

POWER WINDOW

SYSTEM OUTLINE

With the ignition SW turned on, current flows through the ECU-IG fuse to TERMINAL 10 of the body ECU. This activates the ECU and at all times the current flowing to TERMINAL 3 of the ECU, TERMINAL (A) 3 of the power window master SW and TERMINAL 7 of the power window control SW front RH from POWER fuse. When the ignition SW turned on, current flows to TERMINAL 5 of the PWR relay to TERMINAL 3 to TERMINAL (A) 10 of the power window master SW and TERMINAL 4 (Rear LH, rear RH) of the power window control SW.

1. MANUAL OPERATION (DRIVER'S SW)

With the ignition SW turned on and with the power window master SW (Manual SW) in UP position, the current flowing to TERMINAL (A) 10 of the power window master SW flows to TERMINAL (A) 1 to TERMINAL 1 of the power window motor front LH to TERMINAL 2 to TERMINAL (A) 2 of the power window master SW to TERMINAL (A) 4 to GROUND and causes the power window motor to rotate in the up direction. The window ascends only while the SW is being pushed (Manual up position). In down operation, the flow of current from TERMINAL (A) 10 of the power window master SW to TERMINAL (A) 2 to TERMINAL 2 of the power window motor front LH to TERMINAL 1 to TERMINAL (A) 1 of the power window master SW to TERMINAL (A) 4 to GROUND, flowing in the opposite direction to manual up operation and causing the motor to rotate in reverse, lowering the window.

For the other windows, as the power window master SW is operated, the relevant door window is opened or closed.

2. MANUAL OPERATION (FRONT PASSENGER'S SW)

With the power window control SW pulled to the up side, current flowing from TERMINAL 7 of the power window control SW to TERMINAL 1 to TERMINAL 2 of the power window motor to TERMINAL 1 to TERMINAL 6 of the power window control SW to TERMINAL 12 to GROUND and causes the power window motor to rotate in the up direction. Up operation continues only while the power window control SW is pulled to the up side (Manual up position). When the window descends, the current flowing to the motor flows in the opposite direction, from TERMINAL 2 to TERMINAL 1, and the motor rotates in reverse. When the window lock SW is pushed to the lock side, the ground circuit to the front passenger's SW becomes open. As a result, even if Open/Close operation of the front passenger's window is tried, the current from TERMINAL 12 of the power window control SW is not grounded and the motor does not rotate, so the front passenger's window can not be operated and window lock occurs.

3. MANUAL OPERATION (REAR LH, RH SW)

With the power window control SW pulled to the up side, current flowing from TERMINAL 4 of the power window control SW to TERMINAL 3 to TERMINAL 1 of the power window motor to TERMINAL 2 to TERMINAL 1 of the power window control SW to TERMINAL 2 to TERMINAL (A) 11 or (A) 14 of the power window master SW to TERMINAL (A) 4 to GROUND and causes the power window motor to rotate 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, 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 rear LH, RH window becomes open. As a result, even if Open/Close operation of the rear LH, RH window is tried, the current from TERMINAL (A) 4 of the power window master SW is not grounded and the motor does not rotate, so the rear LH, RH window can not be operated and window lock occurs.

4. STOPPING OF AUTO DOWN (DRIVER'S WINDOW)

When the manual SW (Power window master SW) is pulled to the up side during auto down operation, a ground circuit opens in the master SW and current does not flow from TERMINAL (A) 1 of the power window master SW to TERMINAL (A) 4, so the motor stops, causing auto down operation to stop. If the manual SW is pulled continuously, the motor rotates in the up direction in manual up operation.

5. STOPPING OF AUTO DOWN (FRONT PASSENGER'S WINDOW)

When the manual SW (Power window master SW or power window control SW front RH) is pulled to the up side during auto down operation, a ground circuit opens in the control SW and current does not flow from TERMINAL 1 of the power window control SW front RH to TERMINAL 12, so the motor stops, causing auto down operation to stop. If the manual SW is pulled continuously, the motor rotates in the up direction in manual up operation.

6. STOPPING OF AUTO UP (DRIVER'S WINDOW)

When the manual SW (Power window master SW) is pushed to the down side during auto up operation, a ground circuit opens in the master SW and current does not flow from TERMINAL (A) 2 of the power window master SW to TERMINAL (A) 4, so the motor stops, causing auto up operation to stop. If the manual SW is pushed continuously, the motor rotates in the down direction in manual down operation.

7. STOPPING OF AUTO UP (FRONT PASSENGER'S WINDOW)

When the manual SW (Power window master SW or power window control SW front RH) is pushed to the down side during auto up operation, a ground circuit opens in the control SW and current does not flow from TERMINAL 6 of the power window control SW front RH to TERMINAL 12, so the motor stops, causing auto up operation to stop. If the manual SW is pushed continuously, the motor rotates in the down direction in manual down operation.