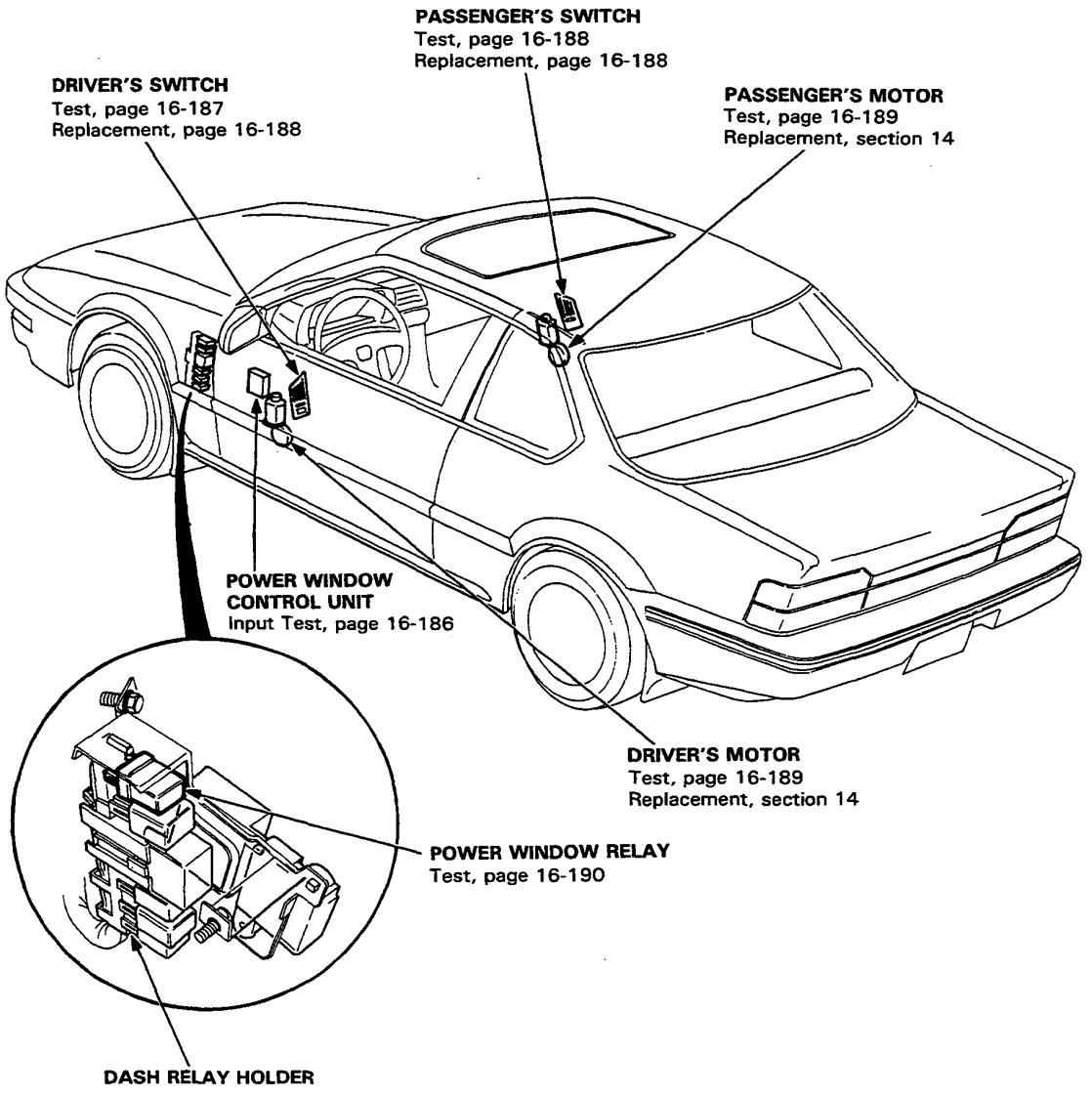
Power Windows

Component Location Index

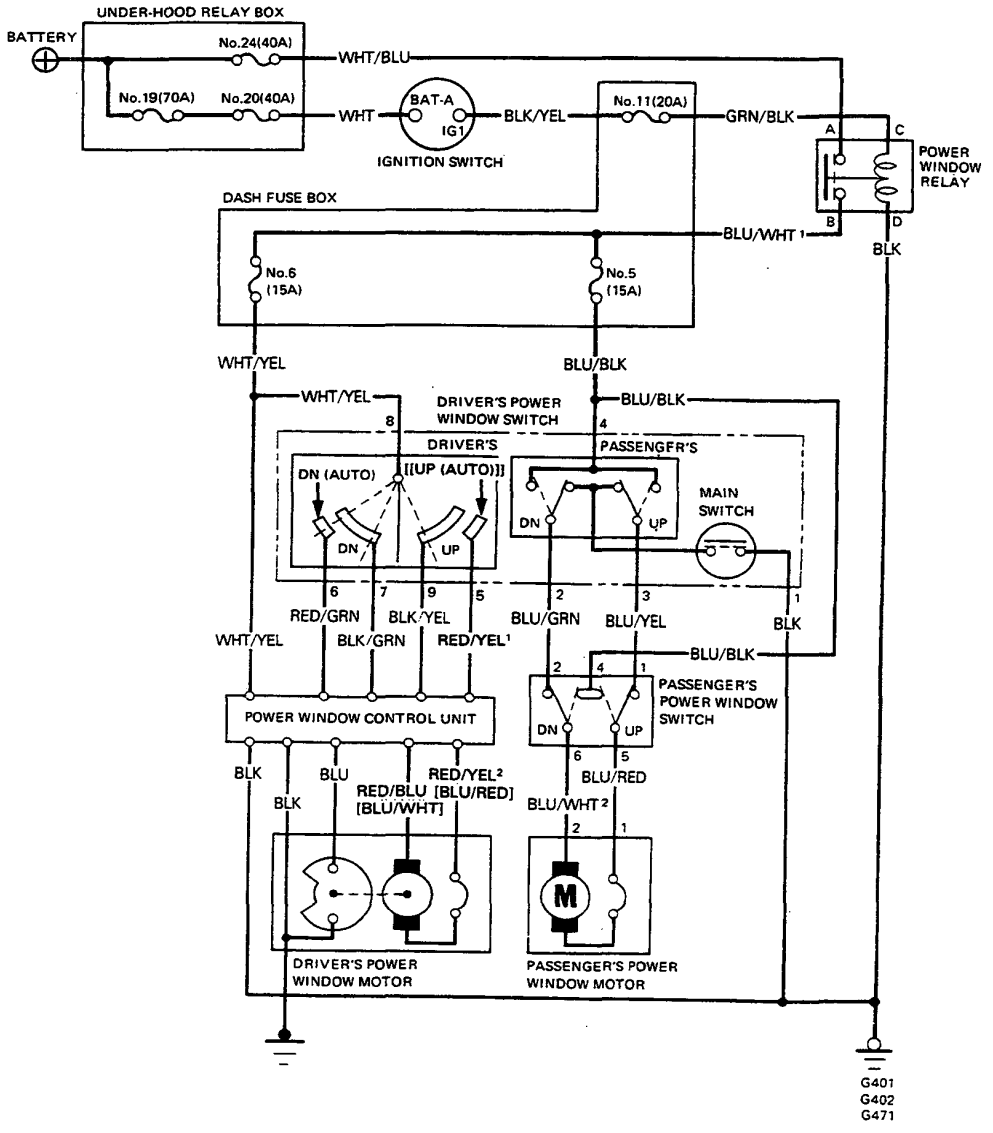


Power Windows

Circuit Diagram

NOTE:

- Several different wires have the same color. They have been given a number suffix to distinguish them (for example BLU/WHT¹ and BLU/WHT² are not the same).
- "DN" in the switch circuit denotes DOWN.



[ ]: R.H. Drive
[[ ]]: Except KG, KB and KW models

Troubleshooting

NOTE: The numbers in the table show the troubleshooting sequence.

Item to be inspected / Symptom	State of charge and clean and tight connections of battery	Power window relay	in the dash fuse box			Control unit input	Driver's switch	Passenger's switch	Driver's motor	Pulser (in driver's motor)	Passenger's motor	Window regulator	Poor ground	Open circuit in wires or loose or disconnected terminals
			No. 5 (15 A)	No. 6 (15 A)	No. 11 (20 A)									
All windows do not operate.	1	3			2								G401, 402, 471	GRN/BLK, WHT/BLU, BLU/WHT[1] or BLK
Driver's window does not operate in any position.				1		4	2		3			5		WHT/YEL
Driver's window does not operate in AUTO.						3	1			2				RED/GRN or BLU
Passenger's window does not operate.			1				2	3			4	5		BLU/BLK

Control Unit Input Test

NOTE: The control unit only controls the driver's door window.

Remove the left door trim panel and disconnect the 4-P and 6-P connectors from the control unit.
Make the following input tests at the harness pins.

NOTE:
- To test the unit, keep the driver's switch connector connected with the door wire harness.
- Recheck the connections between the 4-P and 6-P connectors, and the control unit, then replace the control unit if all input tests prove OK.

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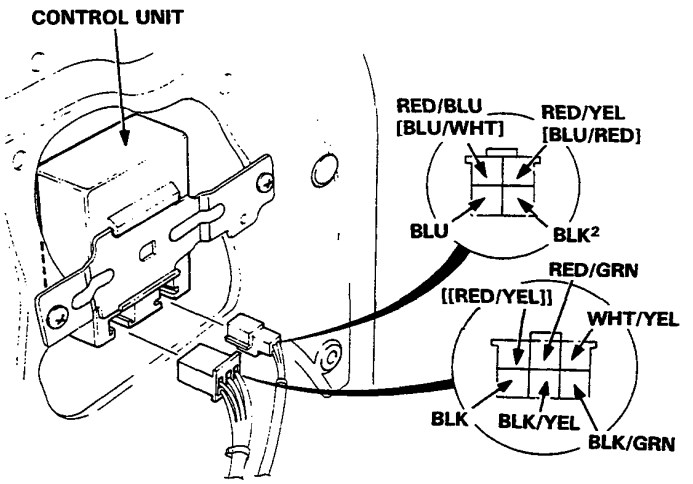


View from wire side

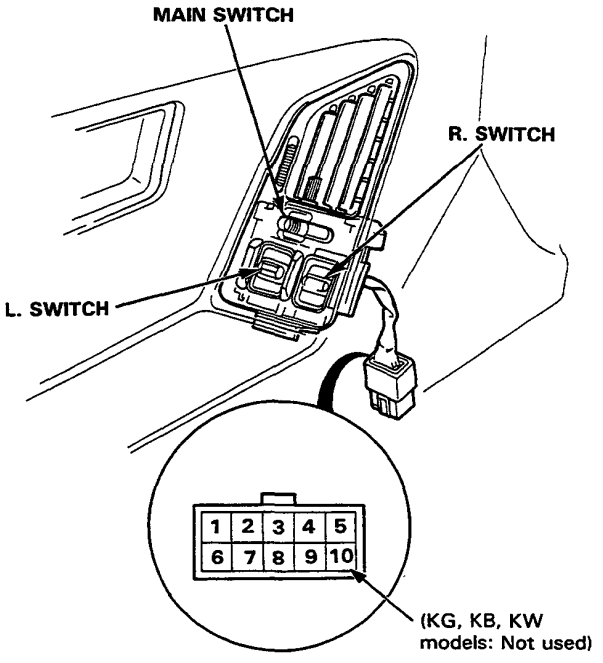
No.	Wire	Test condition	Test: desired result	Possible cause (if result is not obtained)
1	BLK[1]	Under all conditions.	Check for continuity to ground: should be continuity.	•Poor ground (G401, 402, 471). •An open in the wire.
2	WHT/YEL	Ignition switch ON.	Check for voltage to ground: should be battery voltage.	•Blown No. 6 (15 A) fuse. •Faulty power window relay. •An open in the wire.
3	BLK/YEL	Ignition switch ON and Driver's switch DOWN.	Check for voltage to ground: should be battery voltage as the switch is turned.	•Faulty driver's switch. •An open in the wire.
4	BLK/GRN	Ignition switch ON and driver's switch DOWN.		
5	RED/GRN	Ignition switch ON and driver's switch DOWN (AUTO).		
6	BLU and BLK[2]	Ignition switch ON and connect the WHT/YEL terminal to the RED/YEL [BLU/RED] terminal, and the BLK[1] terminal to the RED/BLU [BLU/WHT] terminal.	Check for resistance between the BLU and BLK[2] terminals: should indicate between 20—50 ohms as the motor runs.	•Faulty pulser. •Faulty driver's motor. •An open in the wire.

Except KG, KB and KW models

7	RED/YEL[1]	Ignition switch ON and driver's switch UP (AUTO).	Check for voltage to ground: should be battery voltage as the switch is turned.	•Faulty driver's switch. •An open in the wire.

Driver's Switch Test

1. Remove the door trim panel.
2. Check for continuity between the terminals in each switch position according to the tables.



View from wire side

Driver's Switch

Position \ Terminal	6	7	8	9	10
[[UP (AUTO)]]			○	○	○
UP			○	○	
OFF					
DOWN		○	○		
DOWN (AUTO)	○	○	○		

Passenger's Switch

Position	Main Switch	1	2	3	4
UP	ON	○	○	○	○
	OFF			○	○
OFF	ON	○	○	○	
	OFF		○	○	
DOWN	ON	○		○	○
	OFF		○		○

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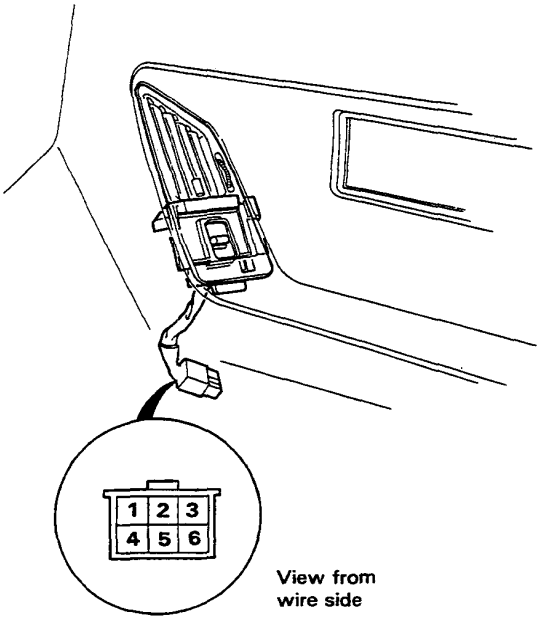
Power Windows

Passenger's Switch Test

1. Remove the door trim panel.
2. Check for continuity between the terminals in each switch position according to the table.

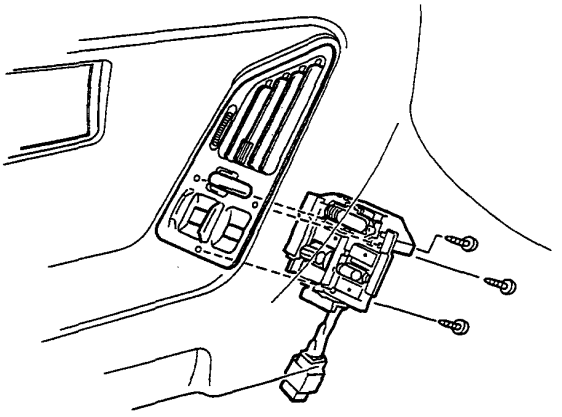


Terminal / Position	1	2	4	5	6
UP		○	○	○	○
OFF	○	○		○	○
DOWN	○		○	○	

Switch Replacement

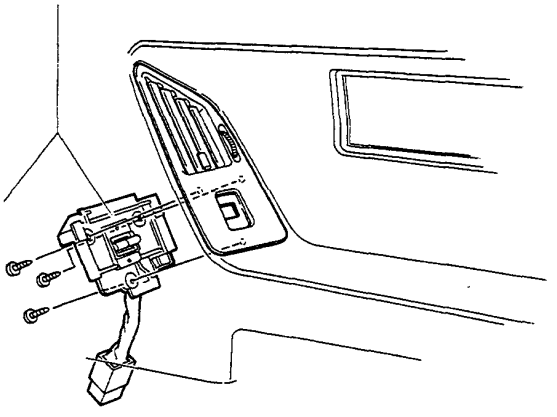
Driver's Switch:

1. Remove the door trim panel.
2. Remove the switch from the door trim panel by releasing the 3 mounting screws.



Passenger's Switch:

1. Remove the door trim panel.
2. Remove the switch from the door trim panel by releasing the 3 mounting screws.

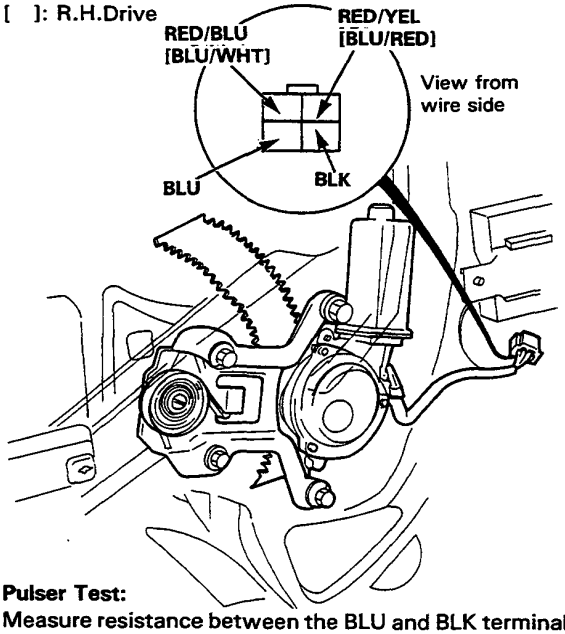


Driver's Motor Test

Motor Test:

1. Remove the door trim panel.
2. Disconnect the 4-P connector from the power window control unit.
3. Test motor operation by connecting battery voltage to the RED/YEL [BLU/RED] and RED/BLU [BLU/WHT] terminals. Test the motor in each direction, by switching the leads from the battery.
4. If the motor does not run, replace it.

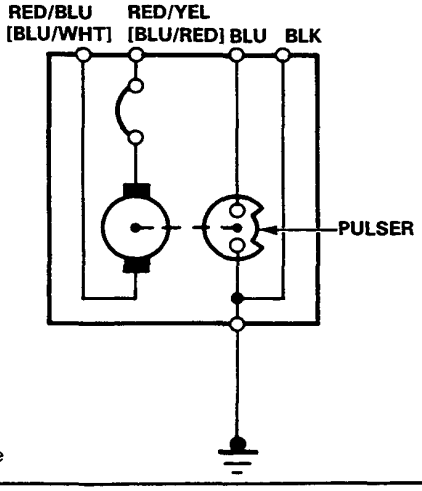
[ ]: R.H.Drive



Pulser Test:

Measure resistance between the BLU and BLK terminals when running the motor by connecting battery voltage to the RED/YEL [BLU/RED] and RED/BLU [BLU/WHT] terminals.

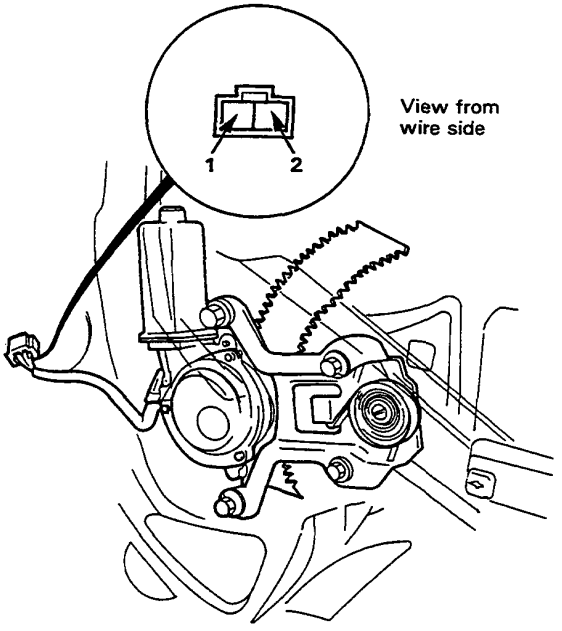
Ohmmeter should indicate between 20—50 ohms as the motor runs.

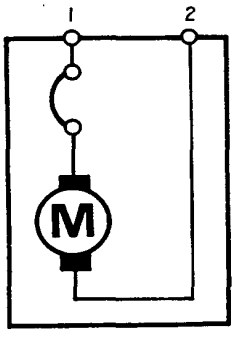


[ ]: R.H. Drive

Passenger's Motor Test

1. Remove the door trim panel.
2. Disconnect the 2-P connector from the motor.
3. Test motor operation by connecting battery voltage to the No. 1 and No. 2 terminals.
   Test the motor in each direction, by switching the leads from the battery.
4. If the motor does not run, replace it.





Relay Test

1. Remove the power window relay from the dash relay holder.
2. There should be continuity between the A and B terminals when the battery is connected to the C and D terminals.
   There should be no continuity when the battery is disconnected.