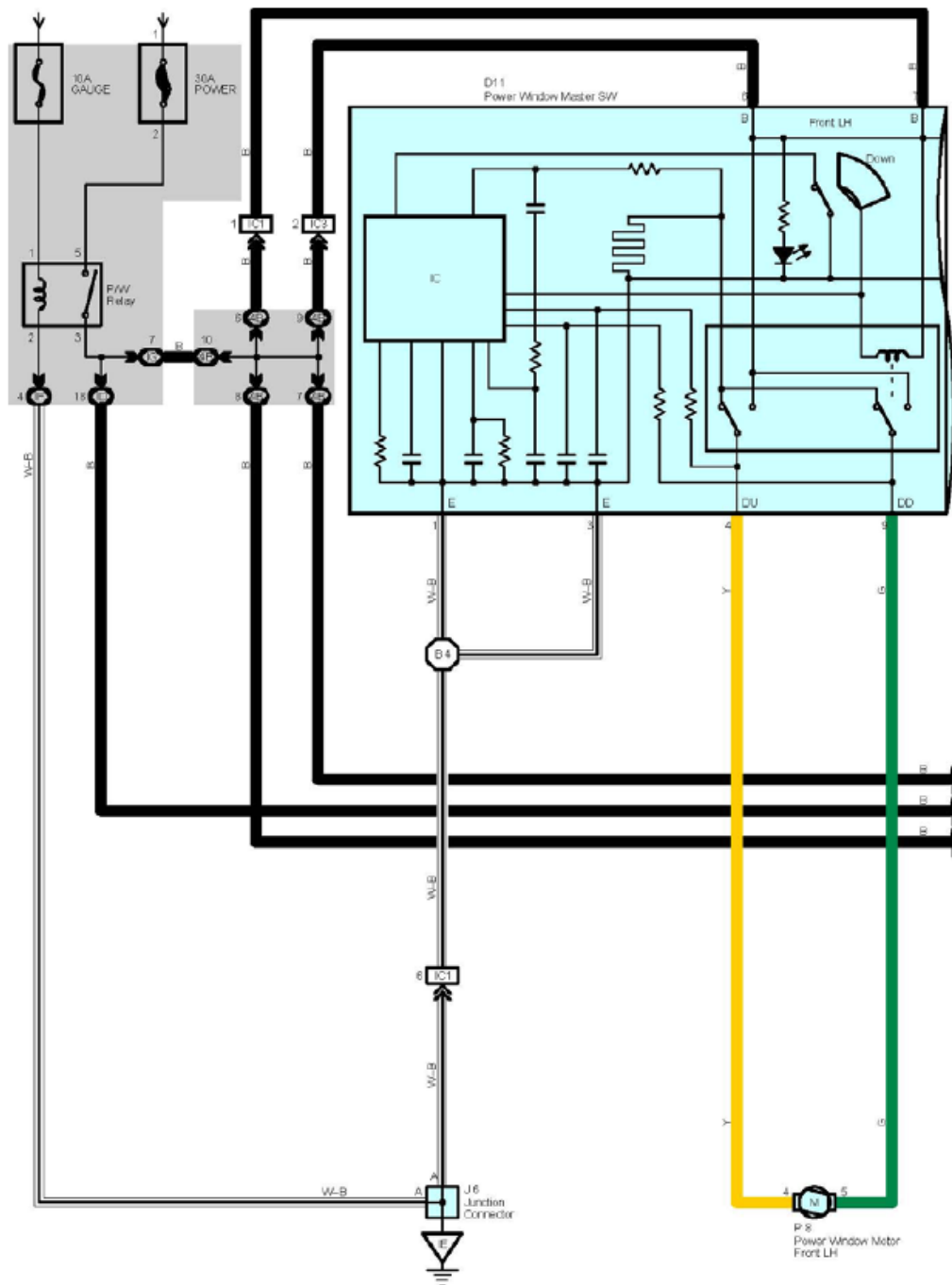
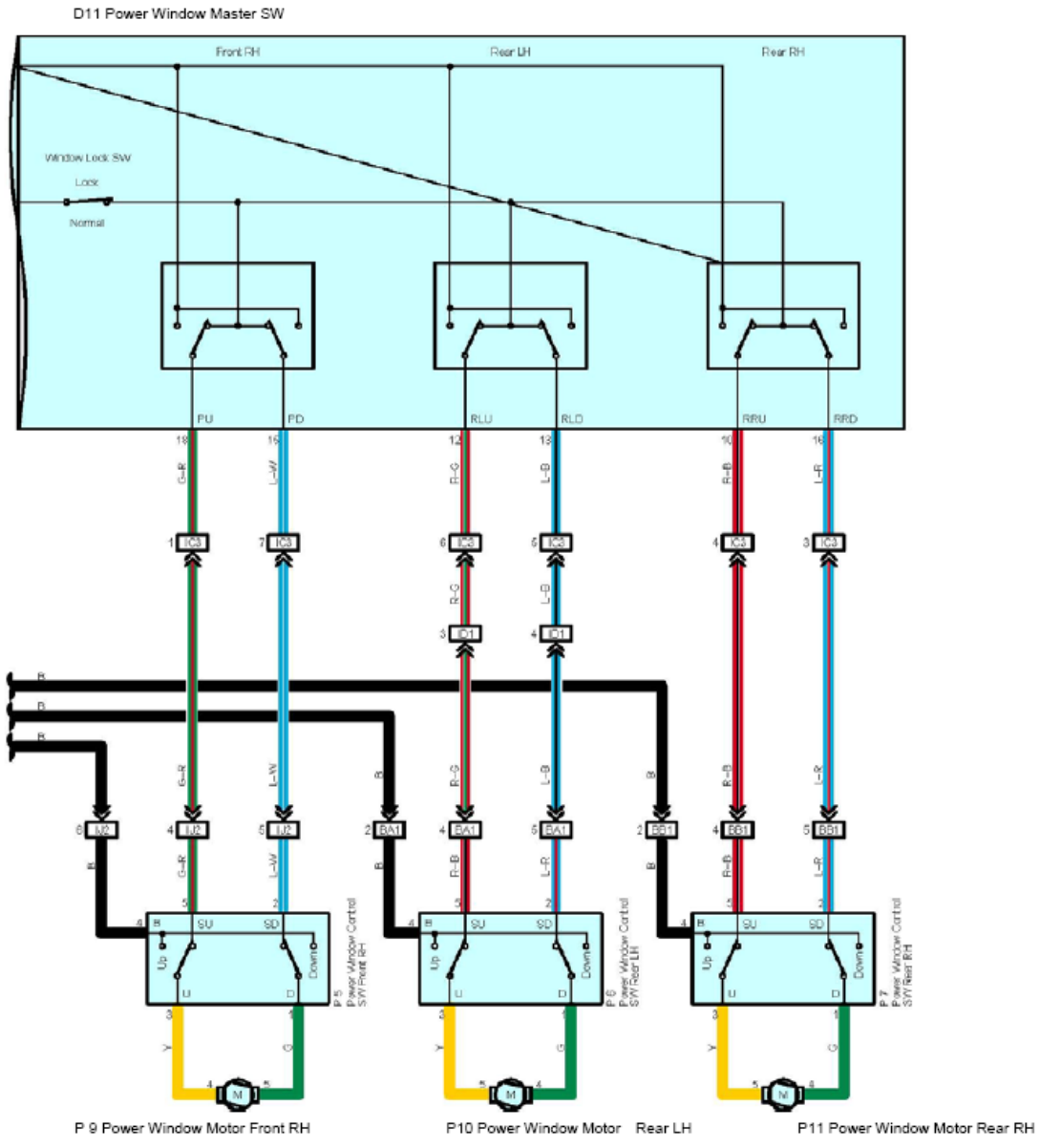


Power Window

From Power Source System (See Page 48)





Power Window

System Outline

When the ignition SW is turned on, the current flows through the GAUGE fuse to TERMINAL 1 of the P/W relay to TERMINAL 2 to

GROUND. This activates the relay and the current flows through the POWER fuse to TERMINAL 5 of the relay to TERMINAL 3 to TERMINAL B of the power window master SW, TERMINAL 4 of the power window control SW.

1. Manual Operation (Driver's Window)

With the ignition SW turned on and with the power window master SW (Front LH) in Up position, the current flowing to TERMINAL B of the power window master SW flows to TERMINAL DU of the master SW to TERMINAL 4 of the power window motor to TERMINAL 5 to TERMINAL DD of the master SW to TERMINAL E to GROUND and rotates the power window motor in the up direction. The window ascends only while the SW is being pulled. In down operation, the flows of current from TERMINAL B of the power window master SW to TERMINAL DD to TERMINAL 5 of the motor to TERMINAL 4 to TERMINAL DU of the master SW to TERMINAL E to GROUND, flowing in the opposite direction to manual up operation and rotating the motor in reverse, thus opening the window.

2. Auto Down Operation (Driver's Window)

When the front LH window control SW in the power window master SW is pushed strongly on the down side, current flows from TERMINAL B of the master SW to TERMINAL DD to TERMINAL 5 of the power window motor to TERMINAL 4 to TERMINAL DU of the master SW to TERMINAL E to GROUND. Because the hold circuit inside the master SW keeps the relay on the down side activated, the power window motor continues operating even if the power window master SW is released. When the driver's window is fully opened, the hold circuit turns off and the relay on the down side turns off, and auto down operation is completed.

3. Stopping of Auto Down Operation (Driver's Window)

When the master SW (Front LH) is pulled to the up side during auto down operation, a ground circuit opens in the master SW and current does not flow from TERMINAL DU of the master SW to TERMINAL E, so the motor stops, causing auto down operation to stop. If the master SW is pulled continuously, the motor rotates in the up direction in manual up operation.

4. Manual Operation (Front RH Window)

With the power window control SW (Front RH) pulled to the up side, current flowing from TERMINAL 4 of the power window control SW flows to TERMINAL 3 to TERMINAL 4 of the power window motor to TERMINAL 5 to TERMINAL 1 of the power window control SW to TERMINAL 2 to TERMINAL PD of the master SW to TERMINAL E to GROUND and rotates the power window motor (Front RH) in the up direction. Up operation continues only while the power window control SW is pulled to the up side. When the window descends, the current flowing to the motor flows in the opposite direction, from TERMINAL 4 to TERMINAL 5, and the motor rotates in reverse. When the window lock SW is pushed to the lock side, the ground circuit to the passenger's window becomes open. As a result, even if Open/Close operation of the passenger's window is attempted, the current from TERMINAL E of the power window master SW is not grounded and the motor does not rotate, so the passenger's window can not be operated and window lock occurs.

5. Manual Operation (Rear LH, Rear RH Window)

With the power window control SW (Rear LH, rear RH) pulled to the up side, current flowing from TERMINAL 4 of the power window control SW flows to TERMINAL 3 to TERMINAL 5 of the power window motor to TERMINAL 4 to TERMINAL 1 of the power window control SW to TERMINAL 2 to TERMINAL RLD, RRD of the master SW to TERMINAL E to GROUND and rotates the power window motor (Rear LH, rear RH) in the up direction. Up operation continues only while the power window control SW is pulled to the up side. When the window descends, the current flowing to the motor flows in the opposite direction, from TERMINAL 5 to TERMINAL 4, and the motor rotates in reverse. When the window lock SW is pushed to the lock side, the ground circuit to the passenger's window becomes open. As a result, even if Open/Close operation of the passenger's window is attempted, the current from TERMINAL E of the power window master SW is not grounded and the motor does not rotate, so the passenger's window can not be operated and window lock occurs.

Service Hints**D11 Power Window Master SW**

B–Ground : Approx. 12 volts with the ignition SW at ON position

DU–Ground : Approx. 12 volts with the ignition SW on and master SW (Front LH window) at Up position

DD–Ground : Approx. 12 volts with the ignition SW on and master SW (Front LH window)

at Down or Auto Down position

E–Ground : Always continuity

Window Lock SW

Open with window lock SW at Lock position

Junction Block and Wire Harness Connector

Code	Junction Block and Wire Harness (Connector Location)
ID	Floor Wire and Instrument Panel J/B (Lower Finish Panel)
IF	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
IG _	
4B	Instrument Panel Wire and Center J/B (Behind the Combination Meter)

Connector Joining Wire Harness and Wire Harness

Code	Joining Wire Harness and Wire Harness (Connector Location)
IC1	Front Door LH Wire and Instrument Panel Wire (Left Kick Panel)Front Door LH Wire and Instrument Panel Wire (Left Kick Panel)
IC3 _	
ID1	Instrument Panel Wire and Floor Wire (Left Kick Panel)
IJ2	Front Door RH Wire and Instrument Panel Wire (Right Kick Panel)
BA1	Rear Door LH Wire and Floor Wire (Left Center Pillar)
BB1	Rear Door RH Wire and Instrument Panel Wire (Right Center Pillar)

Ground Points

Code	Ground Points Location
IE	Behind the Combination Meter

Splice Points

Code	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
B4	Front Door LH Wire			