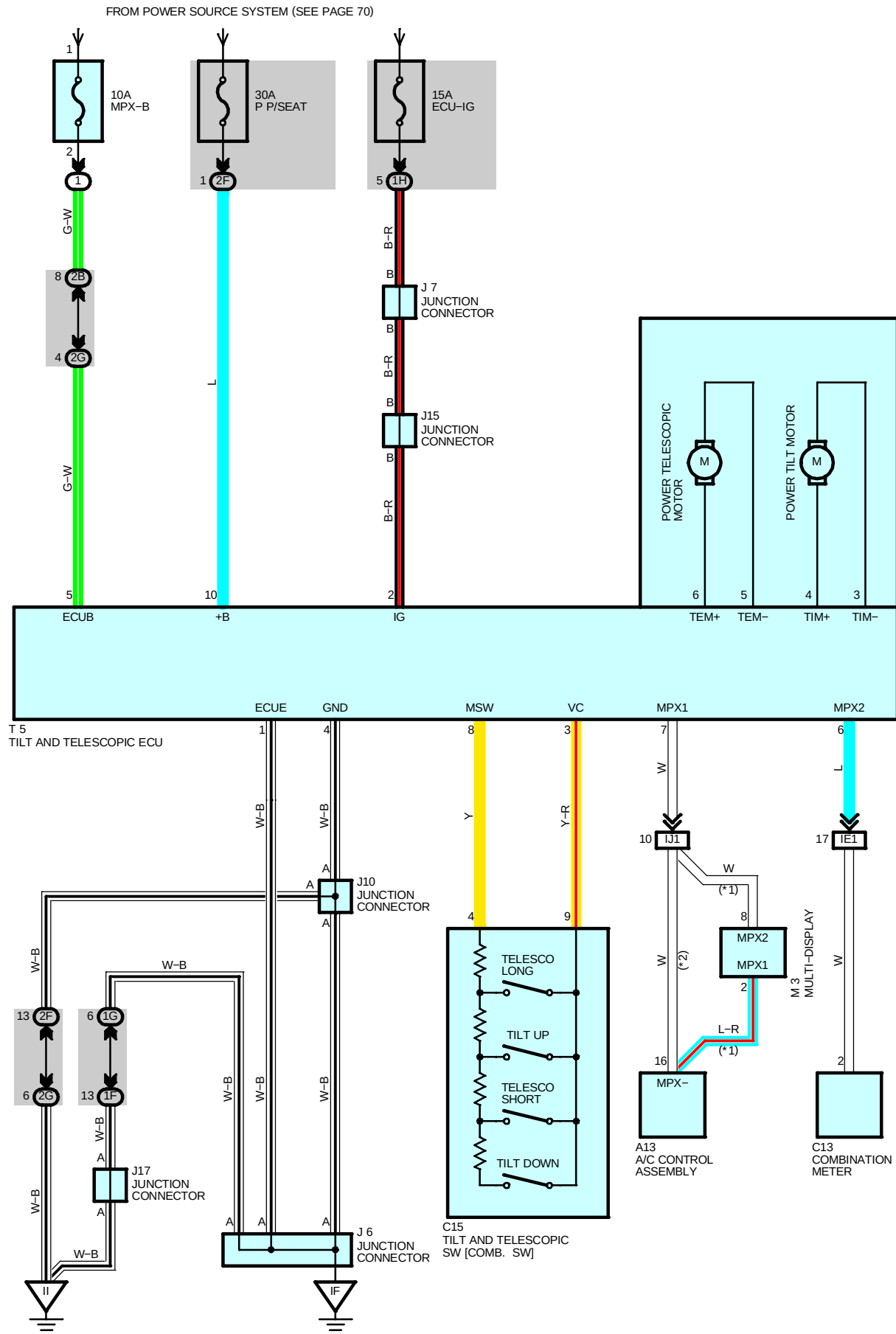


POWER TILT AND POWER TELESCOPIC

* 1 : W/ LEXUS NAVIGATION SYSTEM
 * 2 : W/O LEXUS NAVIGATION SYSTEM



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



: PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
A13	40	J7	41	M3	41
C13	40	J10	41	T5	41
C15	40	J15	41		
J6	41	J17	41		

POWER TILT AND POWER TELESCOPIC

 : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	22	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	26	Cowl Wire and Driver Side J/B (Left Kick Panel)
1G	27	
1H		
2B	28	Engine Room Main Wire and Passenger Side J/B (Right Kick Panel)
2F	28	Cowl Wire and Passenger Side J/B (Right Kick Panel)
2G	29	

 : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IE1	50	Instrument Panel Wire and Cowl Wire (Left Side of the Steering Column)
IJ1	52	Instrument Panel Wire and Cowl Wire (Left Side of the Blower Unit)

 : GROUND POINTS

Code	See Page	Ground Points Location
IF	50	Left Kick Panel
II	50	Right Side of the Cowl Panel

