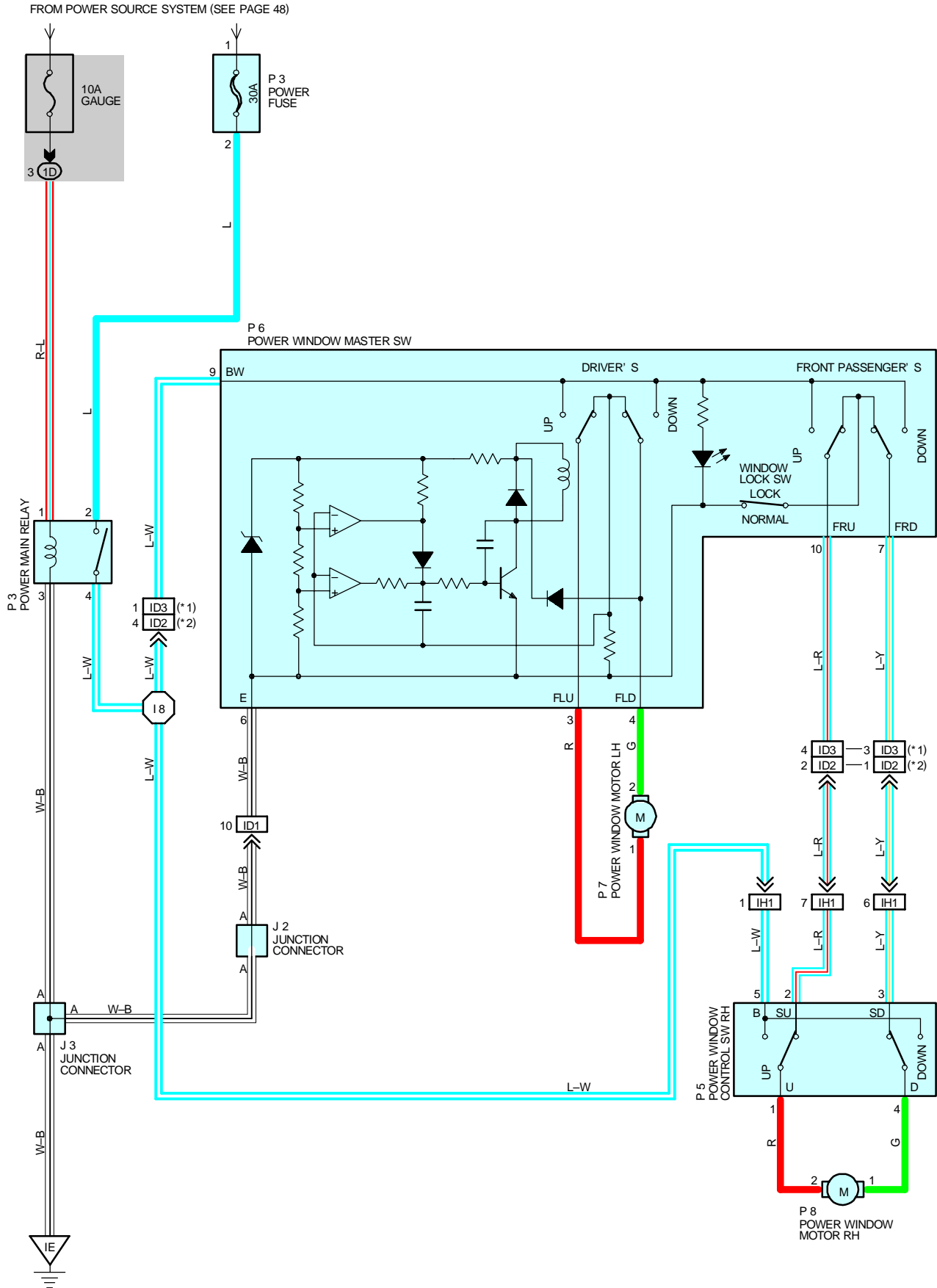




POWER WINDOW

*1 : USA, CANADA
*2 : PUERTO RICO



SYSTEM OUTLINE

CURRENT ALWAYS FLOWS **TERMINAL 2** OF THE POWER MAIN RELAY THROUGH THE **POWER FUSE**. WITH THE IGNITION SW TURNED ON, THE CURRENT FLOWS THROUGH THE **GAUGE FUSE** TO **TERMINAL 1** OF THE POWER MAIN RELAY → **TERMINAL 3** → **GROUND**. THIS ACTIVATES THE POWER MAIN RELAY, AND THE CURRENT FLOWING TO **TERMINAL 4** OF THE POWER MAIN RELAY FLOWS TO **TERMINAL 9** OF THE POWER WINDOW MASTER SW AND **TERMINAL 5** OF THE POWER WINDOW CONTROL SW RH.

1. MANUAL OPERATION (DRIVER'S WINDOW)

WITH THE IGNITION SW TURNED ON AND THE POWER WINDOW MASTER SW IN UP POSITION, THE CURRENT TO **TERMINAL 9** OF THE POWER WINDOW MASTER SW FLOWS TO **TERMINAL 3** → **TERMINAL 1** OF THE POWER WINDOW MOTOR LH → MOTOR → **TERMINAL 2** → **TERMINAL 4** OF THE POWER WINDOW MASTER SW → **TERMINAL 6** → **GROUND** AND CAUSES THE POWER WINDOW MOTOR LH TO ROTATE IN THE UP DIRECTION. THE WINDOW ASCENDS ONLY WHILE THE SW IS BEING PULLED. IN DOWN OPERATION, THE CURRENT FROM **TERMINAL 9** OF THE POWER WINDOW MASTER SW FLOWS TO **TERMINAL 4** → **TERMINAL 2** OF THE POWER WINDOW MOTOR LH → MOTOR → **TERMINAL 1** → **TERMINAL 3** OF THE POWER WINDOW MASTER SW → **TERMINAL 6** → **GROUND**, CAUSING THE MOTOR TO ROTATE IN REVERSE, LOWERING THE WINDOW.

2. AUTO DOWN OPERATION (DRIVER'S WINDOW)

WITH THE IGNITION SW ON AND WITH THE DRIVER'S SW OF THE POWER WINDOW MASTER SW IN **DOWN** POSITION, THE CURRENT TO **TERMINAL 9** OF THE POWER WINDOW MASTER SW FLOWS TO **TERMINAL 4** → **TERMINAL 2** OF THE POWER WINDOW MOTOR LH → MOTOR → **TERMINAL 1** → **TERMINAL 3** OF THE POWER WINDOW MASTER SW → **TERMINAL 6** → **GROUND**, CAUSING THE POWER WINDOW MOTOR LH TO ROTATE TOWARDS THE DOWN SIDE. THEN THE SOLENOID IN THE POWER WINDOW MASTER SW IS ACTIVATED AND IT LOCKS THE DRIVER'S SW BEING PUSHED, CAUSING THE POWER WINDOW MOTOR LH TO CONTINUE TO ROTATE IN AUTO DOWN OPERATION.

WHEN THE WINDOW HAS COMPLETELY DESCENDED, THE CURRENT FLOW BETWEEN **TERMINAL 3** OF THE POWER WINDOW MASTER SW AND **TERMINAL 6** INCREASES. AS A RESULT, THE SOLENOID STOPS OPERATING, THE DRIVER'S SW TURN OFF AND THE FLOW FROM **TERMINAL 9** OF THE POWER WINDOW MASTER SW TO **TERMINAL 4** IS CUT OFF, STOPPING THE MOTOR SO THAT AUTO STOP OCCURS.

3. STOPPING OF AUTO DOWN AT DRIVER'S WINDOW

WHEN THE POWER WINDOW MASTER SW IS PULLED TO THE UP SIDE DURING AUTO DOWN OPERATION, A GROUND CIRCUIT OPENS IN THE POWER WINDOW MASTER SW AND THE CURRENT DOES NOT FLOW FROM **TERMINAL 3** OF THE POWER WINDOW MASTER SW TO **TERMINAL 6**, SO THE POWER WINDOW MOTOR LH STOPS ROTATING, CAUSING AUTO DOWN OPERATION TO STOP. IF THE MASTER SW IS PULLED CONTINUOUSLY, THE POWER WINDOW MOTOR ROTATES IN THE UP DIRECTION IN MANUAL UP OPERATION.

4. MANUAL OPERATION BY POWER WINDOW CONTROL SW RH

WITH THE POWER WINDOW CONTROL SW RH PULLED TO THE UP SIDE, THE CURRENT THROUGH **TERMINAL 5** OF THE POWER WINDOW CONTROL SW RH FLOWS TO **TERMINAL 1** → **TERMINAL 2** OF THE POWER WINDOW MOTOR RH → **TERMINAL 1** → **TERMINAL 4** OF THE POWER WINDOW CONTROL SW RH → **TERMINAL 3** → **TERMINAL 7** OF THE POWER WINDOW MASTER SW → **TERMINAL 6** → **GROUND**, CAUSING THE POWER WINDOW MOTOR RH ROTATE IN THE UP DIRECTION. UP OPERATION CONTINUES ONLY WHILE THE POWER WINDOW CONTROL SW RH IS PULLED TO THE UP SIDE. WHEN THE WINDOW DESCENDS, THE CURRENT TO THE MOTOR FLOWS IN THE OPPOSITE DIRECTION, FROM **TERMINAL 1** TO **TERMINAL 2**, AND THE MOTOR ROTATES IN REVERSE. WHEN THE WINDOW LOCK SW IS PUSHED TO THE LOCK SIDE, THE GROUND CIRCUIT TO THE FRONT PASSENGER'S WINDOW BECOMES OPEN. AS A RESULT, EVEN IF OPEN/CLOSE OPERATION OF THE FRONT PASSENGER'S WINDOW IS TRIED, THE CURRENT FROM **TERMINAL 6** OF THE POWER WINDOW MASTER SW IS NOT GROUNDED AND THE MOTOR DOES NOT ROTATE, SO THE FRONT PASSENGER'S WINDOW CANNOT BE OPERATED AND THE WINDOW LOCKS.

SERVICE HINTS

P 6 POWER WINDOW MASTER SW

9-GROUND : APPROX. 12 VOLTS WITH THE IGNITION SW AT ON POSITION

6-GROUND : APPROX. ALWAYS CONTINUITY

4-GROUND : APPROX. 12 VOLTS WITH THE IGNITION SW ON AND THE POWER WINDOW MASTER SW (DRIVER'S WINDOW) AT DOWN OR AUTO DOWN POSITION

3-GROUND : APPROX. 12 VOLTS WITH THE IGNITION SW ON AND THE POWER WINDOW MASTER SW (DRIVER'S WINDOW) AT UP POSITION

WINDOW LOCK SW

OPEN WITH THE WINDOW LOCK SW AT LOCK POSITION



POWER WINDOW

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
J 2	27	P 5	28(C/P), 29 (CONVERTIBLE)	P 8	28(C/P), 29 (CONVERTIBLE)
J 3	27	P 6	28(C/P), 29 (CONVERTIBLE)		
P 3	27	P 7	28(C/P), 29 (CONVERTIBLE)		

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1D	20	INSTRUMENT PANEL WIRE AND DRIVER 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	32	FRONT DOOR LH WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
ID2		
ID3		
IH1	34	FRONT DOOR RH WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)

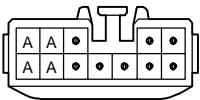
▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IE	32	INSTRUMENT PANEL BRACE LH

○ : SPLICE POINTS

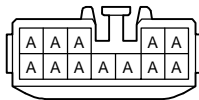
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 8	34	INSTRUMENT PANEL WIRE			

J 2 GRAY



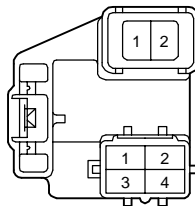
(HINT : SEE PAGE 7)

J 3 BLUE

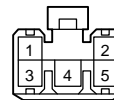


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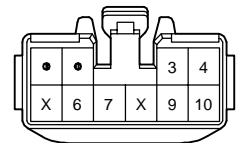
P 3



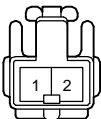
P 5



P 6



P 7



P 8

