

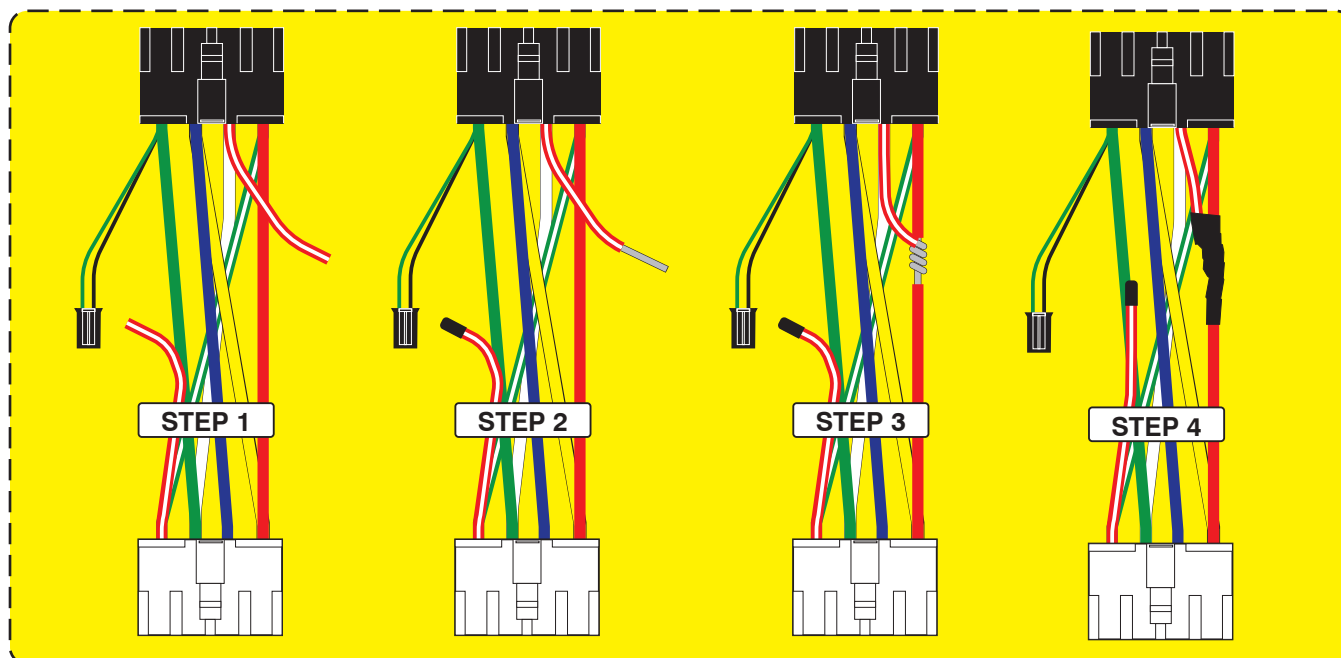
**Overview:** The initial production release of the FTI-TLK1 harness has an issue where in some vehicles the secondary power input to the CN1 connector will overload the associated vehicle circuit, causing a fuse to blow. This issue affects the initial release of harnesses and is already being addressed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

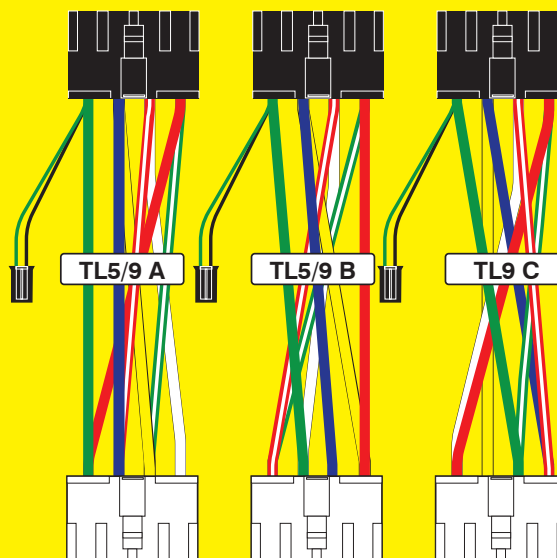
- 1.) Select the applicable CN1 adapter, isolate the RED/WHITE power wire, cut wire approximately 4" from the BLACK plug
- 2.) Insulate the wire still connected to the WHITE plug using heat shrink tubing, and strip the insulation on the other wire end
- 3.) Strip a portion of the insulation from the 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 3C2 - Vehicle Coverage & Preparation Notes

**RSTECH,LLC.**  
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Make	Model	Year	Install	CAN	Lights	*SIL	Trunk	I/O Changes
<b>DL-TL9</b>					<b>Park / Auto</b>			<b>Green White/Blue</b>
Toyota	CH-R 80 bit H Key	2018-19	Type 3/C	BCM	A / B	*FBX/36		
Toyota	Highlander 80 bit H Key	2017-18	Type 3/C	BCM	A / B	*NOTE	SW/4	START 2/None
Toyota	Tacoma 80 bit H Key	2018-19	Type 3/C	BCM	A / B	*BCM/33		START 2/None

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

**Firmware:** Covered vehicles use **BLADE-AL(DL)-TL9**, flash module before installation.

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

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

**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.

**Locks:** Lock control requires a connection between the harness **RDA** and **RDA 2** wires, secure the unused **RDA 1 & RDA 3** connections for safety.

**TPMS:** OEM RS control (3X Lock Start) feature requires interrupting the following TPMS ignition circuits:

- \* CH-R - Driver kick panel junction box
- \* Tacoma - BECU, driver side dash
- \* Highlander - See detailed notes below.

**I/O Changes:**

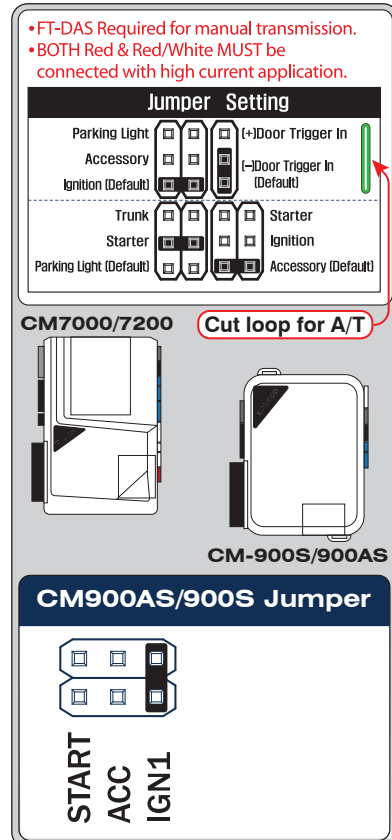
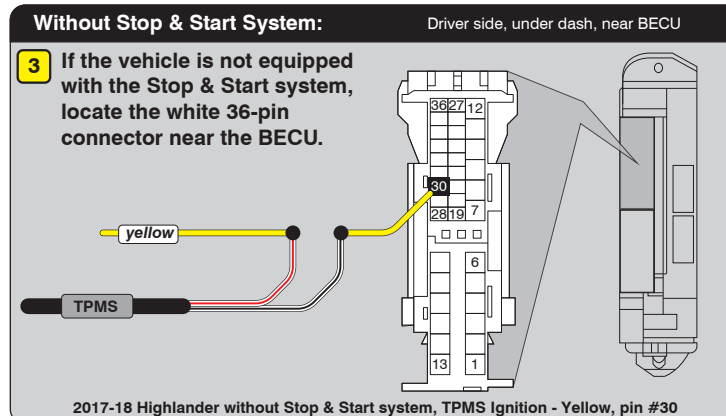
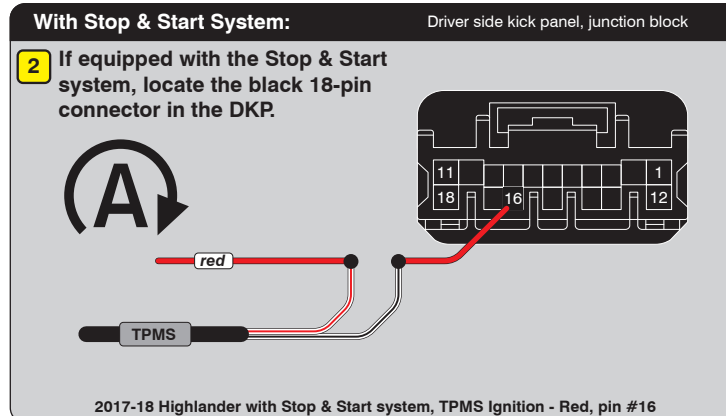
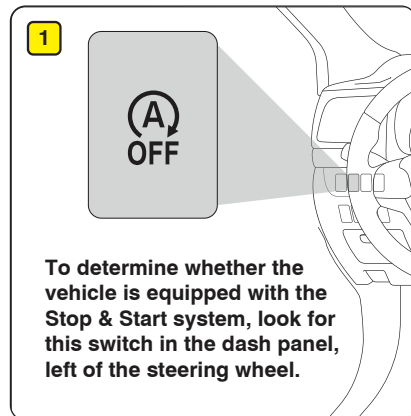
**CM900S/900AS: START2:** Set feature option 1-6-2 (starter output 10A max) If issues arise disarming the OEM alarm during remote start, set option 1-01 to 2.

**CM7000/7200: START2:** Move CM jumper 3 to Starter position. If issues arise disarming the OEM alarm during remote start, set option 1-01 to 2.

- \* CH-R - Driver kick panel junction box
- \* Tacoma - BECU, driver side dash
- \* Highlander - See detailed notes below.

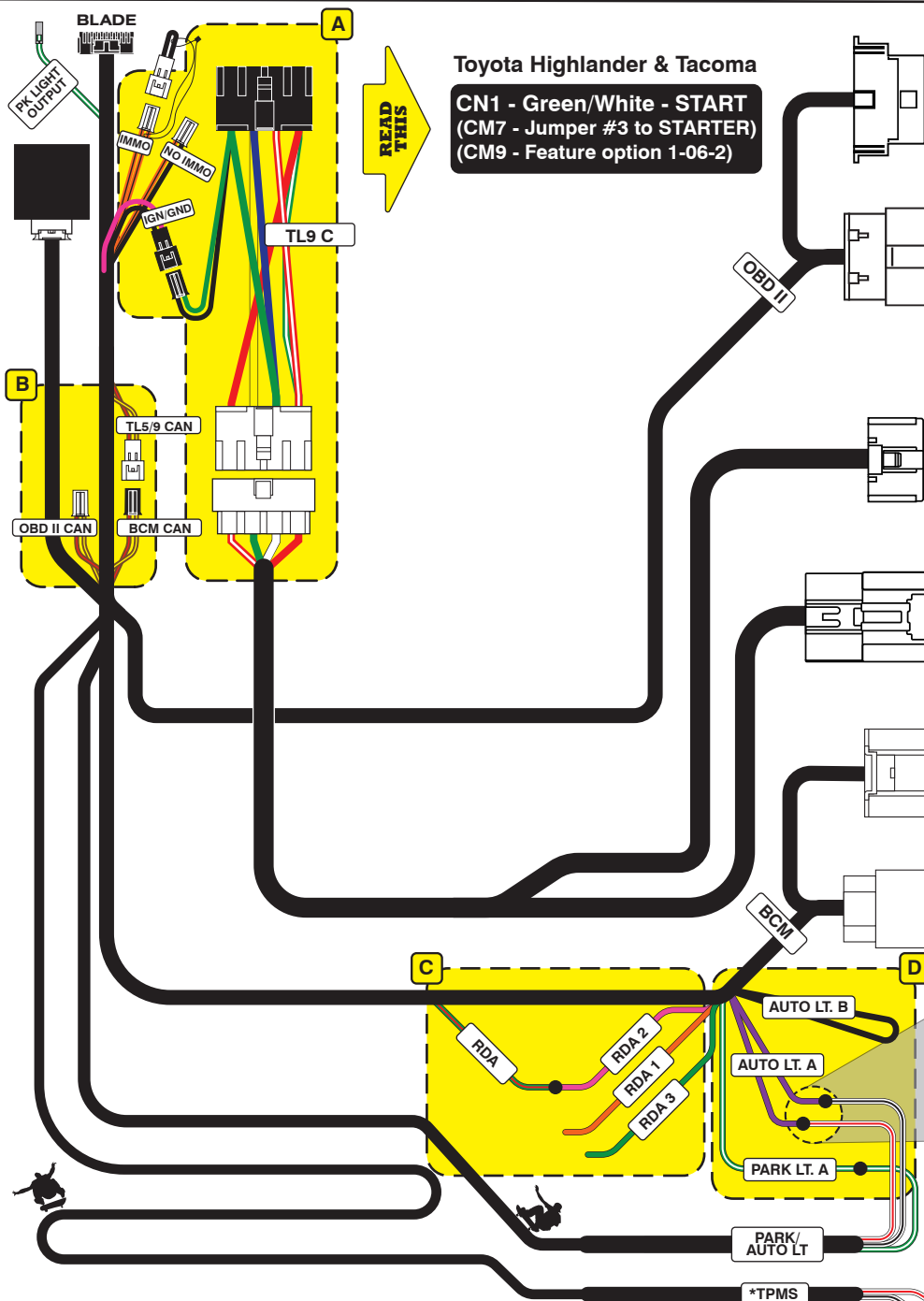
**Okay, now get to work... Right after you read below. Twice.**

**\* CONNECTION REQUIRED ONLY IF 3X LOCK CONTROL IS DESIRED AND VEHICLE IS EQUIPPED WITH TIRE PRESSURE MONITORING SYSTEM (TPMS).**



# FTI-TLK1 Type 3C2 - Installation Notes & Wiring Diagram

- A** TL 5/9 C CN1 adapter required for use in the vehicles listed on the coverage page, using any other adapter included in the kit will result in malfunction and possible damage.
- B** Type 3C2 installs require CAN jumper to be connected to the BCM source connector. Secure unused OBD-II connector for safety.
- C** Door lock control for this install requires connecting provided RDA wire to RDA 2 connection, secure unused RDA 1 & RDA 3 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** 3X Lock start requires interrupting the TPMS ignition circuit, CH-R wire is **lt. blue**, pin #36, driver kick, Tacoma wire is **lt. green**, pin #33, 36-pin BECU connector, and Highlander info is on coverage page.



\* CONNECTION REQUIRED ONLY IF 3X LOCK CONTROL IS DESIRED AND VEHICLE IS EQUIPPED WITH TIRE PRESSURE MONITORING SYSTEM (TPMS).

## Module Programming Procedure

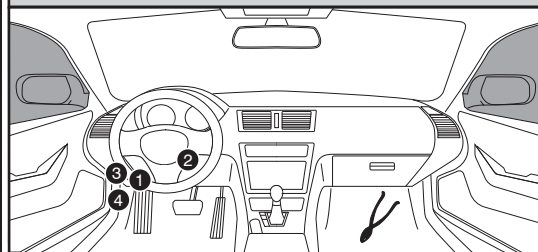
- Step 1 - Insert key into cylinder (Black key only, not gray)
- Step 2 - Activate ignition, LED will go solid red
- Step 3 - Wait for LED to go solid blue
- Step 4 - Deactivate ignition
- Step 5 - Programming complete

## LED Programming Error Codes

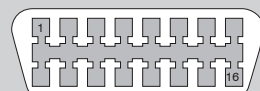
Module LED flashing RED during programming

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

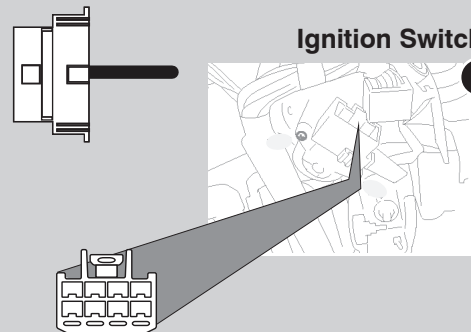
FIRSTECH, L.L.C.



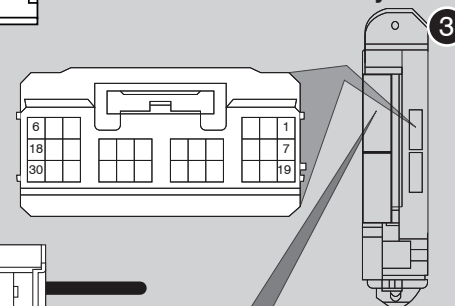
## OBD-II Connector



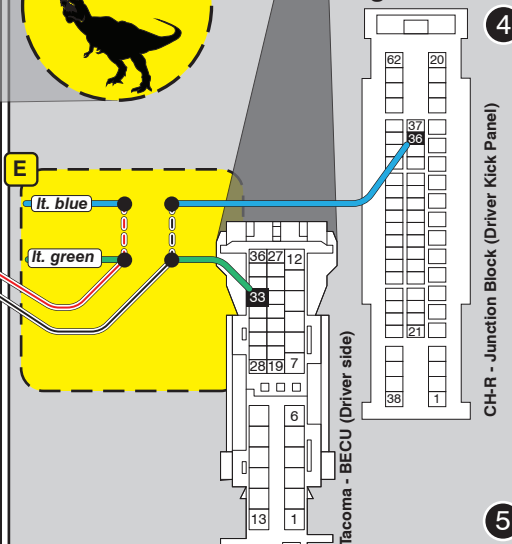
## Ignition Switch



## Main Body ECU



## TPMS Ignition Cut



FTI-TLK1 Type 3C2

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