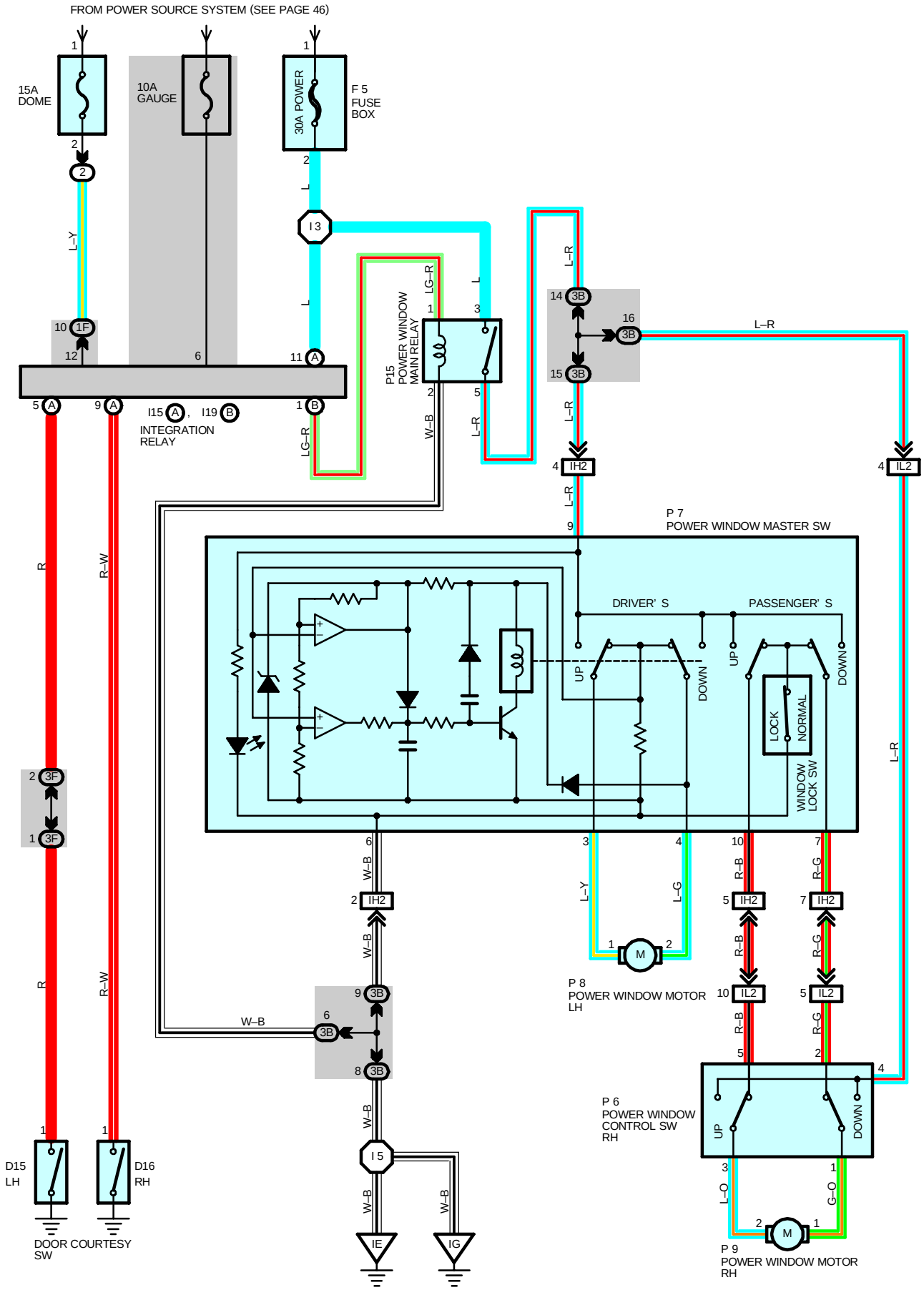
FROM POWER SOURCE SYSTEM (SEE PAGE 46)
15A DOME
10A GAUGE
30A POWER
F 5 FUSE BOX
I 3
L–Y
L
L–R
LG–R
W–B
P15 POWER WINDOW MAIN RELAY
1F
3B
IH2
IL2
I15 A , I19 B
INTEGRATION RELAY
P 7 POWER WINDOW MASTER SW
DRIVER' S
PASSENGER' S
UP
DOWN
LOCK
NORMAL
WINDOW LOCK SW
3F
R
R–W
D15 LH
D16 RH
DOOR COURTESY SW
I 5
IE
IG
P 8 POWER WINDOW MOTOR LH
P 6 POWER WINDOW CONTROL SW RH
P 9 POWER WINDOW MOTOR RH
L–O
G–O
R–B
R–G
M

SYSTEM OUTLINE

With the ignition SW turned on, current flows through the GAUGE fuse to TERMINAL 6 of the integration relay to TERMINAL (B) 1 to TERMINAL 1 of the power window main relay to TERMINAL 2 to GROUND, activating the power window main relay, and the current flowing from TERMINAL 3 of the power window main relay flows to TERMINAL 5 to TERMINAL 9 of the power window master SW and TERMINAL 4 of the power window control SW RH.

1. MANUAL OPERATION (DRIVER'S WINDOW)

With the ignition SW turned on and with the power window master SW (Manual SW) in UP position, the current flowing to TERMINAL 9 of the power window master SW flows to TERMINAL 3 to TERMINAL 1 of the power window motor LH to TERMINAL 2 to TERMINAL 4 of the master SW to TERMINAL 6 to GROUND and causes the power window motor to rotate in the up direction. The window ascends only while the SW is being pushed.

In down operation, the current flowing from TERMINAL 9 of the power window master SW to TERMINAL 4 flows to TERMINAL 2 of the motor LH to TERMINAL 1 to TERMINAL 3 of the master SW to TERMINAL 6 to GROUND, flowing in the opposite direction to manual up operation, causing the motor to rotate in reverse and lowering the window.

2. AUTO DOWN OPERATION (DRIVER'S WINDOW)

With the ignition SW on and with the auto SW of the power window master SW in DOWN position, the current flowing to TERMINAL 9 of the master SW flows to TERMINAL 4 of the master SW to TERMINAL 2 of the power window motor LH to TERMINAL 1 to TERMINAL 3 of the master SW to TERMINAL 6 to GROUND, causing the motor to rotate towards the down side.

Then the solenoid in the master SW is activated and it locks the auto SW being pushed, causing the motor to continue to rotate in auto down operation.

When the window has completely descended, the current flowing between TERMINAL 3 of the master SW and TERMINAL 6 increases. As a result, the solenoid stops operating, the auto SW turns off and the flowing from TERMINAL 9 of the 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 manual SW (Driver's) is pushed to the up side during auto down operation, a ground circuit opens in the master SW and current does not flow from TERMINAL 3 of the master SW to TERMINAL 6, so the motor stops, causing auto down operation to stop. If the manual SW is pushed continuously, the motor rotates in the up direction in manual up operation.

4. MANUAL OPERATION BY POWER WINDOW CONTROL SW (PASSENGER'S WINDOW)

With the power window control SW RH is pushed to the up side, the current flowing from TERMINAL 4 of the power window control SW RH flows to TERMINAL 3 of the power window control SW RH to TERMINAL 2 of the power window motor RH to TERMINAL 1 to TERMINAL 1 of the power window control SW RH to TERMINAL 2 to TERMINAL 7 of the master SW to TERMINAL 6 to GROUND. This causes the power window motor RH to rotate in the up direction. Up operation is continuous only while the power window control SW RH is pushed 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 revers.

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 tried, the current from TERMINAL 6 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. KEY OFF POWER WINDOW OPERATION

With the ignition SW turned from on to off, the integration relay operates for about 45 seconds and current flows from TERMINAL 1 of the power window main relay to TERMINAL 2 to GROUND. For this period, current also flows TERMINAL 3 to TERMINAL 5. This current flows to TERMINAL 9 of the power window master SW and to TERMINAL 4 of the power window control SW RH. As a result, for about 45 seconds after the ignition SW is turned off, it is possible to raise and lower the power window by the functioning of the integration relay. Also, by opening the door (Door courtesy SW on) within about 45 seconds after turning the ignition SW to off, a signal is input to TERMINAL (A) 5, 11 or 9 of the integration relay. As a result, the integration relay turns off, and up and down movement of the window stops.

POWER WINDOW

SERVICE HINTS

D15, D16 DOOR COURTESY SW LH, RH

1–GROUND : Continuity with door open

I15 (A), I19 (B) INTEGRATION RELAY

6–GROUND : Approx. **12** volts with ignition SW at **ON** position
(A)11–GROUND : Always approx. **12** volts
(A) 5–GROUND : Continuity with LH door opened
(A) 9–GROUND : Continuity with RH door opened

P6 POWER WINDOW CONTROL SW RH

4–GROUND : Approx. **12** volts with ignition SW on and stays at **12** volts for **45** seconds after the ignition SW is turned off, but if a door is open in the **45** seconds period, voltage will drop to **0** volts

P7 POWER WINDOW MASTER SW

6–GROUND : Always continuity
9–GROUND : Approx. **12** volts with ignition SW on and stays at **12** volts for **45** seconds after the ignition SW is turned off, but if a door is opened in this **45** seconds period, voltage will drop to **0** volts
3–GROUND : Approx. **12** volts with ignition SW at **ON** position and master SW at **UP** position
4–GROUND : Approx. **12** volts with ignition SW at **ON** position and master SW at **DOWN** or **AUTO DOWN** position

WINDOW LOCK SW

Open with window lock SW at **LOCK** position

: PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
D15	32	I19 B	33	P9	34
D16	32	P6	34	P15	33
F5	33	P7	34		
I15 A	33	P8	34		

: RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
2	21	R/B No.2 (Engine Compartment Left)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1F	22	Engine Room Main Wire and J/B No.1 (Lower Finish Panel)
3B	24	Cowl Wire and J/B No.3 (Bihind the Instrument Panel Left)
3F		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IH2	40	Front Door LH Wire and Cowl Wire (Left Kick Panel)
IL2	40	Front Door RH Wire and Cowl Wire (Right Kick Panel)

: GROUND POINTS

Code	See Page	Ground Points Location
IE	40	Around the Right Edge of the Reinforcement
IG	40	Around the Left Edge of the Reinforcement

: SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I3	40	Cowl Wire	I5	40	Cowl Wire