

POWER TILT AND POWER TELESCOPIC (RHD)

SYSTEM OUTLINE

This system provides the automatic tilt and telescopic mechanisms using the motor drive and 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, the signal is input to the tilt and telescopic ECU through communication control of the J/B ECU and door ECU etc. This activates the 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, the signal is input to the tilt and telescopic ECU through communication control of the J/B ECU and door ECU etc. This activates the ECU to automatically move the steering to the top tilt step position and maximum telescopic retract position.

3. MANUAL OPERATION

If the TILT and TELESCOPIC SW is operated when the ignition key is inserted in the ignition key cylinder, the signal is sent to the power tilt and power telescopic ECU by the multiplex communication. As a result of that, the power tilt and power telescopic ECU controls the motor to adjust the telescopic position or the tilt position at will.

4. DRIVING POSITION MEMORY FUNCTION

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

SERVICE HINTS

P7 (A), P8 (B) POWER TILT AND POWER TELESCOPIC ECU

- (B) 4, (A) 1-GROUND : Always approx. 12 volts
- (A) 4-GROUND : Approx. 12 volts with ignition SW at **ON** or **ST** position
- (A) 6-GROUND : Always continuity

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
C14	130 (RHD)	J14	131 (RHD)	T4	133 (RHD)
D4	131 (RHD)	J15	A 131 (RHD)	T5	133 (RHD)
D24	A 134 (RHD)	J16	B 131 (RHD)	T6	133 (RHD)
D25	B 134 (RHD)	L13	135 (RHD)	T9	133 (RHD)
D26	134 (RHD)	P7	A 132 (RHD)	U7	133 (RHD)
G1	131 (RHD)	P8	B 132 (RHD)		
J10	131 (RHD)	S17	133 (RHD)		

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
DE	100 (RHD)	Instrument Panel Wire and Driver Side J/B (Right Kick Panel)
DF		
DG		
DI	101 (RHD)	Floor Wire and Driver Side J/B (Right Kick Panel)
PE	105 (RHD)	Instrument Panel Wire and Passenger Side J/B (Left Kick Panel)

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
ID1	154 (RHD)	Instrument Panel Wire and Floor No.2 Wire (Cowl Side Panel LH)
ID3		
II1	156 (RHD)	Front Door RH Wire and Floor Wire (Right Kick Panel)



: GROUND POINTS

Code	See Page	Ground Points Location
II	154 (RHD)	Left Side of Shift Lever
IK	154 (RHD)	Right Side of Instrument Panel



: SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I2	156 (RHD)	Instrument Panel Wire			