FTI-TLK1 Harness Bulletin - Mis-wired Power Circuits

FIRSTECH, LLC.
SUPPORT - 1(888) 820-3690, EXT. 203

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

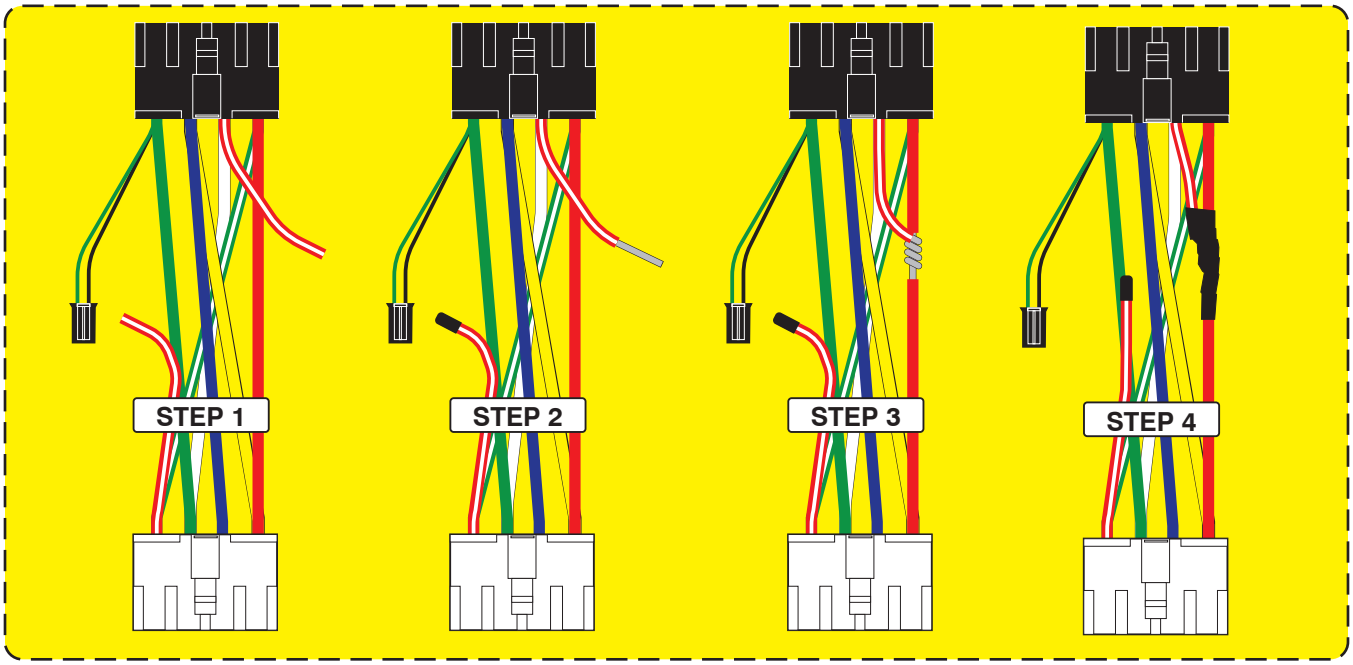
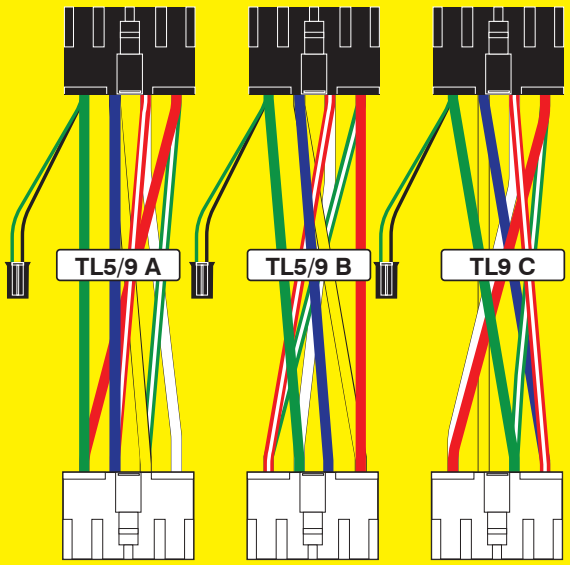


Figure 2: Supplied CN1 Harness Adapters

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



FTI-TLK1 Type 3B4 - Vehicle Coverage & Preparation Notes

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Make	Model	Year	Install	CAN	Lights	SIL	Trunk	I/O Changes
DL-TL9					**Park / Auto**			**Green White/Blue**
Toyota	Sequoia 80 bit H Key	2015-17	Type 3/B	OBD-II	SW 23 / 21	GBX/10	BECU/26	

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

Firmware: Covered vehicles use **BLADE-AL(DL)-TL9**, flash module and update the controller firmware before installing.

Install: Type 3B vehicles use the TL 5/9 B CN1 adapter, using any other adapters will result in malfunction and damage.

CAN: Covered vehicles require the CAN source connection to the OBD source connector, the BCM source is not used.

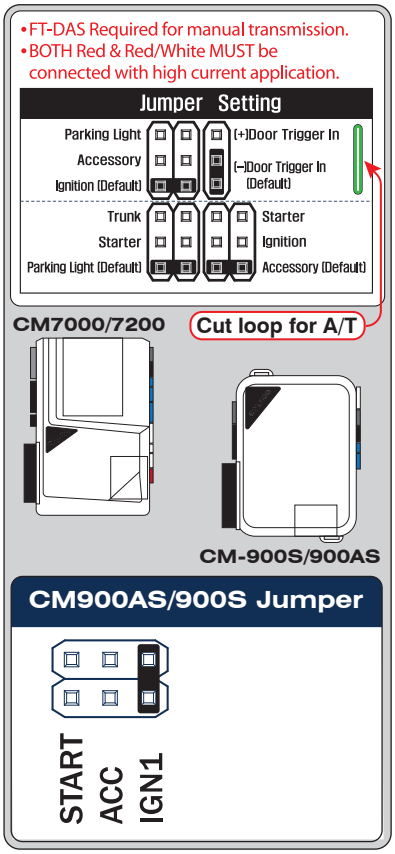
Lights: Type SW parking lights require direct connection to the vehicle parking light and auto-light circuits, the **green**/**white** wire in the **park**/**auto harness** connects to pin #23, ***orange***, in the 26-pin connector at the BECU. Type SW auto lights require cutting the ***green*** wire at pin #21 in the same 26-pin connector, and connecting the cut ends to the ***white***/***red*** ***& white***/***black*** wires in the park/auto harness.

Locks: Lock control requires a direct connection between the harness **RDA** wire and the ***violet*** wire located in the 28-pin connector, pin #12. Secure all unused **RDA** connections for safety.

TPMS: The Sequoia requires an interrupt of the SIL data wire at the TPMS module (behind glove box) which opens a necessary communication line. Cut the wire at the TPMS module 12-pin connector, pin #10, ***blue***, and connect as illustrated.

Trunk:
Trunk/Hatch release requires additional wiring, connect CM (-) trunk output, or program any available POC for trunk release and connect to the BECU 28-pin connector, pin #12, ***violet*** wire. If issues arise disarming the OEM alarm during remote start, set option 1-01 to 2.

Okay, now get to work...



FTI-TLK1 Type 3B4 - Installation Notes & Wiring Diagram

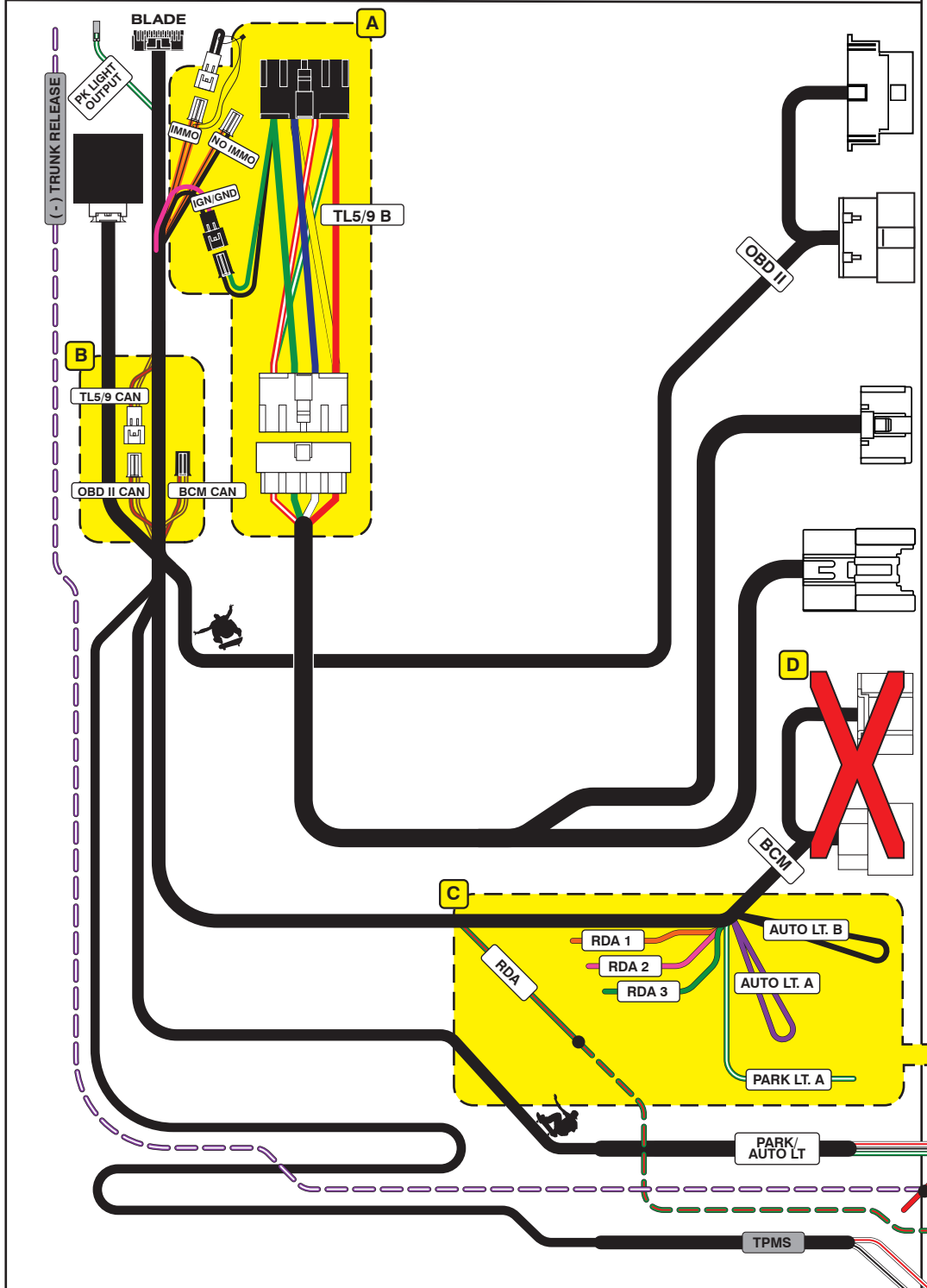
A Use TL 5/9 B CN1 adapter, any other adapter will result in malfunction and damage. Jumper connected to IMMO for equipped vehicles, if not equipped, connect to NO IMMO before programming. IGN/GND connection required.

B Type 3B3 installs require CAN jumper to be connected to the OBD source connector. Secure unused BCM connector for safety.

C Door lock control for this install requires connecting the harness **RDA** wire directly to the vehicle RDA circuit located at BECU C2, pin #12, ***violet.*** For park lights, connect harness ***green***/***white*** to pin #23, ***orange***, in C1 of the BECU, for auto-light control, cut the ***green*** wire at pin #21, in C1 of the BECU, and connect cut ends to harness ***white***/***red*** and ***white***/***black*** of the Park/Auto Lt harness. Hatch release, connect CM output to pin #26, C1 at BECU, ***red.***

D 30-pin BECU connector is not used. Make no connection.

E SIL data interrupt required, connection located at the TPMS module located behind the glove box. Cut ***blue*** wire in pin #10 of the 12-pin connector at TPMS module, connect as illustrated.



Module Programming Procedure

Step 1 - Insert key into cylinder (Black key only, not gray)
Step 2 - Activate ignition, LED will go solid red
Step 3 - Wait for LED to go solid blue
Step 4 - Deactivate ignition
Step 5 - Programming complete

LED Programming Error Codes

Module LED flashing RED during programming

1x - Can error, confirm connections
2x - No IGN, check connections & adapter
3x - No IMMO, confirm connections and equipment level
4x - VIN error, contact engineering

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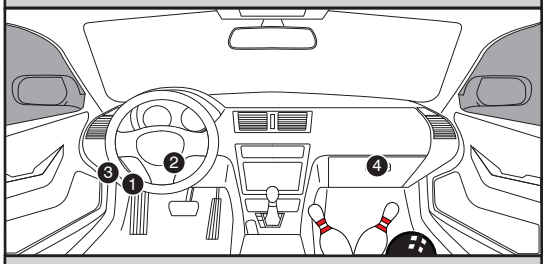
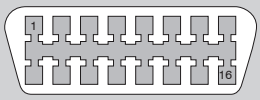
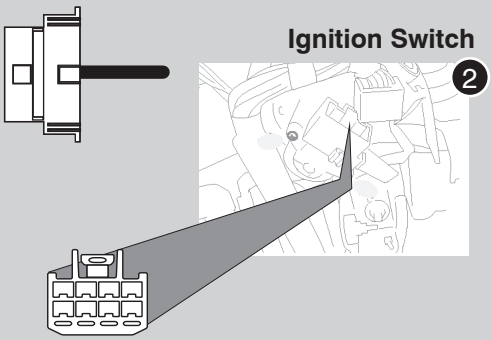


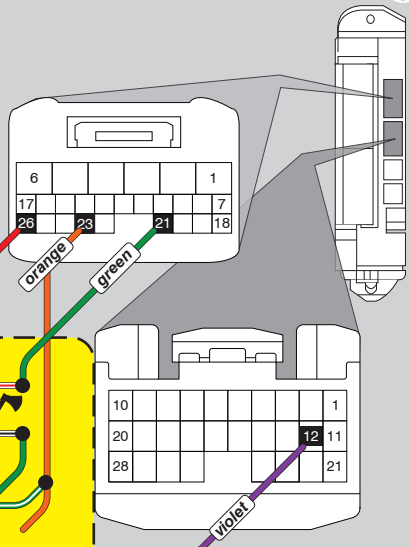
OBD-II Connector 1



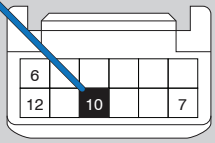
Ignition Switch 2



Main Body ECU 3



TPMS Module 4



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