

8. 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, current flowing to 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, causing the motor to rotate towards the down side. Then the solenoid in the power window 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 flow between TERMINAL (A) 1 of the power window master SW and TERMINAL (A) 4 increases. As a result, the solenoid stops operating, the auto SW turns off and flow from TERMINAL (A) 10 of the power window master SW to TERMINAL (A) 2 is cut off, stopping the motor so that auto stop occurs.

9. AUTO DOWN OPERATION (FRONT PASSENGER'S WINDOW)

With the ignition SW on and with the auto SW of the power window master SW or power window control SW front RH in DOWN position, current flowing to TERMINAL 7 of the power window control SW front RH to TERMINAL 6 to TERMINAL 1 of the power window motor front RH to TERMINAL 2 to TERMINAL 1 of the power window control SW front RH to TERMINAL 12 to GROUND, causing the motor to rotate towards the down side. Then the solenoid in the power window control SW front RH 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 flow between TERMINAL 6 of the power window control SW front RH and TERMINAL 12 increases. As a result, the solenoid stops operating, the auto SW turns off and flow from TERMINAL 7 of the power window control SW front RH to TERMINAL 6 is cut off, stopping the motor so that auto stop occurs.

10. AUTO UP OPERATION (DRIVER'S WINDOW)

With the ignition SW on and with the auto SW of the power window master SW in UP position, current flowing to TERMINAL (A) 10 of the power window master SW 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, causing the motor to rotate towards the up side. Then the solenoid in the power window master SW is activated and it locks the auto SW being pulled, causing the motor to continue to rotate in auto up operation. When the window has completely descended, the current flow between TERMINAL (A) 2 of the power window master SW and TERMINAL (A) 4 increases. As a result, the solenoid stops operating, the auto SW turns off and flow from TERMINAL (A) 10 of the power window master SW to TERMINAL (A) 1 is cut off, stopping the motor so that auto stop occurs.

11. AUTO UP OPERATION (FRONT PASSENGER'S WINDOW)

With the ignition SW on and with the auto SW of the power window master SW or power window control SW front RH in UP position, current flowing to TERMINAL 7 of the power window control SW front RH to TERMINAL 1 to TERMINAL 2 of the power window motor front RH to TERMINAL 1 to TERMINAL 6 of the power window control SW front RH to TERMINAL 12 to GROUND, causing the motor to rotate towards the up side. Then the solenoid in the power window control SW front RH is activated and it locks the auto SW being pulled, causing the motor to continue to rotate in auto up operation. When the window has completely descended, the current flow between TERMINAL 6 of the power window control SW front RH and TERMINAL 12 increases. As a result, the solenoid stops operating, the auto SW turns off and flow from TERMINAL 7 of the power window control SW front RH to TERMINAL 1 is cut off, stopping the motor so that auto stop occurs.

12. KEY OFF POWER WINDOW OPERATION

With the ignition SW turned from on to off, the body ECU operates and current flows from the POWER fuse to TERMINAL 3 of the body ECU to TERMINAL 2 to TERMINAL 1 of the PWR relay to TERMINAL 2 to GROUND for about 43 seconds. The same as normal operation, the current flows from the POWER fuse to TERMINAL 5 of the PWR relay to TERMINAL 3 to TERMINAL (A) 10 of the power window master SW, TERMINAL 4 (Rear LH, RH) of the power window control SW and signal input in to the TERMINAL 11 of the power window control SW front RH. As a result, for about 43 seconds after the ignition SW is turned off, it is possible to raise and lower the power window by the functioning of this ECU. Also, by opening the front door LH (the door courtesy SW front LH on) within about 43 seconds after turning the ignition SW to off, a signal is input to TERMINAL (A) 19 of the body ECU. As a result, the ECU turns off and up and down movement of the window stops. Furthermore, front RH, rear LH, RH window operate the same as the above circuit.

13. CATCHING PREVENTION FUNCTION (DRIVER'S, FRONT PASSENGER'S WINDOW)

When any foreign matter is caught in the window during power window auto up operation, the pulse sensor in the power window motor detects the changes in the number of motor rotations and forcibly opens the door window 50 mm, or when the window opening is less than 200 mm, it opens the window until the opening is 200 mm.