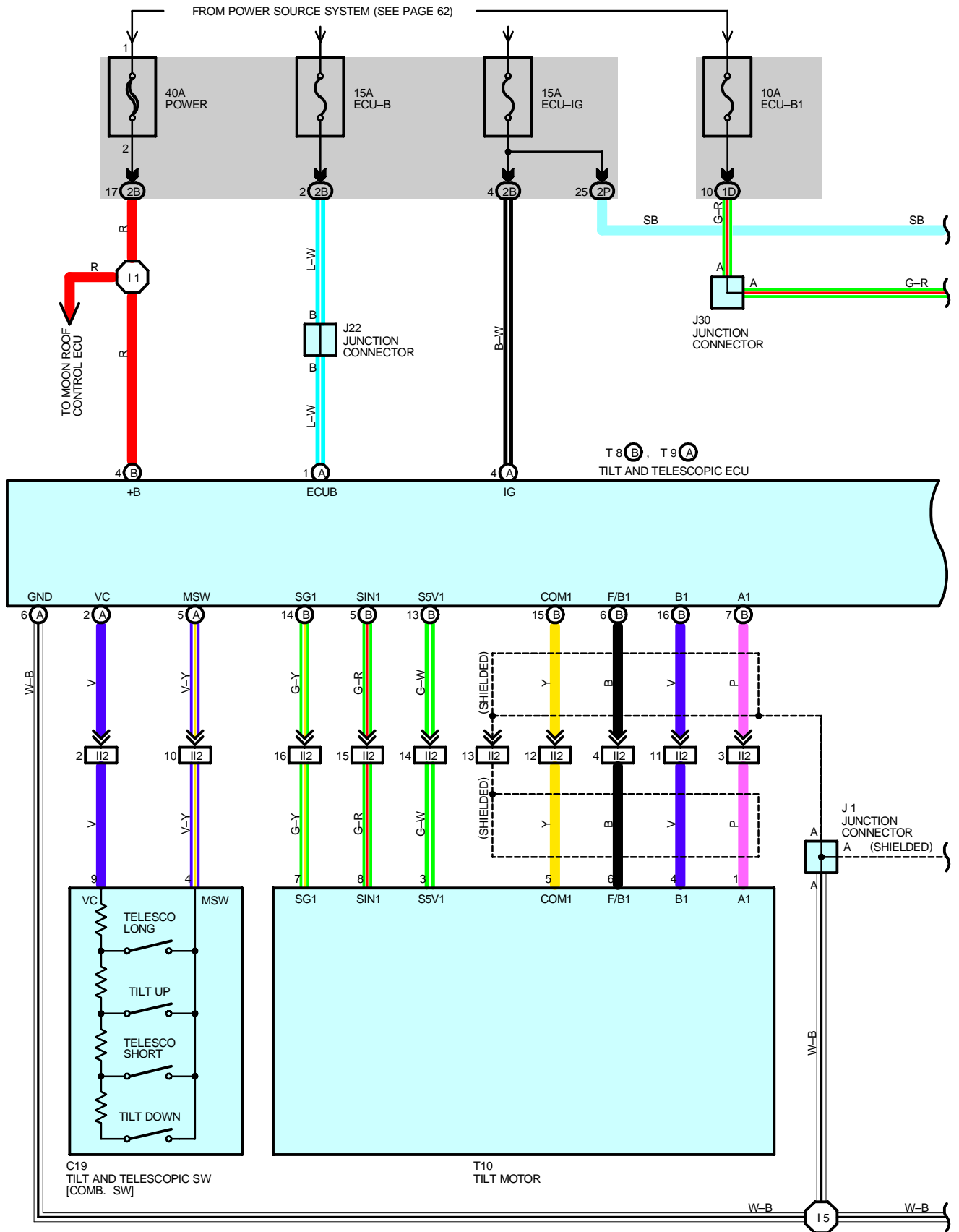
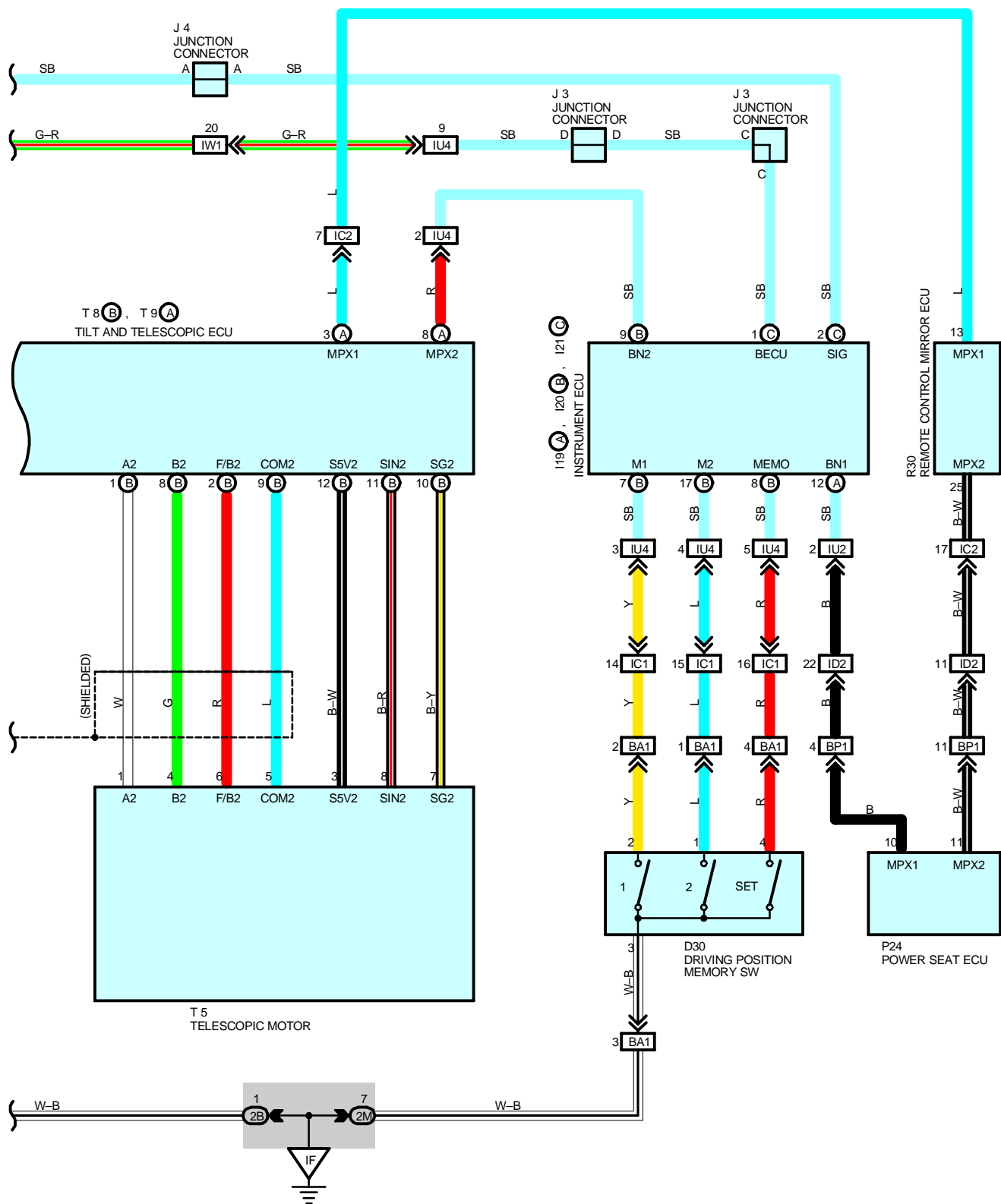


POWER TILT AND POWER TELESCOPIC





POWER TILT AND POWER TELESCOPIC

SYSTEM OUTLINE

This system provides the automatic tilt and telescopic mechanisms using the motor drive, tilt and telescopic ECU control, allowing variable steering movement in the back and forth, and vertical directions. This makes it possible to set the steering to the desired steering position, and move the steering to a position where the driver can easily get off the vehicle, allowing easier seating. Additionally, by linking the power seat and remote control mirror, an optimal driving position corresponding to the driver's needs can be stored into the memory.

1. AUTO RETURN OPERATION

When the ignition key is inserted into the key cylinder (Unlock warning SW on), a signal is input to the tilt and telescopic ECU through communication control of the instrument ECU etc. This activates the tilt and telescopic ECU to automatically return the steering to the position set before the ignition key has been removed.

2. AUTO AWAY OPERATION

When the ignition key is turned from on to off and removed from the key cylinder (Unlock warning SW off), a signal is input to the tilt and telescopic ECU through communication control of the instrument ECU etc. This activates the tilt and telescopic ECU to automatically move the steering to the top tilt step position and maximum telescopic retract position.

3. MANUAL OPERATION

The tilt and telescopic can be adjusted while the ignition key is inserted into the key cylinder.

* Tilt operation

When the tilt and telescopic SW is pressed to TILT DOWN position, the current flows from tilt and telescopic ECU TERMINAL (A) 2 to tilt and telescopic SW TERMINAL 9 to TERMINAL 4 to tilt and telescopic ECU TERMINAL (A) 5, and a signal is input to the tilt and telescopic ECU. This activates the tilt and telescopic ECU and rotates the tilt motor to lower the steering while the tilt and telescopic SW is kept pressed to TILT DOWN position.

When the tilt and telescopic SW is pressed to TILT UP position, the current flows from tilt and telescopic ECU TERMINAL (A) 2 to tilt and telescopic SW TERMINAL 9 to TERMINAL 4 to tilt and telescopic ECU TERMINAL (A) 5, and a signal is input to the tilt and telescopic ECU. This activates the tilt and telescopic ECU and rotates the tilt motor to raise the steering while the tilt and telescopic SW is kept pressed to TILT UP position.

* Telescopic operation

When the tilt and telescopic SW is pressed to TELESCO LONG position, the current flows from tilt and telescopic ECU TERMINAL (A) 2 to tilt and telescopic SW TERMINAL 9 to TERMINAL 4 to tilt and telescopic ECU TERMINAL (A) 5, and a signal is input to the tilt and telescopic ECU. This activates the tilt and telescopic ECU and rotates the telescopic motor to extend the telescopic while the tilt and telescopic SW is kept pressed to TELESCO LONG position.

When the tilt and telescopic SW is pressed to TELESCO SHORT position, the current flows from tilt and telescopic ECU TERMINAL (A) 2 to tilt and telescopic SW TERMINAL 9 to TERMINAL 4 to tilt and telescopic ECU TERMINAL (A) 5, and a signal is input to the tilt and telescopic ECU. This activates the tilt and telescopic ECU and rotates the telescopic motor to retract the telescopic while the tilt and telescopic SW is kept pressed to TELESCO SHORT position.

4. DRIVING POSITION MEMORY FUNCTION

The pulse signals detected by the tilt and telescopic sensors are input to the tilt and telescopic ECU. This makes it possible to store and recall the desired driving position through communication control of the instrument ECU.

SERVICE HINTS

T8 (B), T9 (A) TILT AND TELESCOPIC ECU

(A) 1-GROUND : Always approx. 12 volts

(B) 4-GROUND : Always approx. 12 volts

(A) 4-GROUND : Approx. 12 volts with ignition SW at ON or ST position

(A) 6-GROUND : Always continuity

C19 TILT AND TELESCOPIC SW [COMB. SW]

4-9 : Approx. 160 Ω with telesco long operation

: Approx. 360 Ω with tilt up operation

: Approx. 790 Ω with telesco short operation

: Approx. 1.99 kΩ with tilt down operation

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
C19	38	J3	39	T5	39
D30	40	J4	39	T8	B 39
I19	A 38	J22	39	T9	A 39
I20	B 38	J30	39	T10	39
I21	C 38	P24	42		
J1	39	R30	41		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1D	21	Engine Room No.2 Wire and Engine Room J/B (Engine Compartment Left)
2B	24	Dash Wire and Cowl Side J/B LH (Left Kick Panel)
2M	24	Front Door LH Wire and Cowl Side J/B LH (Left Kick Panel)
2P	26	Instrument Panel Integration Wire and Cowl Side J/B LH (Left Kick Panel)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IC1	46	Front Door LH Wire and Dash Wire (Left Kick Panel)
IC2		
ID2	46	Dash Wire and Floor Wire (Left Kick Panel)
II2	48	Column Wire and Dash Wire (Near the Ignition SW)
IU2	50	Instrument Panel Integration Wire and Dash Wire (Behind the Glove Box)
IU4		
IW1	52	Engine Room No.2 Wire and Dash Wire (Behind the Glove Box)
BA1	54	Front Door LH Wire and Front Door LH Sub Wire (Front Door LH)
BP1	58	Floor Wire and Front Seat LH Wire (Front Side Under the Driver's Seat)

: GROUND POINTS

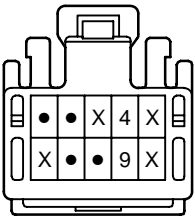
Code	See Page	Ground Points Location
IF	46	Set Bolt of Cowl Side J/B LH

: SPLICE POINTS

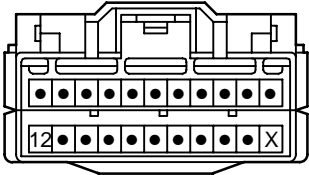
Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I1	48	Dash Wire	I5	48	Dash Wire

POWER TILT AND POWER TELESCOPIC

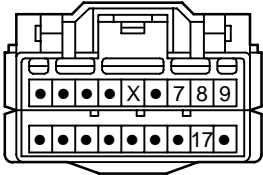
C19



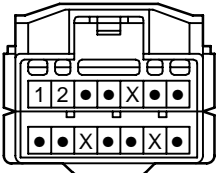
I19 (A)



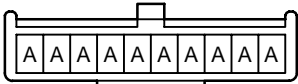
I20 (B)



I21 (C)
BLUE

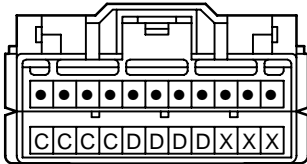


J1



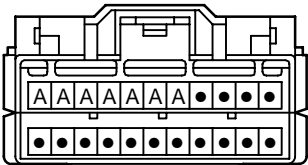
(Hint : See Page 7)

J3
GRAY



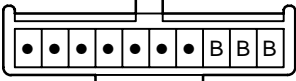
(Hint : See Page 7)

J4



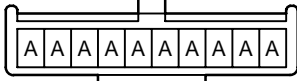
(Hint : See Page 7)

J22
RED



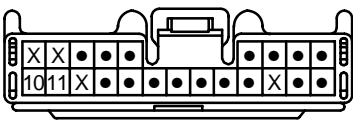
(Hint : See Page 7)

J30
BLUE

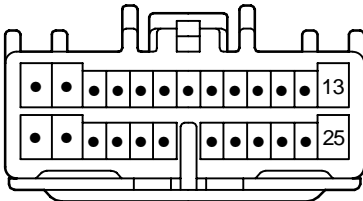


(Hint : See Page 7)

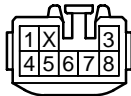
P24



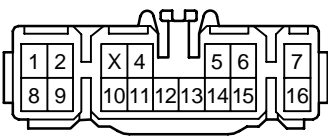
R30



T5



T8 (B)



T9 (A)



T10
BLACK



