FTI-TLK1 Harness Bulletin - Mis-wired Power Circuits

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
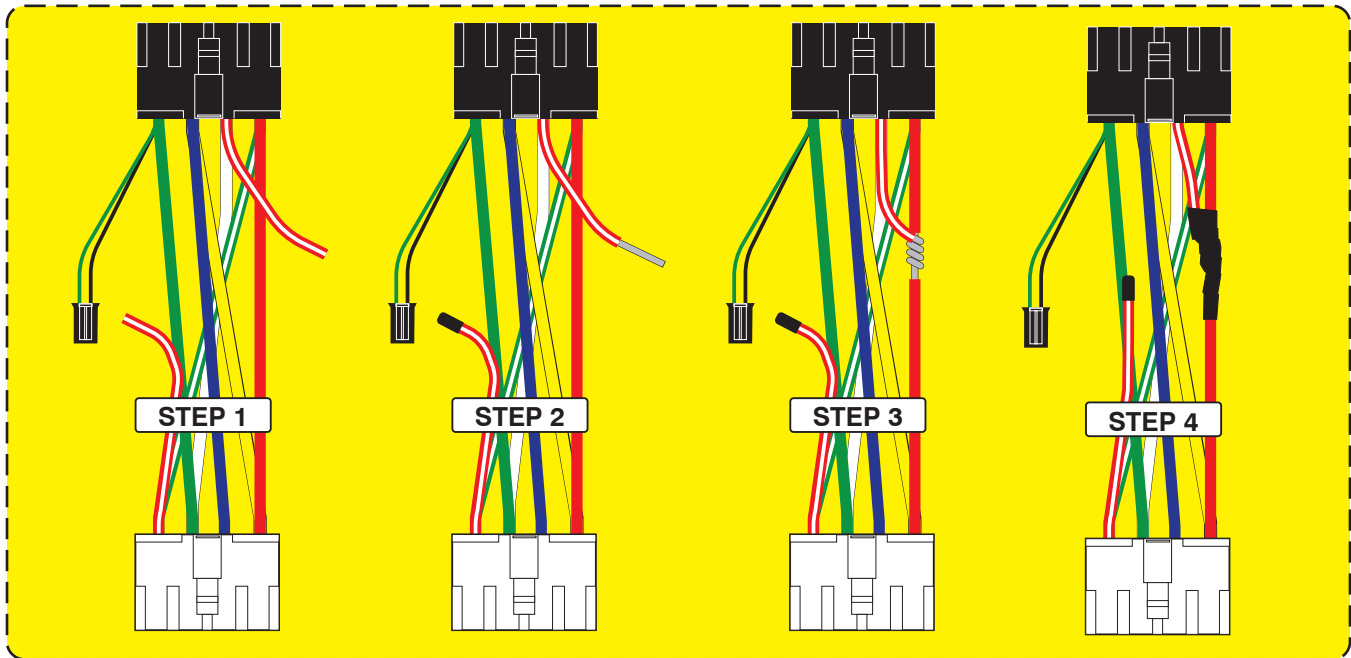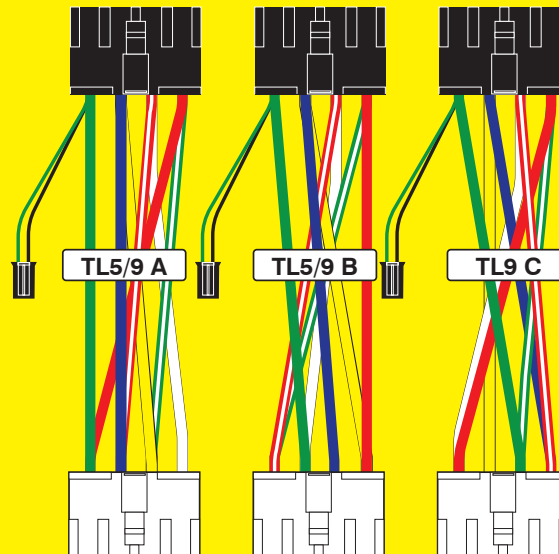

STEP 1   STEP 2   STEP 3   STEP 4

Figure 2: Supplied CN1 Harness Adapters

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

TL5/9 A   TL5/9 B   TL9 C

FTI-TLK1 Type 3C3 - Vehicle Coverage & Preparation Notes

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Make	Model	Year	Install	CAN	Lights	TPMS	Trunk	I/O Changes
DL-TL9					**Park / Auto**			**Green White/Blue**
Toyota	Highlander 80 bit H Key	2014-16	Type 3/C	OBD-II	A / B	BCM/30	SW/4	START 2/None
Toyota	Tacoma 80 bit H Key	2016-17	Type 3/C	OBD-II	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 and update the controller firmware before installing.

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

I/O Changes:
CM900S/900AS I/O Changes:
START2: Set feature option 1-6-2 (starter output 10A max).
Locks: Configure unlock before and lock after start, set option 1-01 to 2.

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

CAN: Covered vehicles require the CAN source connection to the OBD source connector, the BCM 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 TPMS ignition circuits located in the following positions:

* Highlander - BECU 36-pin connector, pin #30
* Tacoma - BECU 36-pin connector, pin #33
Connect as illustrated.

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 — [+]Door Trigger In
Accessory — [-]Door Trigger In [Default]
Ignition [Default]

Trunk — Starter
Starter — Ignition
Parking Light [Default] — Accessory [Default]
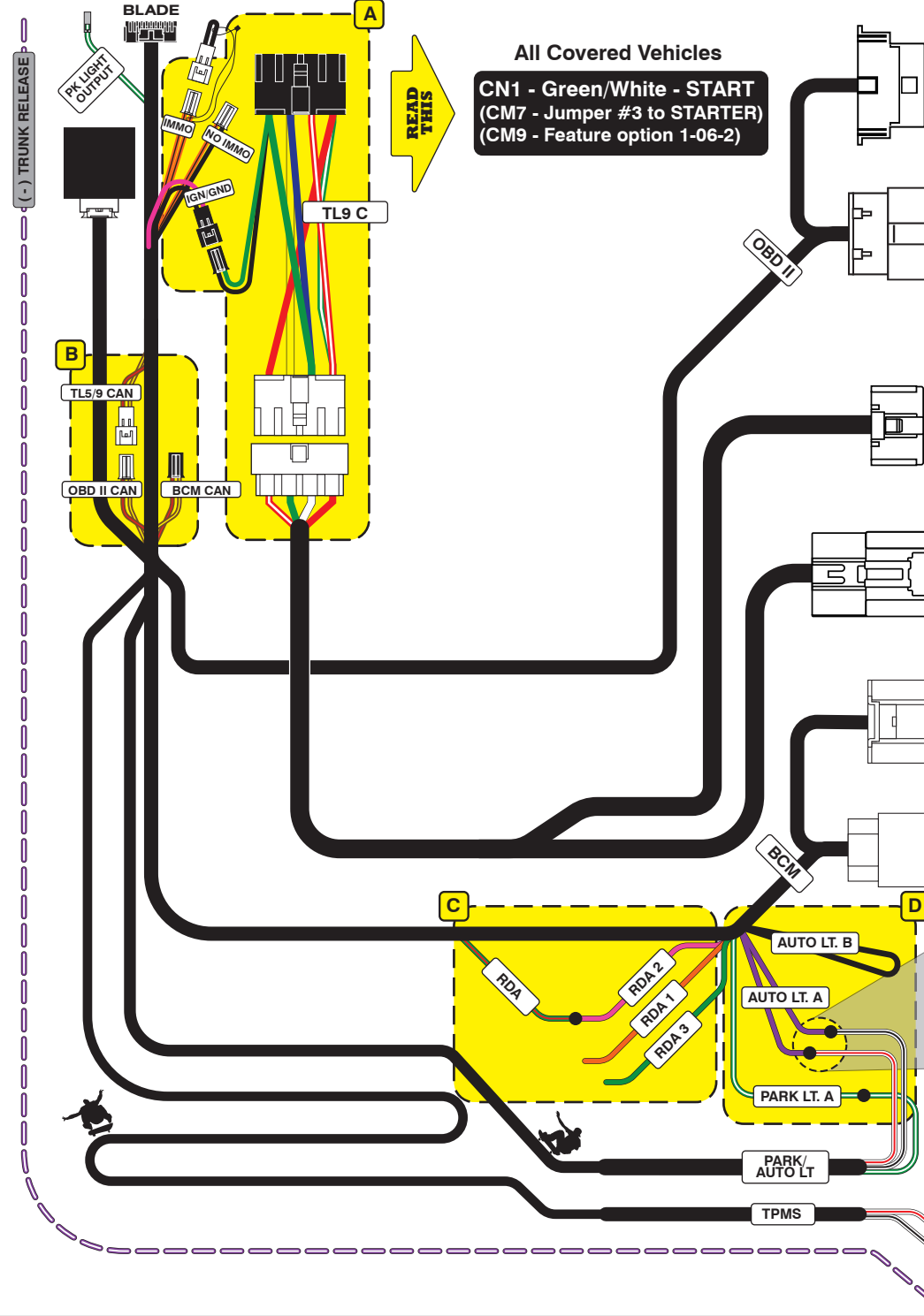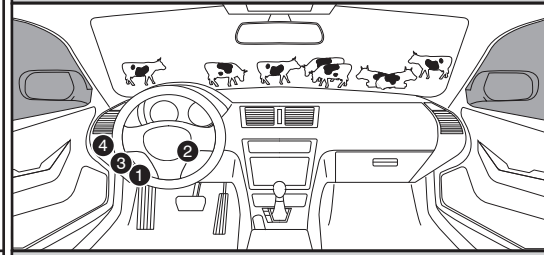
CM7000/7200   Cut loop for A/T
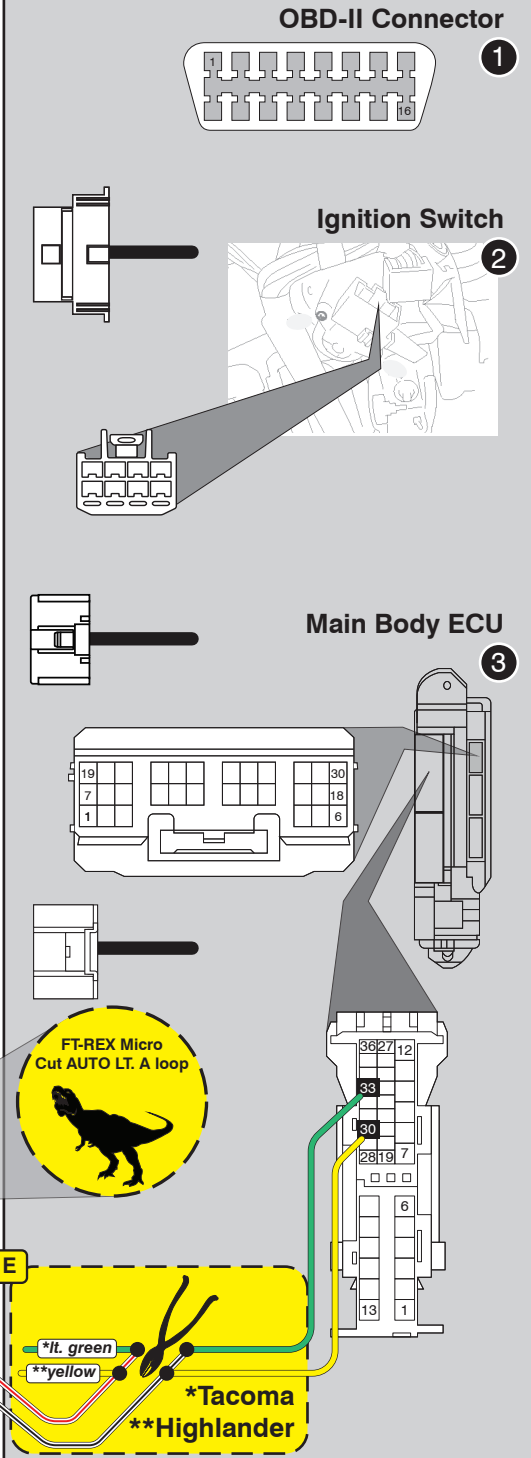
CM-900S/900AS

CM900AS/900S Jumper

START ACC IGN1

FTI-TLK1 Type 3C3 - Installation Notes & Wiring Diagram

FIRSTECH,LLC.

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 it malfunction and possible damage.

B Type 3C3 installs require CAN jumper to be connected to the OBD-II source connector. Secure unused BCM 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 OEM RS control requires an interrupt of the TPMS IGN at the BECU white 36-pin connector, pin #30, *yellow* (Highlander), or pin #33, *lt. green* (Tacoma). Connect required wire as illustrated.

Diagram

(-) TRUNK RELEASE

PK LIGHT OUTPUT

BLADE

IMMO   NO IMMO

IGN/GND

A

TL9 C

B

TL5/9 CAN

OBD II CAN   BCM CAN

All Covered Vehicles

CN1 - Green/White - START
(CM7 - Jumper #3 to STARTER)
(CM9 - Feature option 1-06-2)

READ THIS

OBD II

BCM

C
RDA
RDA 2
RDA 1
RDA 3

D
AUTO LT. B
AUTO LT. A
PARK LT. A

FT-REX Micro
Cut AUTO LT. A loop

PARK/AUTO LT

TPMS

E
*lt. green
**yellow
*Tacoma
**Highlander

OBD-II Connector ❶

Ignition Switch ❷

Main Body ECU ❸

19					30
7					18
1					6

36 27 12
33
30   7
28 19 6
13   1

Hatch Release Switch ❹

5 4 3 2 1

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

FTI-TLK1 Type 3C3

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