FTI-FTI-NSP2 Type 2 - Vehicle Coverage & Preparation Notes

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

Make	Model	Year	Install	CAN	Lights	BCM	POC1	I/O Changes
DL-NI8					Park / Auto			**Green White/Blue**
Infiniti	QX50 PTS	2019	*Note	XXX	XX/XX	XXX	XXXXXXX	
Nissan	Quashqai	2017-18	Type 2	BCM	CM I/O	DSD	Hazard1/2	
Nissan	Rogue PTS	2014-16	Type 2	OBD-II	CM I/O	DSD	Hazard1/2	
Nissan	Rogue PTS	2017	Type 2	BCM	CM I/O	DSD	Hazard1/2	
Nissan	Rogue Sport	2018-19	Type 2	BCM	CM I/O	DSD	Hazard1/2	

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

Firmware:
Covered vehicles use **BLADE-AL(DL)-NI8**, flash module and update the controller firmware before installing.

CAN:
CAN data is acquired from the BCM using the BCM CAN connector cable, connect, secure against main harness body, and route securely.

POC1:
Visual status confirmations and diagnostic information are provided by hazard light connections in the harness assembly, POC1 must be configured for either **Hazard1** (POC option #30 (momentary switch) **or Hazard2** (POC option #23 (latching switch).

Vehicle Damage Warning:
Caution should be taken to avoid mixing up the BCM connectors, vehicle damage will result if the connectors are positioned improperly. It is advised that you make the BCM connections one at a time, confirming that each T-harness connection is at the correct BCM position before proceeding to the next connection, attempting to program, or attempting to remote start.

CM Unlock Configuration: Covered vehicles require configuring the controller unlock output to double-pulse unlock.
Set feature option 1-04 to setting 2 (unlock).

2019 Infiniti QX50: This vehicle has been removed from coverage while the harnesses are being revised to properly interface with the vehicle door locks. The install can be completed using the NSP2 harness, but requires additional wiring to control the door locks, and disconnecting the lock provisions currently included in the harness. If you wish to complete this install, contact our technical support department for additional information.

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
Ignition (Default)			(Default)
Trunk			Starter
Starter			Ignition
Parking Light (Default)			Accessory (Default)

CM7000/7200   Cut loop for A/T

CM-900S/900AS
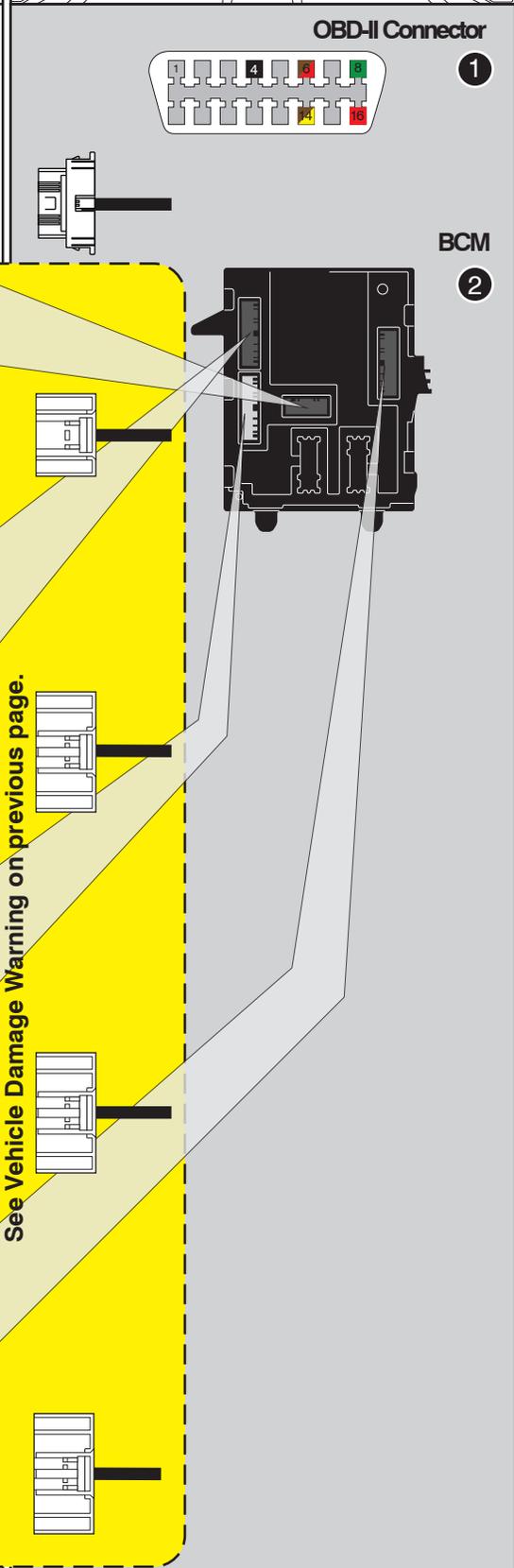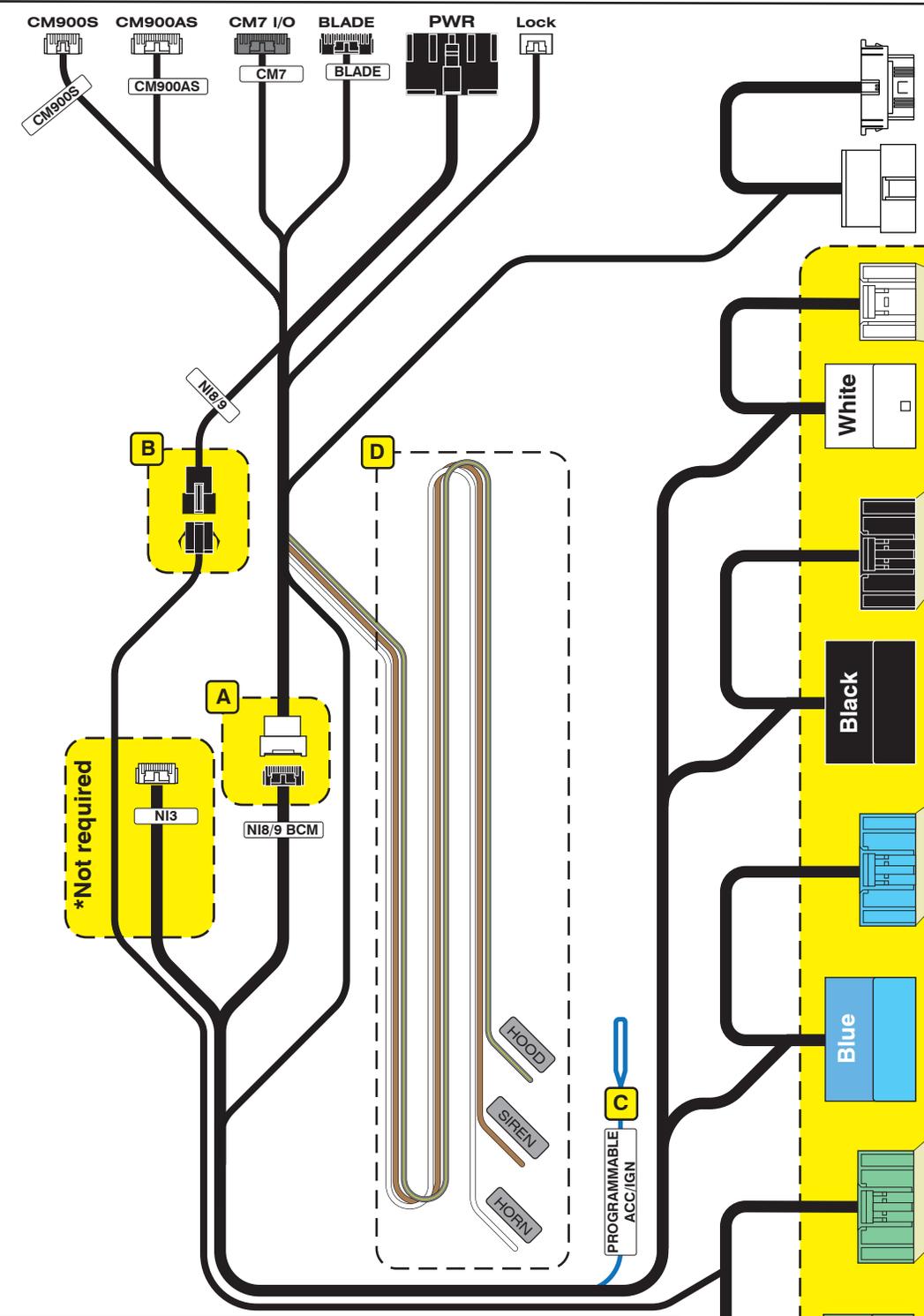
CM900AS/900S Jumper

START ACC IGN1

FTI-NSP2 Type 2 - Installation Notes & Wiring Diagram

A Confirm that NI8 cable connection (BLACK 14-pin male to WHITE 14-PIN female) is selected prior to making connections to vehicle. Secure unused NI3 connector to ensure against short circuits.

B Intermediate NI8/9 BCM CAN connector, secure to main harness body and route toward BCM along with main harness.

C Programmable ACC/IGN output from CN1 BLUE wire, not used in NI8 applications, either cut short or fold back and insulate using tape. Secure to harness body to ensure against short circuits.

D HOOD, SIREN, and HORN connections from CM I/O connector, use as needed

FIRSTECH, LLC.

OBD-II Connector ❶

BCM ❷

CM900S | CM900AS | CM7 I/O | BLADE | PWR | Lock

NI8/9

B

A

D

*Not required

NI3

NI8/9 BCM

HOOD

SIREN

HORN

C PROGRAMMABLE ACC/IGN

White

Black

Blue

Green

See Vehicle Damage Warning on previous page.

Module Programming

Step 1 - Activate IGN
Step 2 - LED should go red, blue, red
Step 3 - Deactivate IGN
Step 4 - Activate IGN, if LED flashes rapidly disconnect and return to computer for extended programming*, if LED goes solid blue, programming complete
Step 5 - *After extended programming, activate IGN, solid blue LED, programming complete

LED Error Codes

Module LED flashing RED during programming

1x - No CAN data, confirm connectors, check voltage
2x - Waiting for IGN ON
3x - Wrong harness configuration, check connections
4x - Detecting key other than one used for programming
5x - Immobilizer sequence not initiating, wake vehicle
6x - Immobilizer sequence not initiating, reset module, wake vehicle and retry programming, if issue persists, restart
7x - Klon data does not match, reset and restart procedure

FTI-NSP2 Type 2

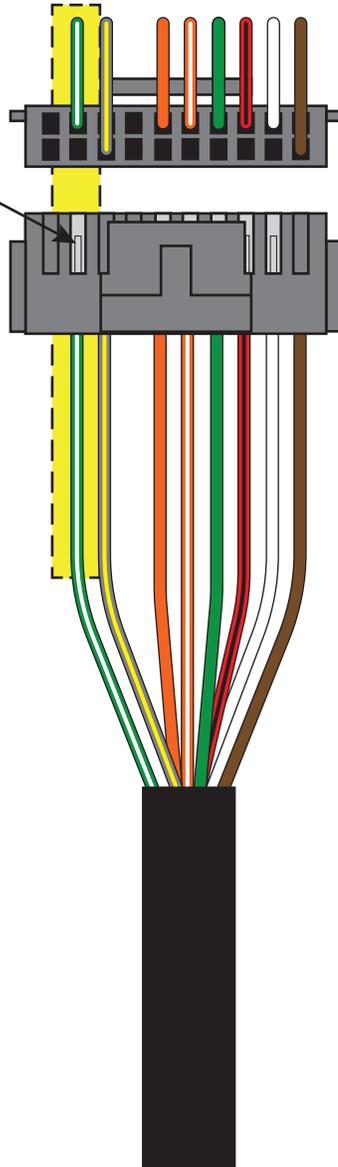**SUPPORT - 1(888) 820-3690, EXT. 203**

Overview: The initial production release of the FTI-NSP2 harness has an issue where the POC1 circuit is incorrectly positioned in the CM7 I/O connector. This issue affects only the gray 20-pin CM7 I/O connector illustrated below in figure 1.

Issue: The green/white parking light circuit is positioned in pin position #17, the fixed light output where the green/white wire is typically placed for parking lights, but the harness solution uses the vehicle hazard lights instead, the result when used as supplied is an erratic light display.

Correction:
1.) Use a pick tool to depress the locking tab on the terminal connector of the green/white wire
2.) Remove wire and prepare to reposition
3.) Once removed, reposition the locking tab by using a razor knife to lift the tab into a usable position
4.) With locking tab repositioned, relocate to pin position #1 (top right position as illustrated)
5.) Push the terminal connector into the I/O connector housing until the locking tab clicks into place and the wire is secure
6.) Correction complete, you may now complete the installation, but remember to configure POC1 for Hazards (setting #30)

Figure 1: Incorrect placement

Figure 2: Corrected placement