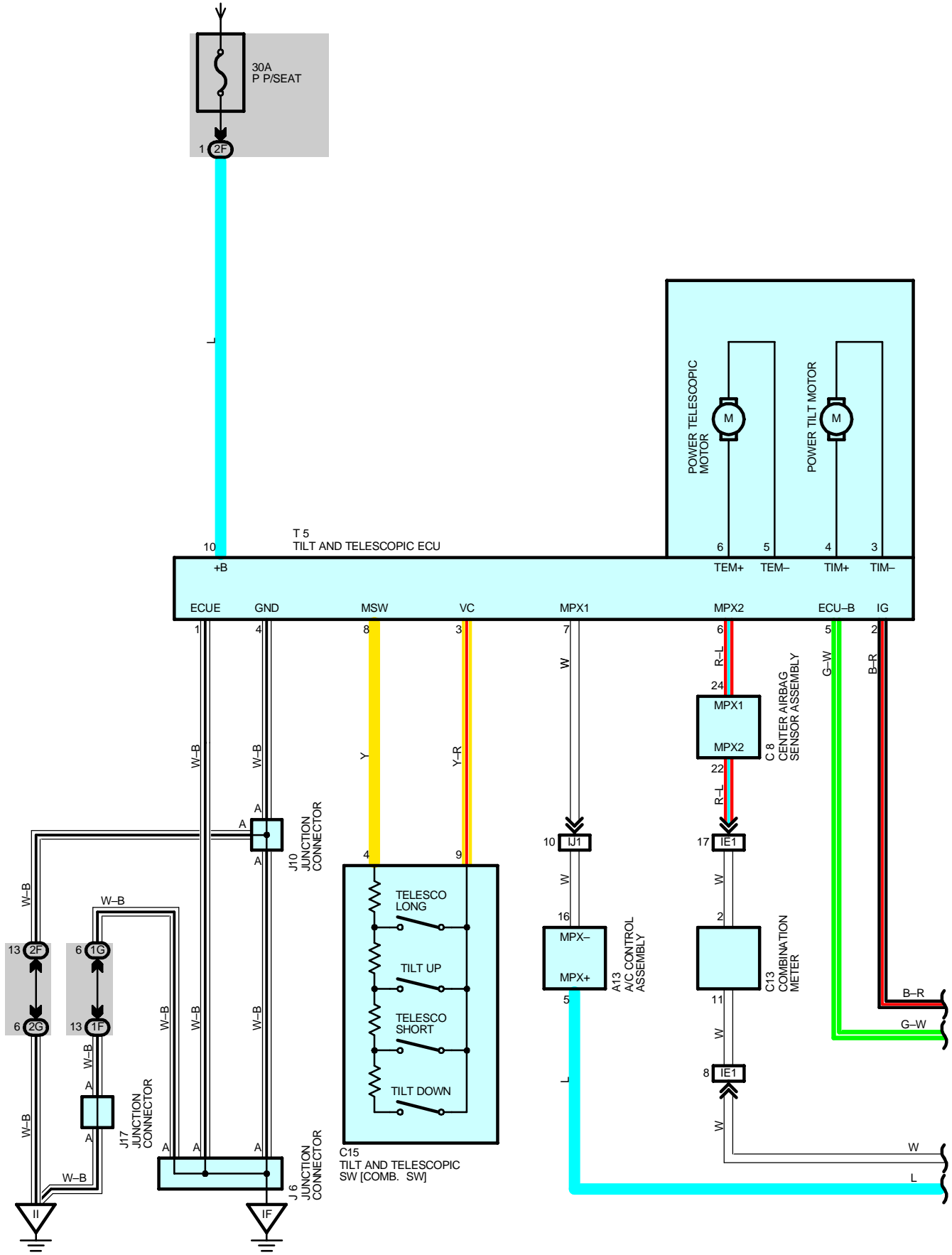
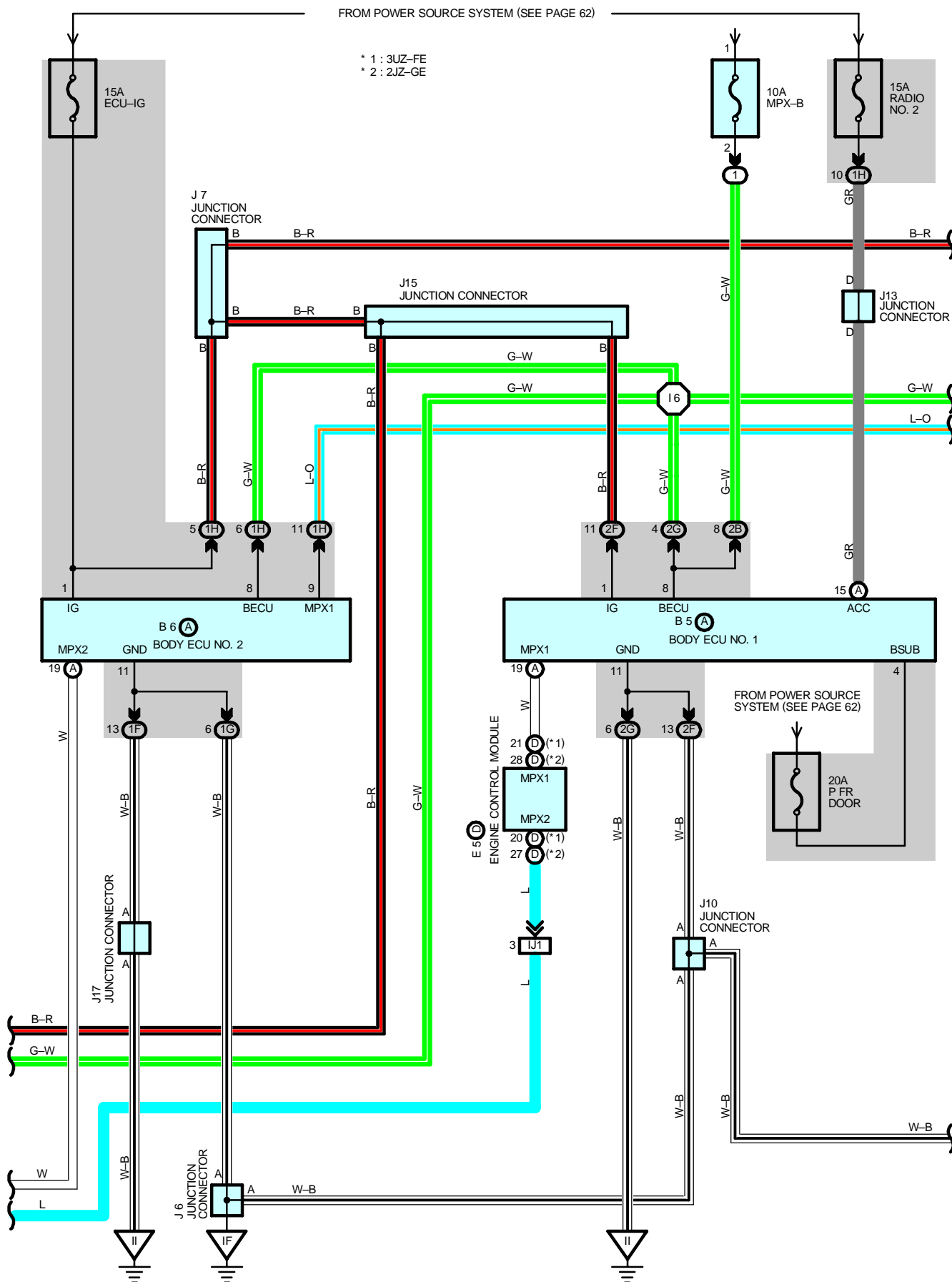


FROM POWER SOURCE SYSTEM (SEE PAGE 62)

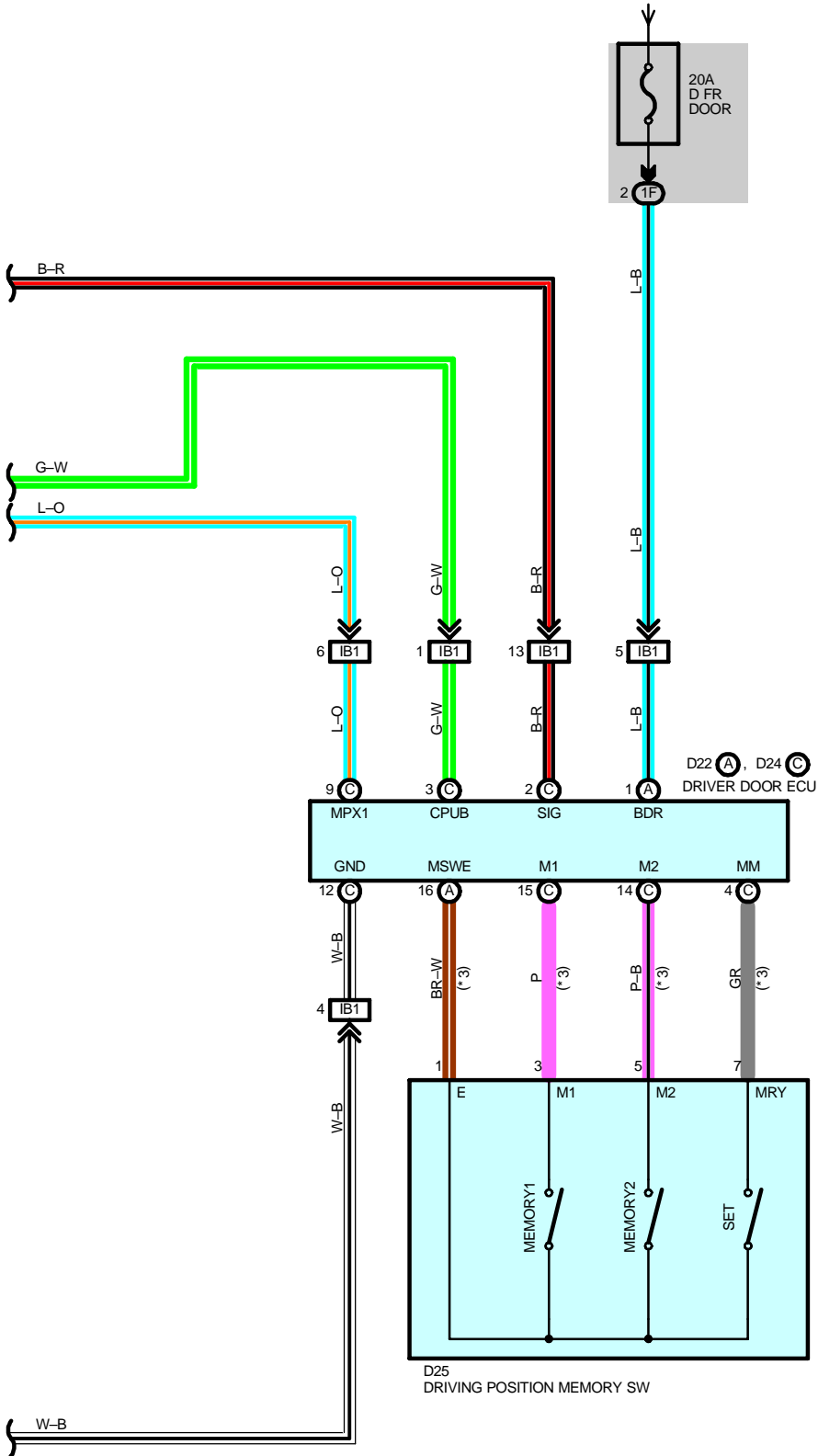




POWER TILT AND POWER TELESCOPIC

FROM POWER SOURCE SYSTEM (SEE PAGE 62)

* 3 : W/ DRIVING POSITION MEMORY



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 unlock warning SW is on), the signal is input to the tilt and telescopic ECU through communication control of the body 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 unlock warning SW is off), the signal is input to the tilt and telescopic ECU through communication control of the body 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 TILT OPERATION

When the ignition key is inserted into the key cylinder, the tilt and telescopic can be adjusted.

Tilt operation

When the tilt and telescopic SW is pressed to TILT DOWN position, the current flows from TERMINAL 3 of the tilt and telescopic ECU into TERMINAL 9 of the tilt and telescopic SW to TERMINAL 4 to TERMINAL 8 of the ECU, and the signal is input to the ECU. This activates the ECU and starts the tilt control motor to lower the steering while the SW is kept pressed to TILT DOWN position.

When the tilt and telescopic SW is pressed to TILT UP position, the current flows from TERMINAL 3 of the tilt and telescopic ECU into TERMINAL 9 of the tilt and telescopic SW to TERMINAL 4 to TERMINAL 8 of the ECU, and the signal is input to the ECU. This activates the ECU and starts the tilt control motor to raise the steering while the 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 TERMINAL 3 of the tilt and telescopic ECU into TERMINAL 9 of the tilt and telescopic SW to TERMINAL 4 to TERMINAL 8 of the ECU, and the signal is input to the ECU. This activates the ECU and starts the telescopic control motor to extend the telescopic while the SW is kept pressed to TELESCO LONG position.

When the tilt and telescopic SW is pressed to TELESCO SHORT side, the current flows from TERMINAL 3 of the tilt and telescopic ECU into TERMINAL 9 of the tilt and telescopic SW to TERMINAL 4 to TERMINAL 8 of the ECU, and the signal is input to the ECU. This activates the ECU and starts the telescopic control motor to retract the telescopic while the 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 ECU. This makes it possible to store and recall the desired driving position through communication control of the body ECU and door ECU etc.

SERVICE HINTS

T5 TILT AND TELESCOPIC ECU

5-GROUND : Always approx. 12 volts

10-GROUND : Always approx. 12 volts

2-GROUND : Approx. 12 volts with ignition SW at ON or ST position

1-GROUND : Always continuity

4-GROUND : Always continuity

C15 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 k Ω with TILT DOWN operation

POWER TILT AND POWER TELESCOPIC

: PARTS LOCATION

| Code | See Page | Code | See Page | Code | See Page |
|------|----------|------|---------------|------|----------|
| A13 | 42 | D22 | A 44 | J7 | 43 |
| B5 | A 42 | D24 | C 44 | J10 | 43 |
| B6 | A 42 | D25 | 44 | J13 | 43 |
| C8 | 42 | E5 | D 38 (3UZ-FE) | J15 | 43 |
| C13 | 42 | | 40 (2JZ-GE) | J17 | 43 |
| C15 | 42 | J6 | 43 | T5 | 43 |

: RELAY BLOCKS

| Code | See Page | Relay Blocks (Relay Block Location) |
|------|----------|---|
| 1 | 24 | Engine Room No.1 R/B (Engine Compartment Right) |

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| Code | See Page | Junction Block and Wire Harness (Connector Location) |
|------|----------|---|
| 1F | 28 | Cowl Wire and Driver Side J/B (Left Kick Panel) |
| 1G | 29 | |
| 1H | | |
| 2B | 30 | Engine Room Main Wire and Passenger Side J/B (Right Kick Panel) |
| 2F | 30 | Cowl Wire and Passenger Side J/B (Right Kick Panel) |
| 2G | 31 | |

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| Code | See Page | Joining Wire Harness and Wire Harness (Connector Location) |
|------|----------|--|
| IB1 | 52 | Front Door LH Wire and Cowl Wire (Left Kick Panel) |
| IE1 | 52 | Instrument Panel Wire and Cowl Wire (Left Side of the Steering Column) |
| IJ1 | 54 | Instrument Panel Wire and Cowl Wire (Left Side of the Blower Unit) |

: GROUND POINTS

| Code | See Page | Ground Points Location |
|------|----------|------------------------------|
| IF | 52 | Left Kick Panel |
| II | 52 | Right Side of the Cowl Panel |

: SPLICE POINTS

| Code | See Page | Wire Harness with Splice Points | Code | See Page | Wire Harness with Splice Points |
|------|----------|---------------------------------|------|----------|---------------------------------|
| I6 | 54 | Cowl Wire | | | |

