Type 2/A	OBD-II	A / A	TPMS/10	RDA 3	

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

Firmware: Covered vehicles use **BLADE-AL(DL)-TL5**, flash module and update the controller firmware before installing.

Install: Type 2A vehicles use the TL5/9 main harness and **TL 5/9 A CN1 adapter**, *using any other adapter will result in malfunction or damage.*

Lights: Type A parking lights require a connection between the **green/white** wires in the **park/auto** and **BECU** harnesses. Type A auto lights require cutting the violet **AUTO LT. A** loop on the BECU harness, connecting the loop ends to the **white/red** & **white/black** wires in the park/auto harness.

SIL: The 2011-14 Sienna requires an interrupt of the SIL data wire at the TPMS module.

Locks: Lock control requires a connection between the harness RDA and RDA 3 wires, secure unused RDA connections for safety.

I/O Changes: Listed vehicles require changing the controller output from **Parking Light** to **START**, CM7x00 controllers move jumper 3 to STARTER position, CM900 controllers set feature option 1-6 to 2. If issues arise disarming the OEM alarm during remote start, set option 1-01 to 2. If issues arise disarming the OEM alarm during remote start, set option 1-01 to 2.

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

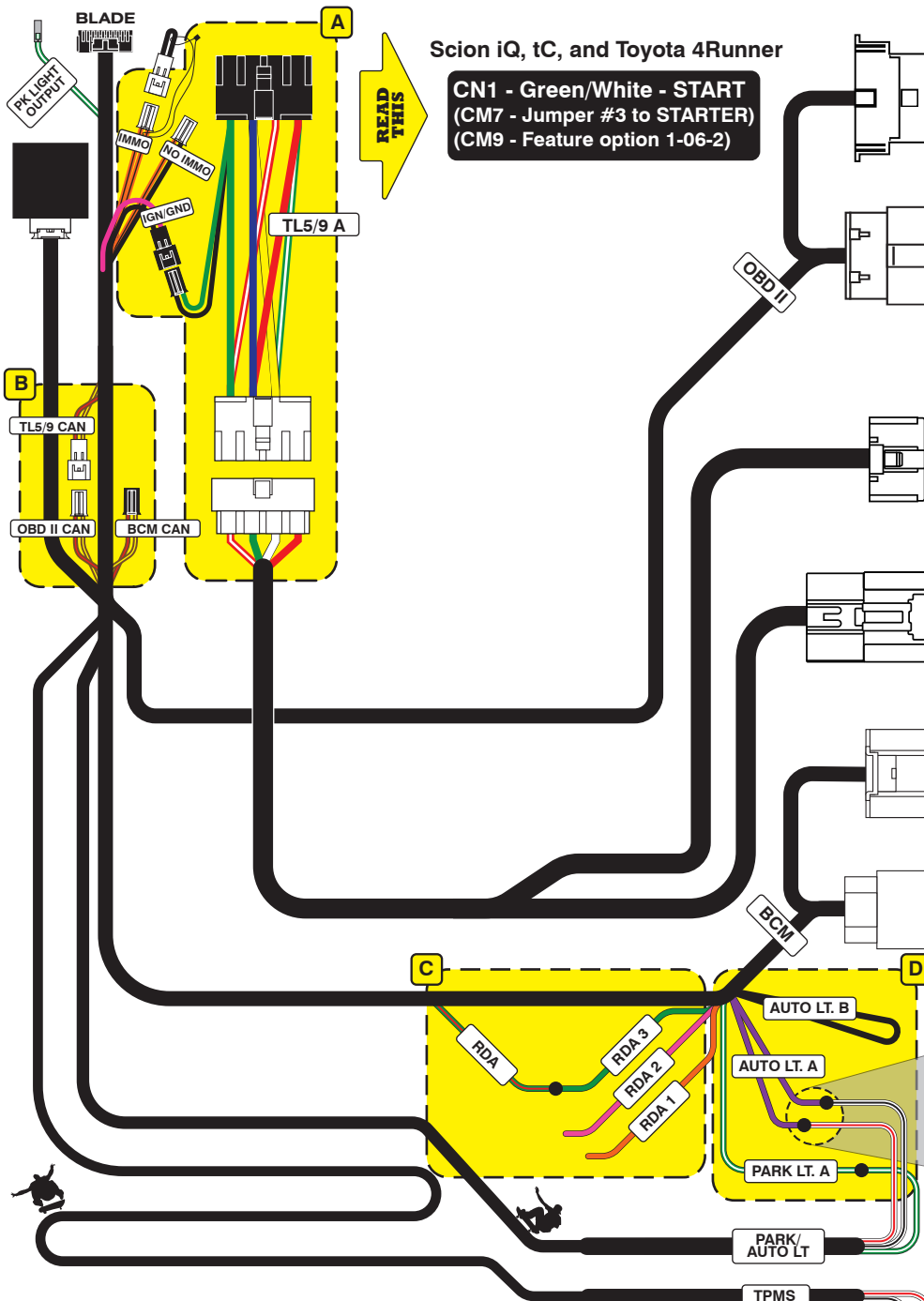
CM900AS/900S Jumper

START
ACC
IGN1



FTI-TLK1 Type 2A1 - Installation Notes & Wiring Diagram

- A** TL 5/9 A CN1 adapter required for this install, using any other adapter will result in malfunction/damage. Connect jumper to **IMMO** unless not equipped, then **NO IMMO**. IGN/GND connection is mandatory.
- B** Can configuration jumper, connect to OBD-II connector, secure unused BCM connector for safety.
- C** Door lock control for this install requires connecting provided **RDA** wire to **RDA 3** connection, secure unused **RDA 1 & RDA 2** connections for safety.
- D** Type A parking lights, connect harness **green/white** (park/auto harness) to the **green/white** (BECU harness), if equipped with auto-lights, cut **AUTO LT. A** loop and connect as illustrated
- E** 2011-14 Sienna requires an interrupt of the SIL data wire at the TPMS module, failure to perform interrupt will result in failed start attempts. Connect as illustrated.



Module Programming Procedure

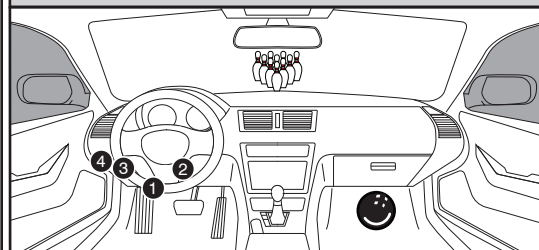
- Step 1 - Activate IGN, LED will turn solid red
- Step 2 - Wait for Solid blue LED
- Step 3 - Programming complete

LED Programming Error Codes

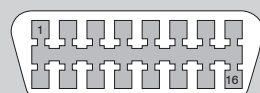
Module LED flashing RED during programming

- 1x - CAN error, confirm harness configuration
- 2x - No IGN, confirm connections
- 3x - No IMMO, confirm equipment and connections
- 4x - Unknown VIN, manually assign
- 5x - No IGN on CAN, confirm connections

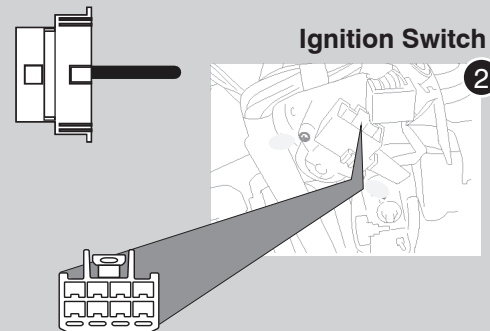
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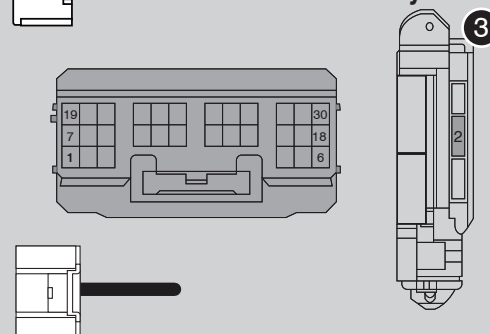
OBD-II Connector



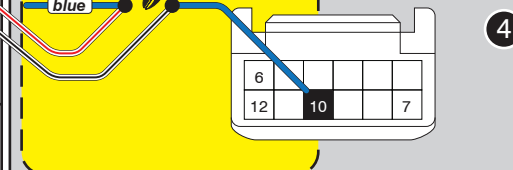
Ignition Switch



Main Body ECU



TPMS Module



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