



Power Windows

– How the Circuit Works

CAUTION: Disconnect the window switch connector before you start. You could unintentionally switch the window to “automatic down” while working in the driver’s door with the power on. The moving glass could injure your arms, hands, or fingers.

Battery voltage is applied at all times through fuse 36 to the power window relay contacts. Fuses 17, 18, 21, and 24 receive voltage through the power window relay and are controlled by the driver’s multiplex control unit.

Driver’s Window

The driver’s power window master switch is part of the door multiplex control unit. When you hold the driver’s window switch in the UP or DOWN position, the door multiplex control unit applies power to the power window control unit which activates the driver’s window motor in the direction requested.

Auto Up/Down Feature

The driver’s window is equipped with an AUTO UP feature. When you momentarily hold the driver’s window switch in the UP position, the door multiplex control unit applies power to the driver’s window motor. As the window moves up, the pulser in the driver’s window motor sends a pulsing ground signal to the door multiplex control unit. When the window reaches the fully up position, the pulsing signal stops and the door multiplex control unit removes power from the motor.

The AUTO DOWN feature is similar to the AUTO UP feature.

Passenger Windows

All windows can be opened and closed at the driver’s power window master switch. The passenger windows can be disabled with this master switch. When the main switch is open, the power window master relay deenergizes and removes ground from the passenger window switches.

Left Rear Window

The left rear window switch receives voltage through fuse 21. This switch contains two relays and an UP/DOWN switch. When you press the left rear window UP/DOWN switch, the corresponding relay energizes and the window switch relay coils are grounded through the power window master relay switch. Voltage is applied to one side of the window motor by the energized relay. The opposite power window motor terminal is grounded through the normally closed relay contacts in the deenergized power window switch relay. When you open or close the left rear window from the master power window switch, the door multiplex control unit sends a signal to the driver’s multiplex control unit through the BRN/YEL wire. The driver’s multiplex control unit turns on the window motor by supplying power to the YEL or YEL/GRN wire.

Front Passenger’s and Right Rear Windows

The front passenger’s and right rear window switches receive voltage through fuses 18 and 24 respectively. Each window switch contains two relays and an up/down switch. When you press the window UP/DOWN switch, the corresponding relay energizes and the window switch relay coils are grounded through the power window master relay switch. Voltage is applied to one side of the window motor by the energized relay. The opposite power window motor terminal is grounded through the normally closed relay contacts in the deenergized power window switch relay. When you open or close the front passenger’s or right rear window from the master power window switch, the door multiplex control unit sends a signal to the driver’s multiplex control unit through the BRN/YEL wire. The driver’s multiplex control unit sends this request to the passenger’s multiplex control unit and turns on the window motor by supplying power to the control wires to the corresponding window switch.

Refer to the Service Manual (Section 23, Electrical) for specific tests and troubleshooting procedures.