

Make	Model	Year	Install	CAN	Lights	RAP	Locks	I/O Changes
DL-NI6					Park / Auto			Green White/Blue
Infiniti	Q70 PTS	2018-19	Type 2B	BCM	RED/BLU*	DDP	LOCK C	
Infiniti	Q70L PTS	2018-19	Type 2B	BCM	BLU*	DDP	LOCK C	
Infiniti	QX80 PTS	2018-19	Type 2B	BCM	BLU/ORG*	DDP	LOCK C	
Nissan	Armada PTS	2017-18	Type 2B	BCM	BLU/ORG*	DDP	LOCK C	

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

Firmware:

Covered vehicles use **BLADE-AL(DL)-NI6**, flash module and update the controller firmware before installing.

NI-LOCK harness configuration:

Lock connections for Infiniti and Nissan Pathfinder vehicles are Type C, Type A & B are not used in this install type. CAN data junction #2 is used to source CAN data from the BCM. Secure unused connectors to ensure against short circuits.

Optional Hazard Light Control:

Pre-wired in NI-LOCK harness (green/white). Vehicles equipped with **MOMENTARY** switch use POC1 set to option #30 [Hazard1], vehicles equipped with **LATCHING** switch use POC1 set to option #32 [Hazard2].

RAP Shutdown:

Pre-wired in the harness from BLADE output, connect to driver's door pin at the 15-pin connector of the BCM.

Parking Lights:

Positive parking lights are available in the driver's kick panel, positions and *colors vary by model:

- Q70 - DKP harness
- Q70L - White 12-pin connector, pin #4
- QX80, & Armada - White 10-pin connector, back of fuse panel, pin #8

NI-LOCK/NI6 Behavior and wiring options:

NI-LOCK accessory harness is capable of providing CAN and HAZARD LIGHT connections in a single connector at the BCM, connections that would need to be made individually otherwise. NI-LOCK LOCK C and LOCK A connections will provide ARM and DISARM connections needed, reference the vehicle coverage list for proper configuration.



NI6 Firmware behavior:

NI6 firmware is capable of providing control over the factory alarm, automatically disarming the alarm when remote start is engaged, by providing ignition and immobilizer data, emulating key presence. The alarm will disarm when needed but will not rearm at the end of a remote start session, so this must also be considered. No additional arm/disarm wiring is required, but upon a normal unlock using an aftermarket remote the instrument cluster will illuminate as a result of ignition activity. If this activity is an issue, mandatory connection of arm/disarm wires at the BCM is required, as well as using the circuit jumper in note **B** of the installation diagram.

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"/>	<input type="checkbox"/>	<input type="checkbox"/>	(+)Door Trigger In (Default)
Accessory Ignition (Default)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	(-)Door Trigger In (Default)
Trunk Starter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Starter Ignition
Parking Light (Default)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Accessory (Default)

CM7000/7200 Cut loop for A/T

CM-900S/900AS

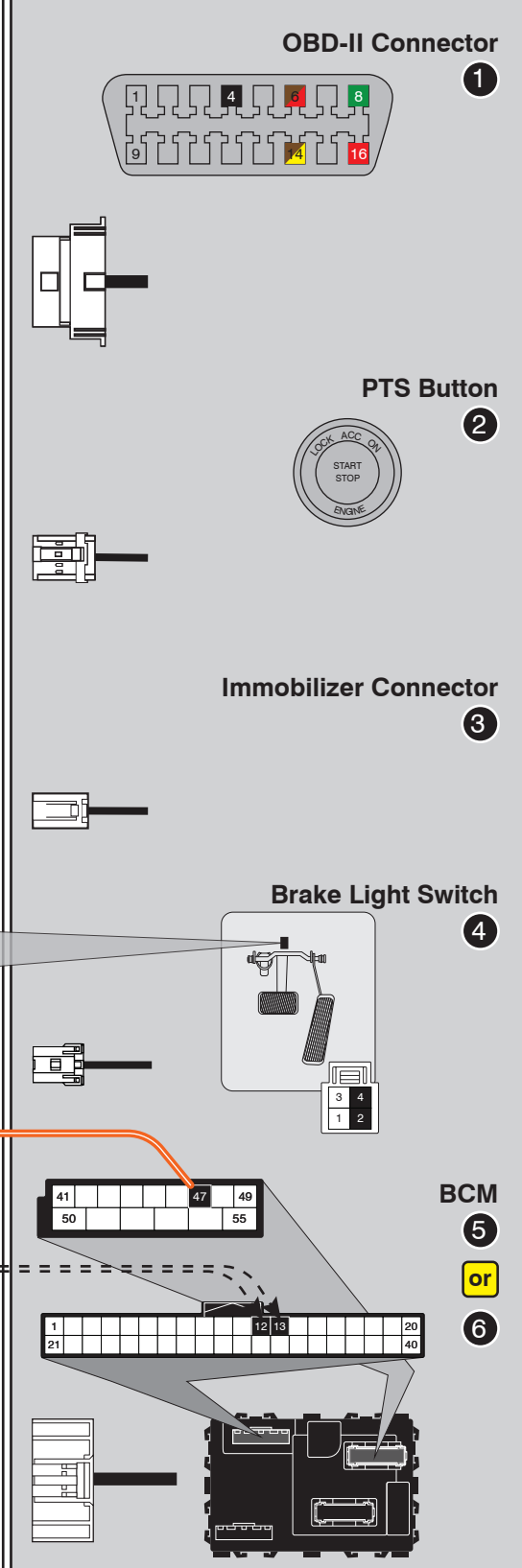
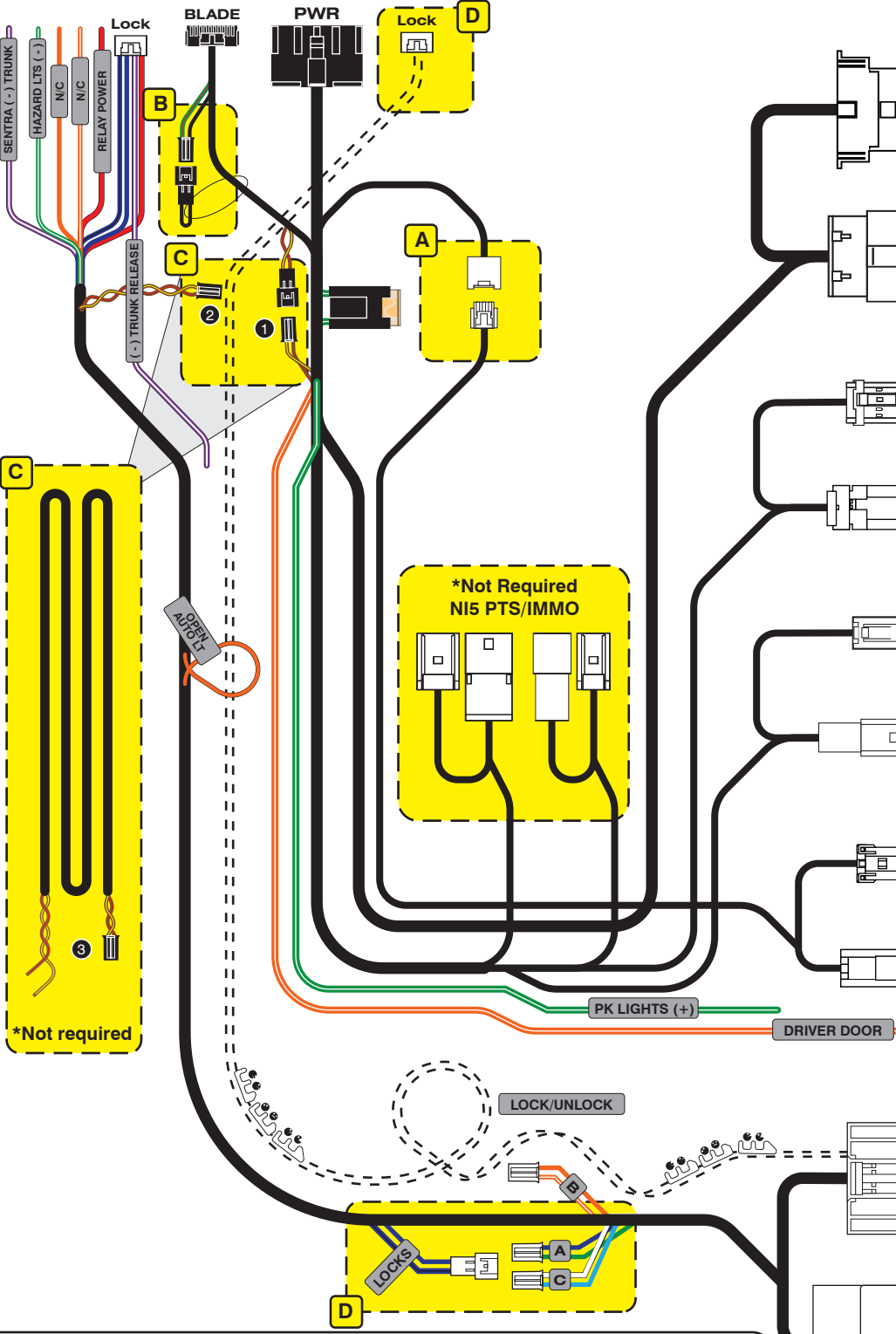
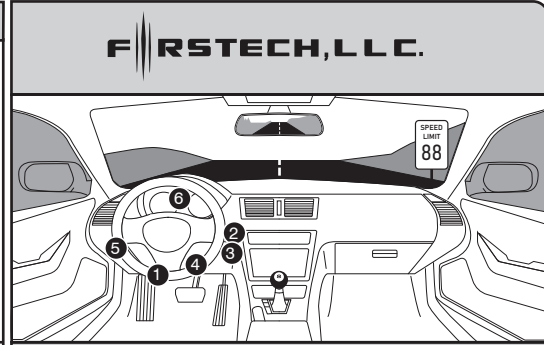
CM900AS/900S Jumper

**START
ACC
IGN1**



FTI-NSP1 Type 2B - Installation Notes & Wiring Diagram

- A** Mandatory brake connection, provides brake signal for remote start sequence. Brake lights (right, left, and center) should illuminate for 2-3 seconds during remote start attempt, if not the start will fail.
- B** ARM/DISARM configuration jumper, DO NOT connect if data control is desired. Connection disables data controlled locks and requires additional connections at BCM. See NI6 behavior note.
- C** CAN data junction, this install type uses connection option #2 of the NI-LOCK harness, CAN from BCM, connection option #1 and #3 are not used in this install. Secure unused option #1 connector.
- D** NI-LOCK harness: Infiniti vehicles and Nissan Armada use LOCK C configuration, LOCK A & B connections are not used. GREEN/WHITE for hazard light control and CAN option #2. See NI-LOCK notes on coverage page. CM locks, parking light, and door pin connections are required if not used.



Module Programming

Step 1 - Remove valet key & battery from fob
 Step 2 - Set fob on PTS button, logo centered
 Step 3 - Press logo/button 2x, activating IGN
 Step 4 - LED red, wait 12 sec, press brake/clutch
 Step 5 - LED blue, wait 12 sec, press brake/clutch
 Step 6 - Rapid blue LED, IGN off, disconnect
 Step 7 - Complete extended programming
 Step 8 - Reconnect, repeat step 2, solid blue LED
 Step 9 - Programming complete, reinstall battery

LED Programming Error Codes
 Module LED flashing RED during programming

1x - CAN error, confirm connections	8x - No immobilizer data
2x - No PTS signal, check connections	9x - Different key in use
3x - No IGN, check voltage at OBD-II	10x - No PTS signal
4x - No brake status, check connections	11x - No immobilizer data
5x - No immobilizer data, only one key	12x - Klion error, redo with doors closed
6x - No brake, connections	13x - No ignition
7x - No brake, connections	