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

C14 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
A16	72 (LHD)	J7	A	74 (LHD)	J42	88 (RHD)
	86 (RHD)	J8		74 (LHD)	M2	74 (LHD)
C12	72 (LHD)	J10		74 (LHD)		88 (RHD)
	86 (RHD)	J16	A	74 (LHD)	T5	74 (LHD)
C14	72 (LHD)	J31	B	88 (RHD)		88 (RHD)
	86 (RHD)	J41	B	88 (RHD)		

: RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	54 (LHD)	Engine Room No.1 R/B (Engine Compartment Right)
	54 (RHD)	Engine Room No.1 R/B (Engine Compartment Left)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1H	59 (LHD)	Cowl Wire and Driver Side J/B (Left Kick Panel)
	59 (RHD)	Cowl Wire and Driver Side J/B (Right Kick Panel)
2B	60 (LHD)	Engine Room Main Wire and Passenger Side J/B (Right Kick Panel)
	60 (RHD)	Engine Room Main Wire and Passenger Side J/B (Left Kick Panel)
2F	60 (LHD)	Cowl Wire and Passenger Side J/B (Right Kick Panel)
	60 (RHD)	Cowl Wire and Passenger Side J/B (Left Kick Panel)
2G	61 (LHD)	Cowl Wire and Passenger Side J/B (Right Kick Panel)
	61 (RHD)	Cowl Wire and Passenger Side J/B (Left Kick Panel)

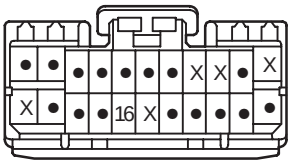
: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
ID1	108 (RHD)	Instrument Panel Wire and Cowl Wire (Right Side of the Blower Unit)
IE1	98 (LHD)	Instrument Panel Wire and Cowl Wire (Left Side of the Steering Column)
IJ1	100 (LHD)	Instrument Panel Wire and Cowl Wire (Left Side of the Blower Unit)
	110 (RHD)	Instrument Panel Wire and Cowl Wire (Right Side of the Steering Column)

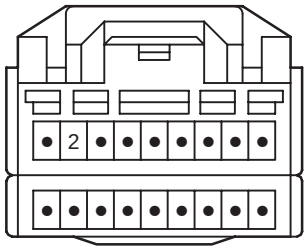
: GROUND POINTS

Code	See Page	Ground Points Location
EB	96 (LHD)	Left Fender
IF	98 (LHD)	Left Kick Panel
IG	108 (RHD)	Behind the Combination Meter
II	108 (RHD)	Cowl Side Panel RH

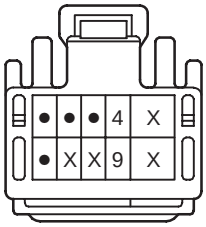
A16



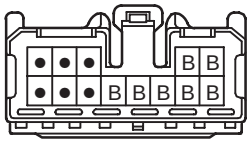
C12



C14

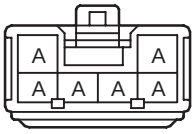


J7 (A) GRAY



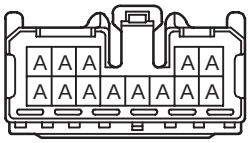
(Hint : See Page 7, 23, 39)

J8



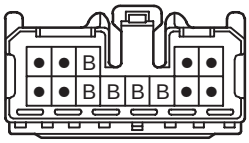
(Hint : See Page 7, 23, 39)

J10 ORANGE



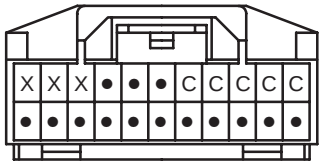
(Hint : See Page 7, 23, 39)

J16 (A)



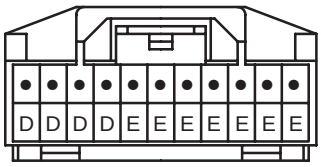
(Hint : See Page 7, 23, 39)

J31 (B)



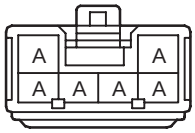
(Hint : See Page 7, 23, 39)

J41 (B)



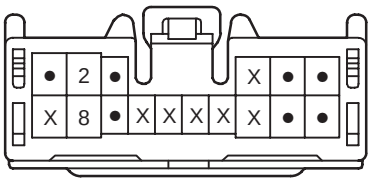
(Hint : See Page 7, 23, 39)

J42



(Hint : See Page 7, 23, 39)

M2 BLUE



T5 GRAY