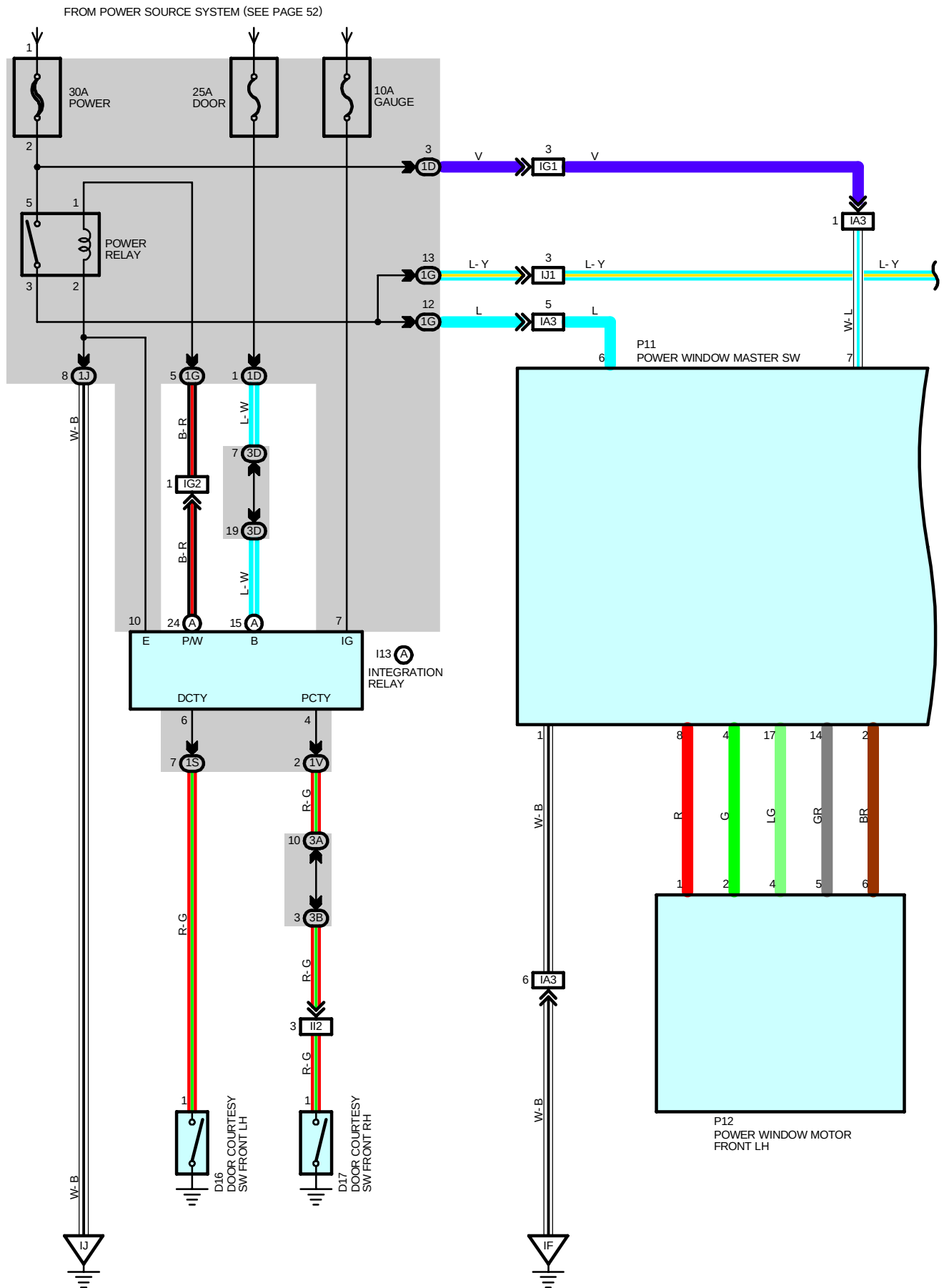
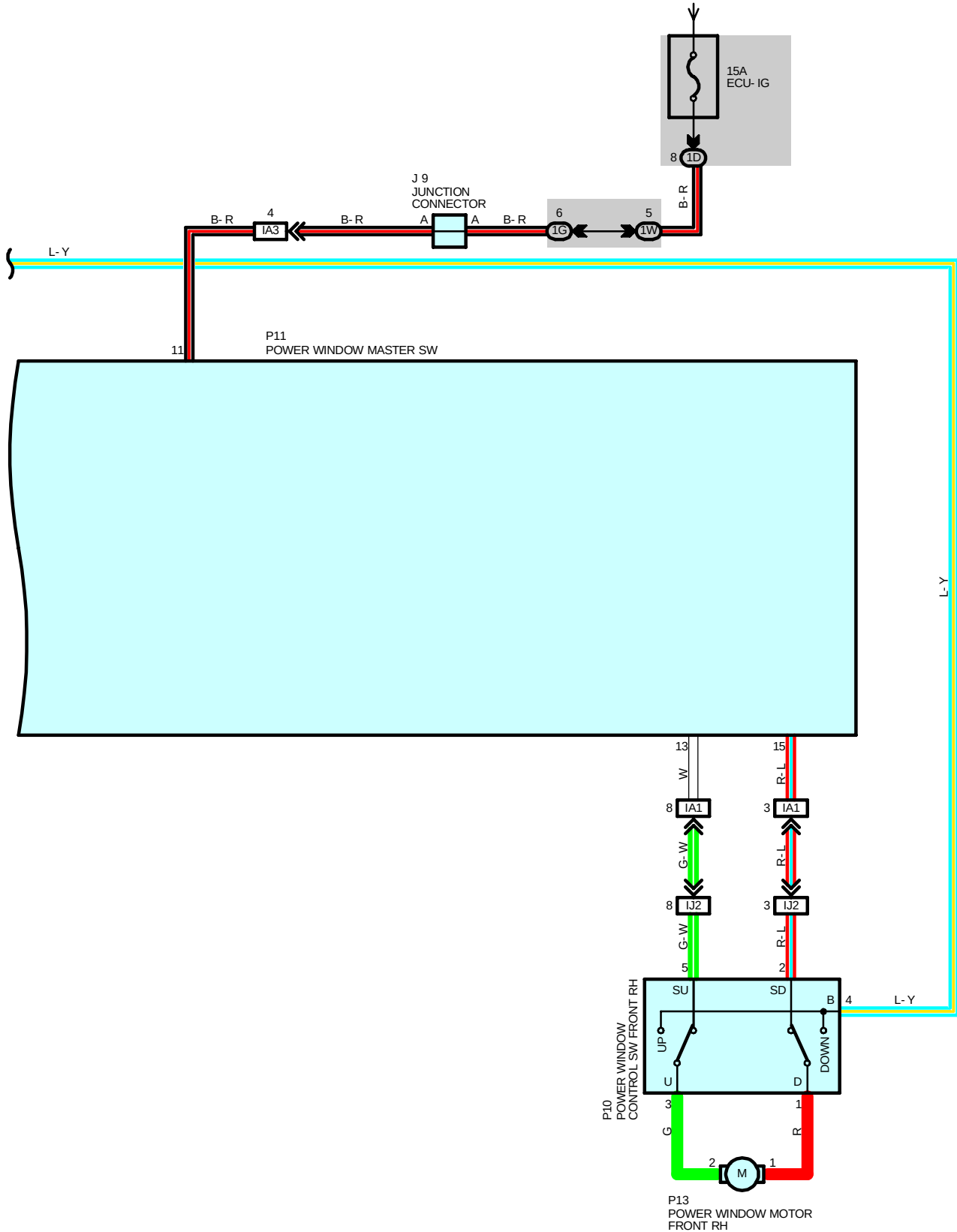


POWER WINDOW



FROM POWER SOURCE SYSTEM (SEE PAGE 52)



POWER WINDOW

SYSTEM OUTLINE

1. MANUAL DOWN OR UP OPERATION (DRIVER'S SIDE)

When the power window master SW is pressed one step, the current flows from the power window master SW TERMINAL 4 to power window motor front LH to power window master SW TERMINAL 8 to GROUND, and rotates the motor to open the window.

When the power window master SW is pulled one step, the current flows from the power window master SW TERMINAL 8 to power window motor front LH to power window master SW TERMINAL 4 to GROUND, and rotates the motor to close the window.

2. AUTO DOWN OR UP OPERATION (DRIVER'S SIDE)

When the power window master SW is pushed two steps, the power window master SW determines it is in auto mode and the current flows from the power window master SW TERMINAL 4 to power window motor front LH to power window master SW TERMINAL 8 to GROUND, and rotates the motor to open the window automatically.

When the power window master SW is pulled two steps, the power window master SW determines it is in auto mode and the current flows from the power window master SW TERMINAL 8 to power window motor front LH to power window master SW TERMINAL 4 to GROUND, and rotates the motor to close the window automatically.

3. MANUAL OPERATION (FRONT PASSENGER'S WINDOW)

With the power window control SW front RH pulled to the up side, the current flowing from TERMINAL 4 of the power window control SW flows to TERMINAL 3 of the power window control SW to TERMINAL 2 of the power window motor to TERMINAL 1 to TERMINAL 1 of the power window control SW to TERMINAL 2 to TERMINAL 15 of the master SW to TERMINAL 1 to GROUND and causes the power window motor front RH to rotate in the up direction. The up operation continues only while the power window SW is pulled to the up side. When the window descends, the current flowing 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 RH window becomes open.

As a result, even if Open/Close operation of the front RH window is attempted, the current from TERMINAL 1 of the power window master SW is not grounded, so the motor does not rotate, therefore the front RH window can not be operated. This is how the window lock function operates.

4. CATCHING PREVENTION FUNCTION (DRIVER'S SIDE)

When any foreign matter is caught in the window during power window up operation, the pulse sensor in the power window motor detects the changes in the number of motor rotations and forcibly opens the door window 50 mm, or when the window opening is less than 200 mm, it opens the window until the opening is 200 mm.

5. KEY OFF POWER WINDOW OPERATION

It is possible to operate the power window for approx. 43 seconds after the ignition SW is turned from on to off. However, when the door is opened while the window is being operated, the power window operation is stopped even though 43 seconds have not elapsed.

SERVICE HINTS

P11 POWER WINDOW MASTER SW

7-GROUND : Always approx. **12** volts

11-GROUND : Approx. **12** volts with the ignition SW at **ON** or **ST** position
: Approx. **12** volts with key off power window operation

1-GROUND : Always continuity

4-GROUND : Continuity with power window master SW at **MANUAL UP** position
: Continuity with power window master SW at **AUTO UP** position

8-GROUND : Continuity with power window master SW at **MANUAL DOWN** position
: Continuity with power window master SW at **AUTO DOWN** position

WINDOW LOCK SW

Open with the window lock SW at lock position

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
D16	36	J9	35	P12	37
D17	36	P10	37	P13	37
I13	A 35	P11	37		

 : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1D	22	Cowl Wire and Driver Side J/B No.1 (Lower Finish Panel)
1G	22	Instrument Panel Wire and Driver Side J/B No.1 (Lower Finish Panel)
1J	22	Cowl Wire and Driver Side J/B No.1 (Lower Finish Panel)
1S	22	Floor Wire and Driver Side J/B No.1 (Lower Finish Panel)
1V	22	Cowl Wire and Driver Side J/B No.1 (Lower Finish Panel)
1W		
3A	26	Cowl Wire and J/B No.3 (Behind the Combination Meter)
3B		
3D		

 : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IA1	42	Front Door LH Wire and Instrument Panel Wire (Left Kick Panel)
IA3		
IG1	42	Instrument Panel Wire and Cowl Wire (Behind the Combination Meter)
IG2		
II2	44	Floor No.2 Wire and Cowl Wire (Right Kick Panel)
IJ1	44	Front Door RH Wire and Instrument Panel Wire (Right Kick Panel)
IJ2		

 : GROUND POINTS

Code	See Page	Ground Points Location
IF	42	Left Kick Panel
IJ	42	Right Cowl Side Panel