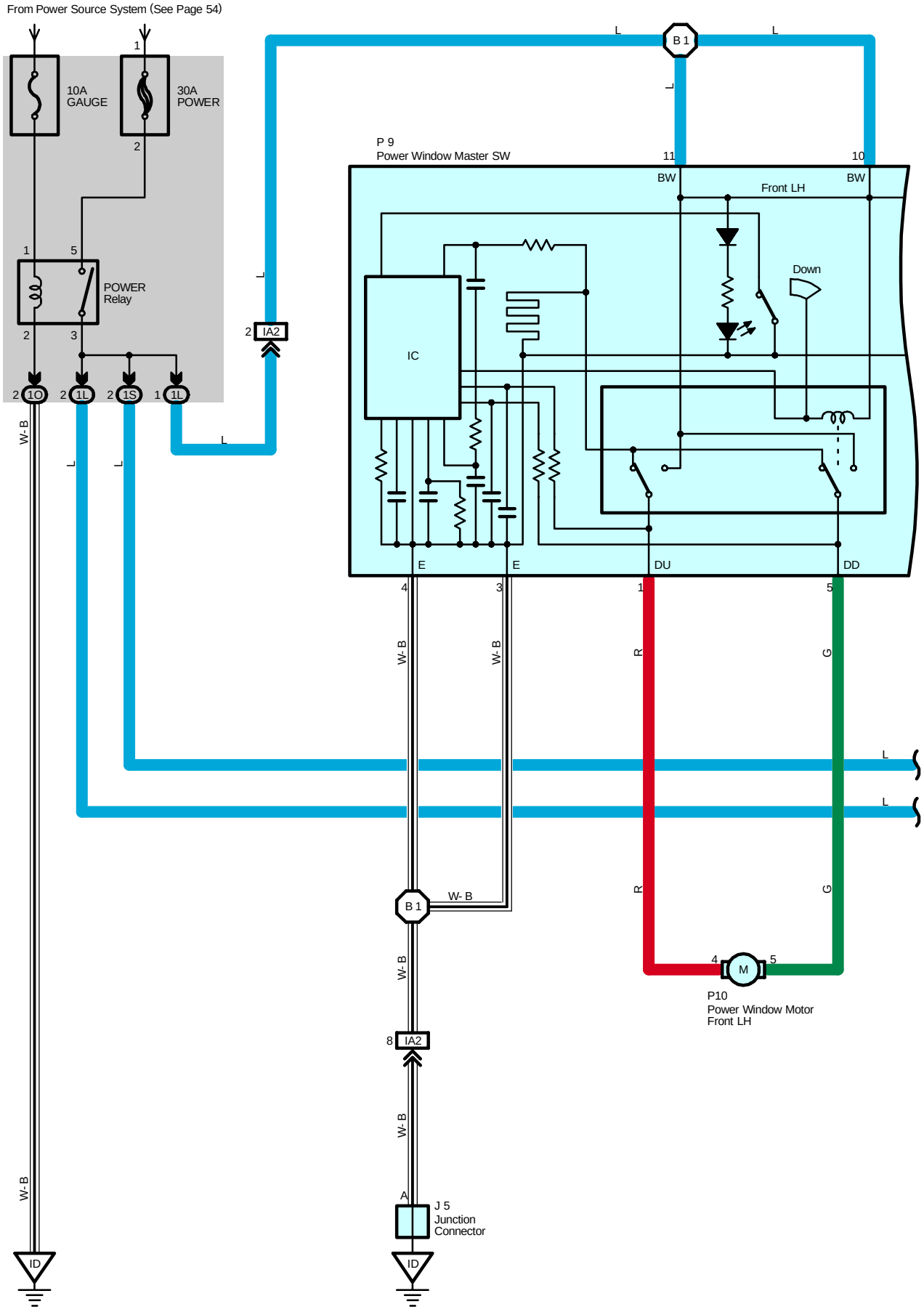
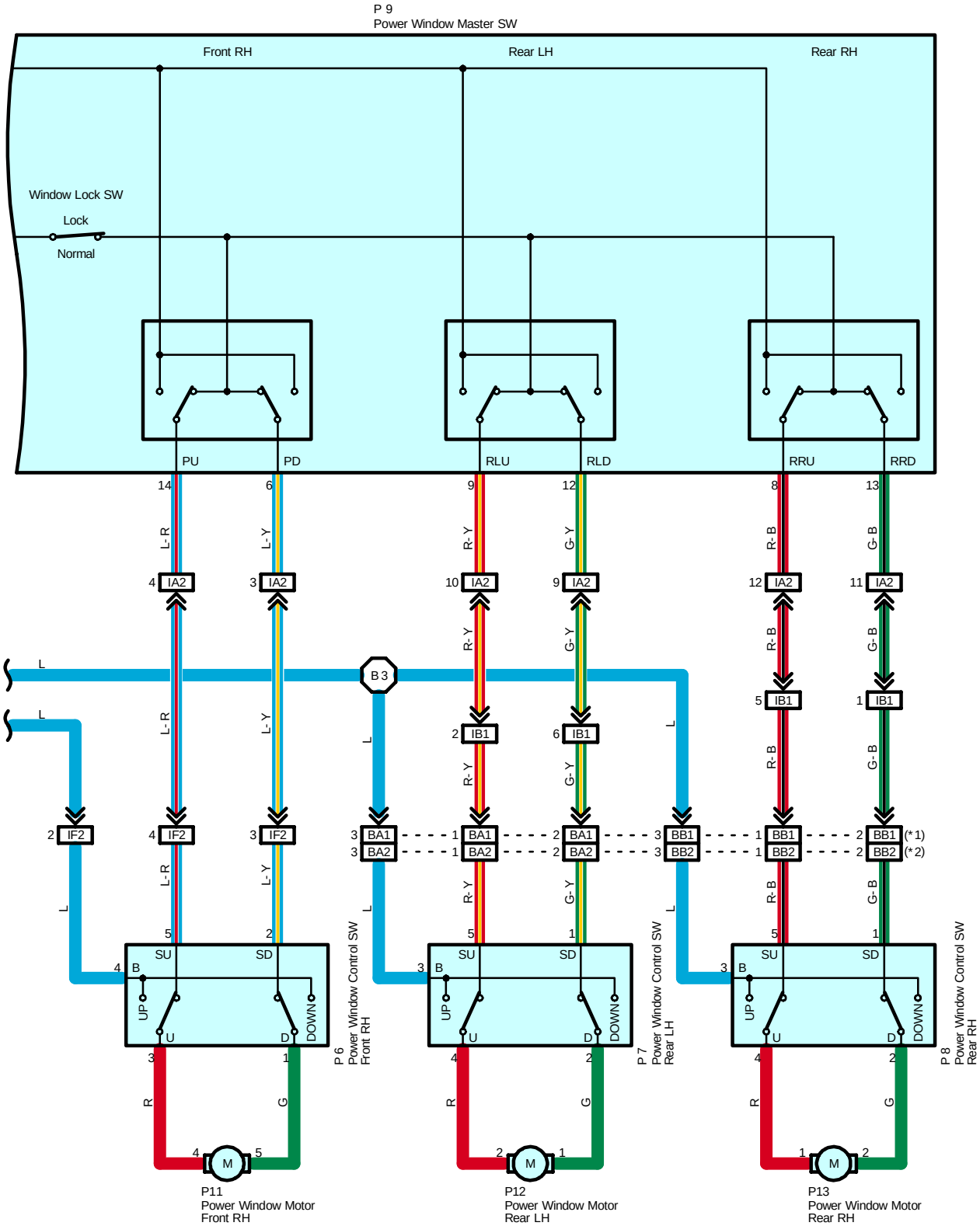
Power Window



* 1 : Except Puerto Rico
* 2 : Puerto Rico



Power Window

System Outline

When the ignition SW is turned on, the current flows from the GAUGE fuse through the POWER relay to GROUND, thus the POWER relay is turned on and the current flows through the POWER fuse to TERMINAL 5 of the POWER relay to TERMINAL 3 to TERMINAL BW of the power window master SW and TERMINAL BW of the power window control SW front RH, Rear LH and RH.

1. Manual Operation (Power Window Master SW)

When the power window master SW (Driver's) is pushed down one step, the current flows from TERMINAL BW of the power window master SW to TERMINAL DD to TERMINAL 5 of the power window motor front LH to TERMINAL 4 to TERMINAL DU of the power window master SW to TERMINAL E to GROUND, and the motor rotates to open the window. When the power window master SW is pulled up one step, the current flows from TERMINAL BW of the power window master SW to TERMINAL DU to TERMINAL 4 of the power window motor front LH to TERMINAL 5 to TERMINAL DD of the power window master SW to TERMINAL E to GROUND, and the motor rotates in the opposite direction from open and closes the window. All the other windows are opened/closed by operating the respective power window master SW. 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.

2. Auto Down Operation (Driver's Window)

When the power window master SW (Driver's) is pushed down two steps, the power window master SW determines that it is AUTO operation and the current flows from TERMINAL BW of the power window master SW to TERMINAL DD to TERMINAL 5 of the power window motor front LH to TERMINAL 4 to TERMINAL DU of the power window master SW to TERMINAL E to GROUND. Because the hold circuit inside the power window 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 power window master SW (Driver's) is pulled to the up side during auto down operation, a ground circuit opens in the power window master SW and current does not flow from TERMINAL DU of the power window master SW to TERMINAL E, so the motor stops, causing auto down operation to stop. If the power window master SW is pulled continuously, the motor rotates in the up direction in manual up operation.

4. Manual Operation (Power Window Control SW Front RH, Rear LH and RH)

With the power window control SW (Front RH, rear LH or RH) pulled to the up side, current flows from TERMINAL BW of the power window control SW to TERMINAL U to power window motor to TERMINAL D of the power window control SW to TERMINAL SD to TERMINAL PD, RLD or RRD of the power window master SW to TERMINAL E to GROUND and rotates the power window motor (Front RH, rear LH or 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, 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

P9 Power Window Master SW

BW-Ground : Approx. 12 volts with the ignition SW at ON position
E-Ground : Always continuity
DU-Ground : Approx. 12 volts with the ignition SW on and the master SW (Driver's window) at UP position
DD-Ground : Approx. 12 volts with the ignition SW on and the master SW (Driver's window) at DOWN or 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
J5	31	P8	33 (4-Door)	P11	33 (4-Door)
P6	33 (4-Door)	P9	33 (4-Door)	P12	33 (4-Door)
P7	33 (4-Door)	P10	33 (4-Door)	P13	33 (4-Door)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1L	25	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1O		
1S	24	Floor Wire and Instrument Panel J/B (Lower Finish Panel)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IA2	40	Front Door LH Wire and Instrument Panel Wire (Left Kick Panel)
IB1	40	Floor Wire and Instrument Panel Wire (Behind the Reinforce LH)
IF2	42	Front Door RH Wire and Instrument Panel Wire (Right Kick Panel)
BA1	44 (4-Door)	Rear Door No.2 Wire and Floor Wire (Under the Center Pillar LH)
BA2		
BB1	44 (4-Door)	Rear Door No.1 Wire and Floor Wire (Under the Center Pillar RH)
BB2		

: GROUND POINTS

Code	See Page	Ground Points Location
ID	40	Left Kick Panel

: SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
B1	44 (4-Door)	Front Door LH Wire	B3	44 (4-Door)	Floor Wire