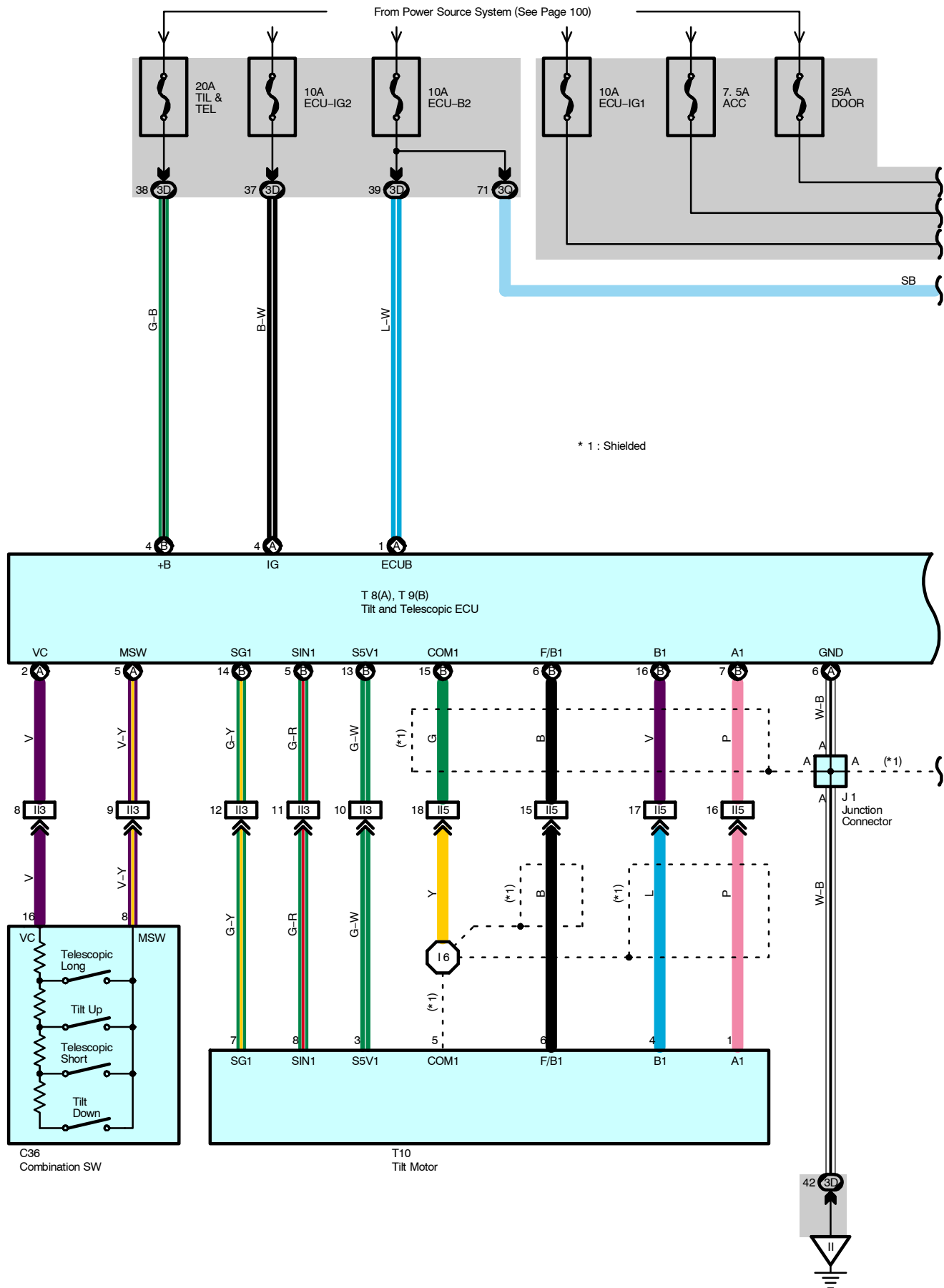
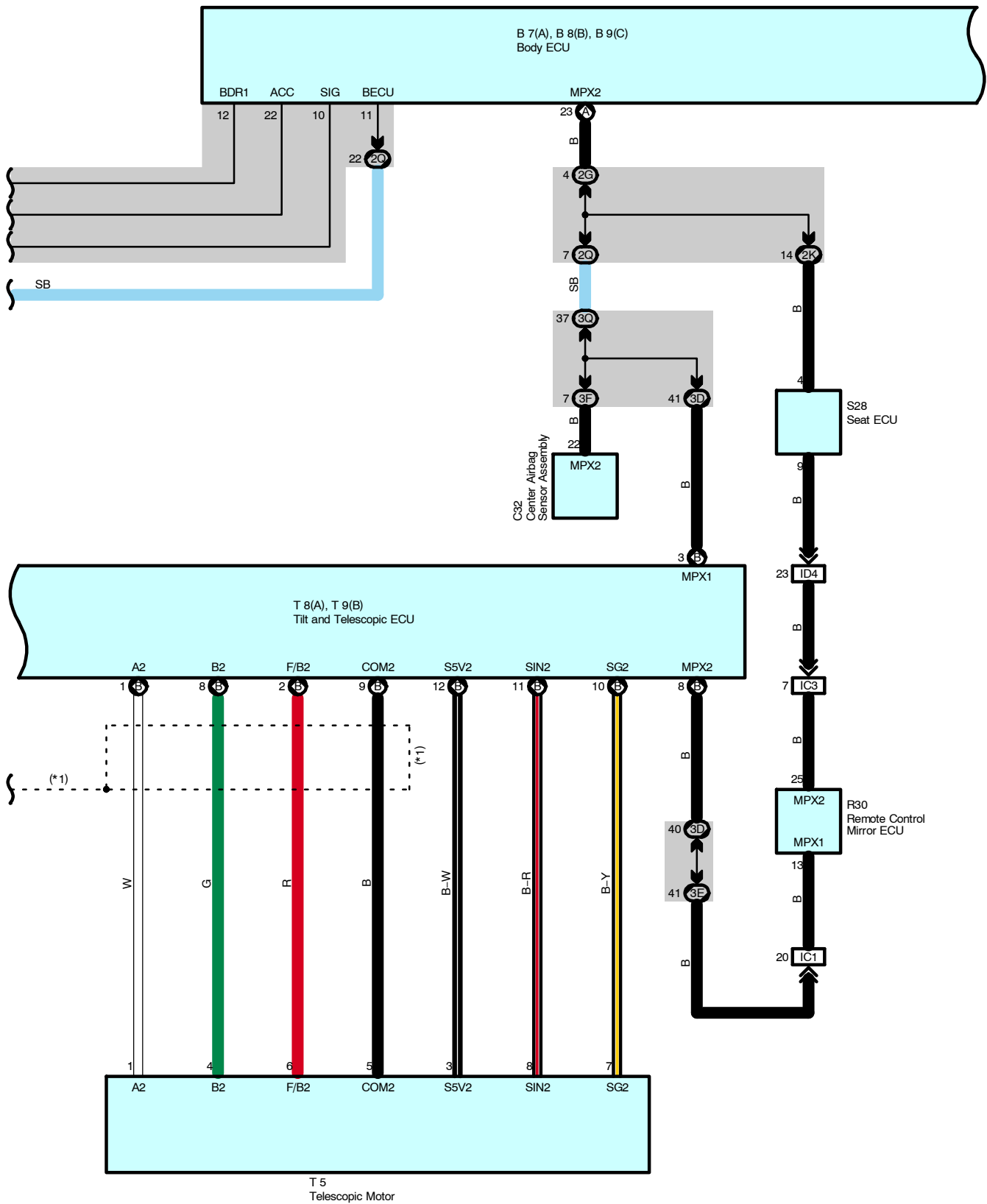
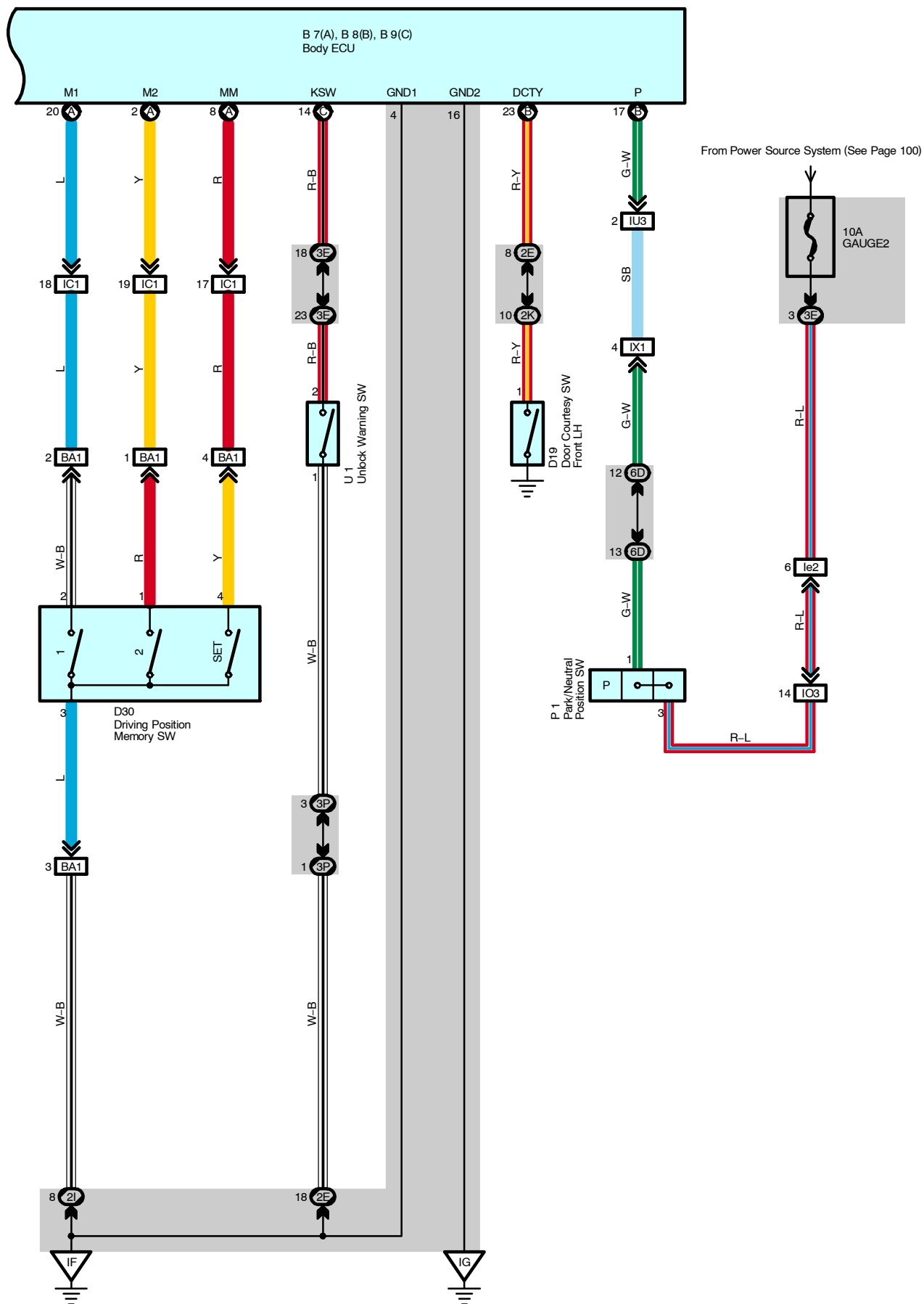


Power Tilt and Power Telescopic





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 body 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 body 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. 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 body ECU.

Service Hints

T8 (A), T9 (B) 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

C36 Combination SW

- 16-8 : Approx. 160 Ω with telescopic long operation
- : Approx. 360 Ω with tilt up operation
- : Approx. 790 Ω with telescopic short operation
- : Approx. 1.99 k Ω with tilt down operation

○ : Parts Location

Code		See Page	Code	See Page	Code		See Page
B7	A	70	D30	74	T8	A	73
B8	B	70	J1	72	T9	B	73
B9	C	70	P1	69	T10		73
C32		71	R30	75	U1		73
C36		71	S28	76			
D19		74	T5	73			

○ : Junction Block and Wire Harness Connector

Code	See Page	Junction Block and Wire Harness (Connector Location)
2E	28	Dash Wire and Cowl Side J/B LH (Left Kick Panel)
2G		
2I	28	Front Door LH Wire and Cowl Side J/B LH (Left Kick Panel)
2K	28	Floor No.1 Wire and Cowl Side J/B LH (Left Kick Panel)
2Q	30	Instrument Panel Integration Wire and Cowl Side J/B LH (Left Kick Panel)
3D	40	Dash Wire and Cowl Side J/B RH (Right Kick Panel)
3E		
3F		
3P	43	
3Q	42	Instrument Panel Integration Wire and Cowl Side J/B RH (Right Kick Panel)
6D	60	Engine Wire and J/B No.6 (Behind the Grove Box)

Power Tilt and Power Telescopic

: Connector Joining Wire Harness and Wire Harness

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IC1	80	Front Door LH Wire and Dash Wire (Left Kick Panel)
IC3		
ID4	80	Dash Wire and Floor No.1 Wire (Left Kick Panel)
II3	82	Dash Wire and Column Wire (Near the Ignition SW)
II5		
IO3	82	Engine Wire and Dash Wire (Behind the Glove Box)
IU3	84	Instrument Panel Integration Wire and Dash Wire (Behind the Glove Box)
IX1	86	Instrument Panel Integration Wire and Engine Wire (Behind the Glove Box)
Ie2	86	Dash Wire and Dash Wire (Behind the Combination Meter)
BA1	90	Front Door LH Wire and Front Door Sub Wire (Front Door LH)

: Ground Points

Code	See Page	Ground Points Location
IF	80	Set Bolt of Cowl Side J/B LH
IG		
II	80	Set Bolt of Cowl Side J/B RH

: Splice Points

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I6	82	Column Wire			

