

Make	Model	Year	Install	CAN	Lights	RAP	Trunk	I/O Changes
<b>DL-CH5</b>					<b>Park / Auto</b>			<b>Green White/Blue</b>
Chrysler	Aspen	2007-10	Type 2	SKREEM	A	D		
Dodge	Caliber	2007-12	Type 2	SKREEM	A	D		
Dodge	Dakota	2007-11	Type 2	SKREEM	A	D		
Dodge	Durango	2007-10	Type 2	SKREEM	A	D		
Dodge	Ram 1500	2007-08	Type 2	SKREEM	A	D		
Dodge	Ram 2500	2007-09	Type 2	SKREEM	A	D		
Dodge	Ram 3500	2007-09	Type 2	SKREEM	A	D		
Dodge	Ram 3500 Cab only	2007-09	Type 2	SKREEM	A	D		
Dodge	Ram 4500 Cab only	2008-10	Type 2	SKREEM	A	D		
Dodge	Ram 5500 Cab only	2008-10	Type 2	SKREEM	A	D		
RAM	4500 Cab only	2010	Type 2	SKREEM	A	D		
RAM	5500 Cab only	2010	Type 2	SKREEM	A	D		
Mitsubishi	Raider	2007-09	Type 2	SKREEM	A	D		

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

**Firmware:**

Covered vehicles utilize the **BLADE-AL(DL)-CH5** firmware, flash module and update the controller firmware before installing.

**Warning:**

SKREEM damage may result from excess pressure placed upon the SKREEM connector and harness during disassembly. Fully exposing the SKREEM so that the connector release can be fully depressed will help avoid damaging the module.

**Install:**

**Type 2** installs do not use the included START and MUX connections, please ensure that the unused connections are properly insulated and secured for safety

**Lights:**

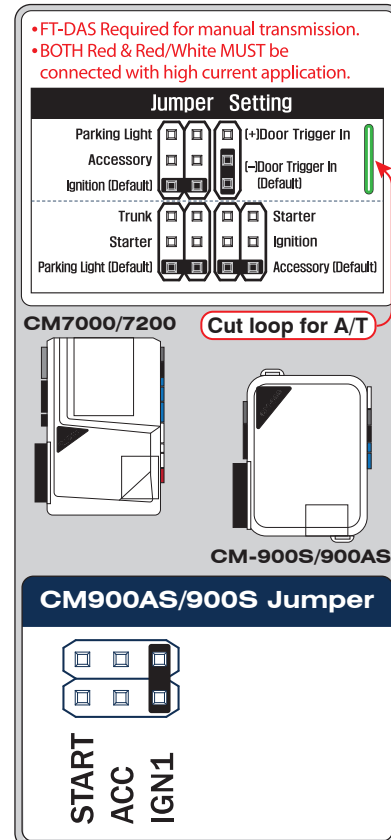
**Type A (MUX)** parking light connections are located at the 10-pin headlight switch, an additional relay and 1K Ohm resistor are required to complete the circuit interface

**Type B (+)** parking light connections are not required for this installation type. Please ensure that the unused wires are properly insulated and secured for safety.

**RAP:**

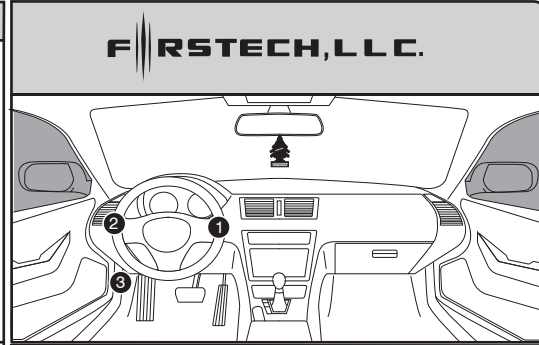
**Type D (-)** retained accessory power (RAP) handling requires connecting controller rearm output to the driver's door pin wire, **purple** in the driver kick panel harness

**Okay, now get to work...**

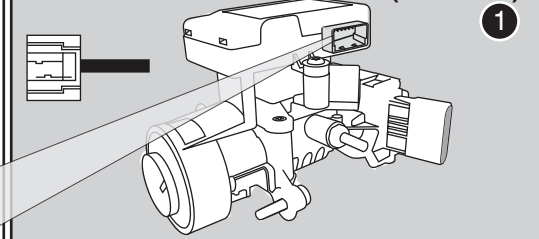


# FTI-CDK1 Type 2A - Installation Notes & Wiring Diagram

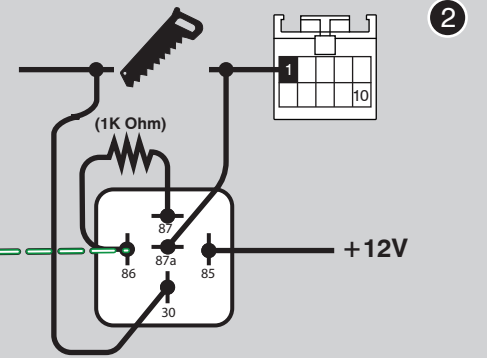
- J** +12V START and MUX control wires for Type 1 vehicles, not used in Type 2 installation. Please ensure that unused wires are insulated and secured for safety
- O** Fused +12V provisions for Type B parking light connections, not used in this installation type. Please ensure that unused wires are insulated and secured for safety
- S** Type A (MUX) parking lights utilize the controller's (-) parking light output, MUX type requires an additional relay and 1K Ohm resistor to complete the circuit interface
- H** Retained Accessory Power (RAP) handling requires controller rearm output to be configured for RAP, option #31, and connected to the driver's door pin wire (purple) in the driver's kick panel harness



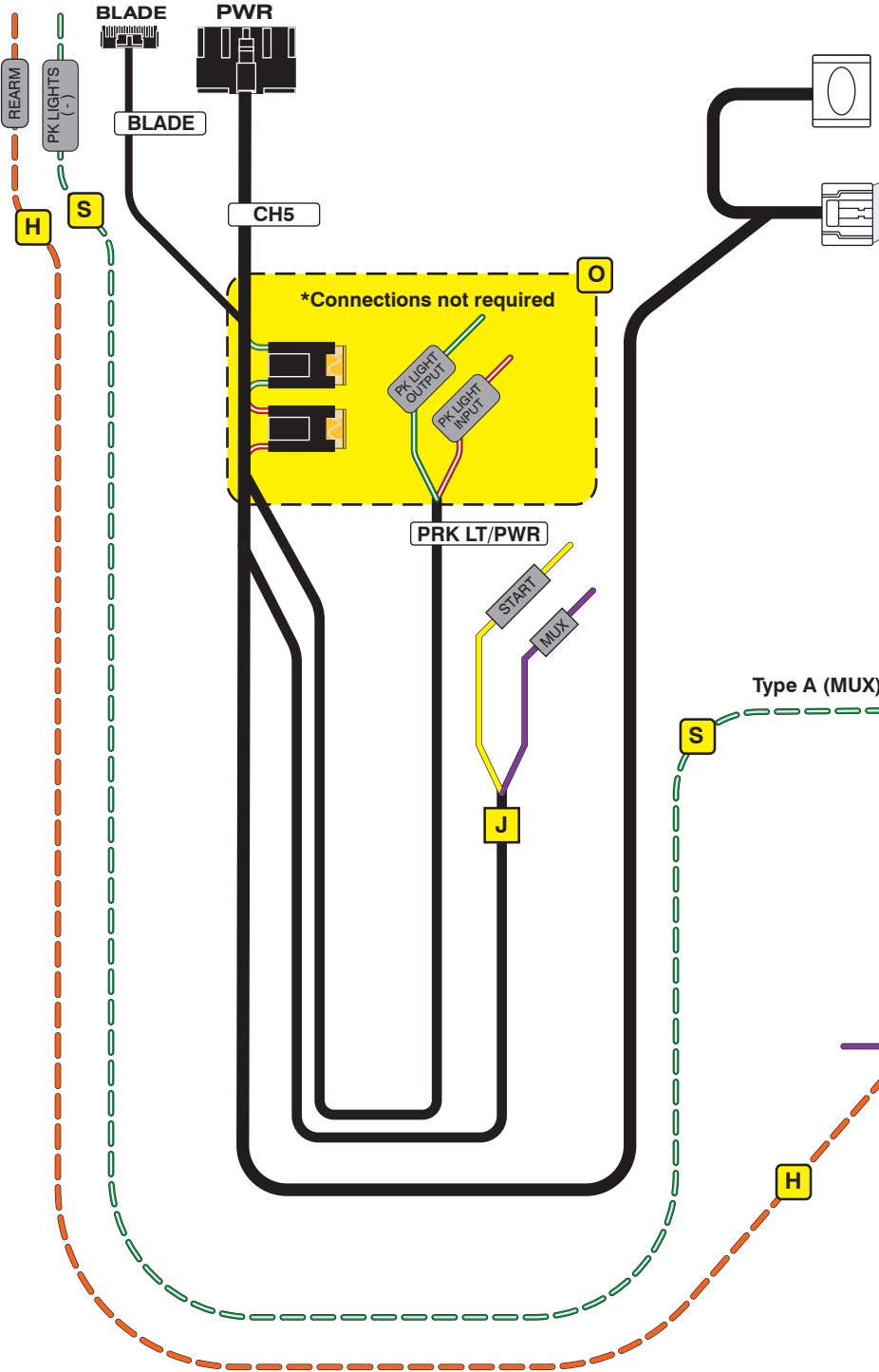
**Sentry Key Remote Entry Module (SKREEM)**



**Headlight switch**



**Driver kick panel harness**



## Module Programming Procedure

- Step 1 - Wake BCM by closing then opening driver's door
  - Step 2 - Activate IGN, module LED should turn red
  - Step 3 - Wait for LED to begin rapidly flashing blue
  - Step 4 - Remove key and press unlock on OEM key fob, if fob is unavailable/defective, press module button
  - Step 5 - Programming complete when LED turns solid blue
- \*\* IF BUTTON PRESS IS REQUIRED, KEYLESS CONTROL MAY REQUIRE ADDITIONAL PARTS OR WIRING**

## LED Programming Error Codes

- Module LED flashing RED during programming
- 1x - CAN Error, check CAN wiring and voltages
  - 2x - Immobilizer, check wiring, press button to skip
  - 3x - Immobilizer, check wiring, contact support
  - 4x - VIN, Check CAN wiring
  - 5x - VIN invalid, contact support
  - 6x - VIN mismatch, confirm firmware and vehicle entry