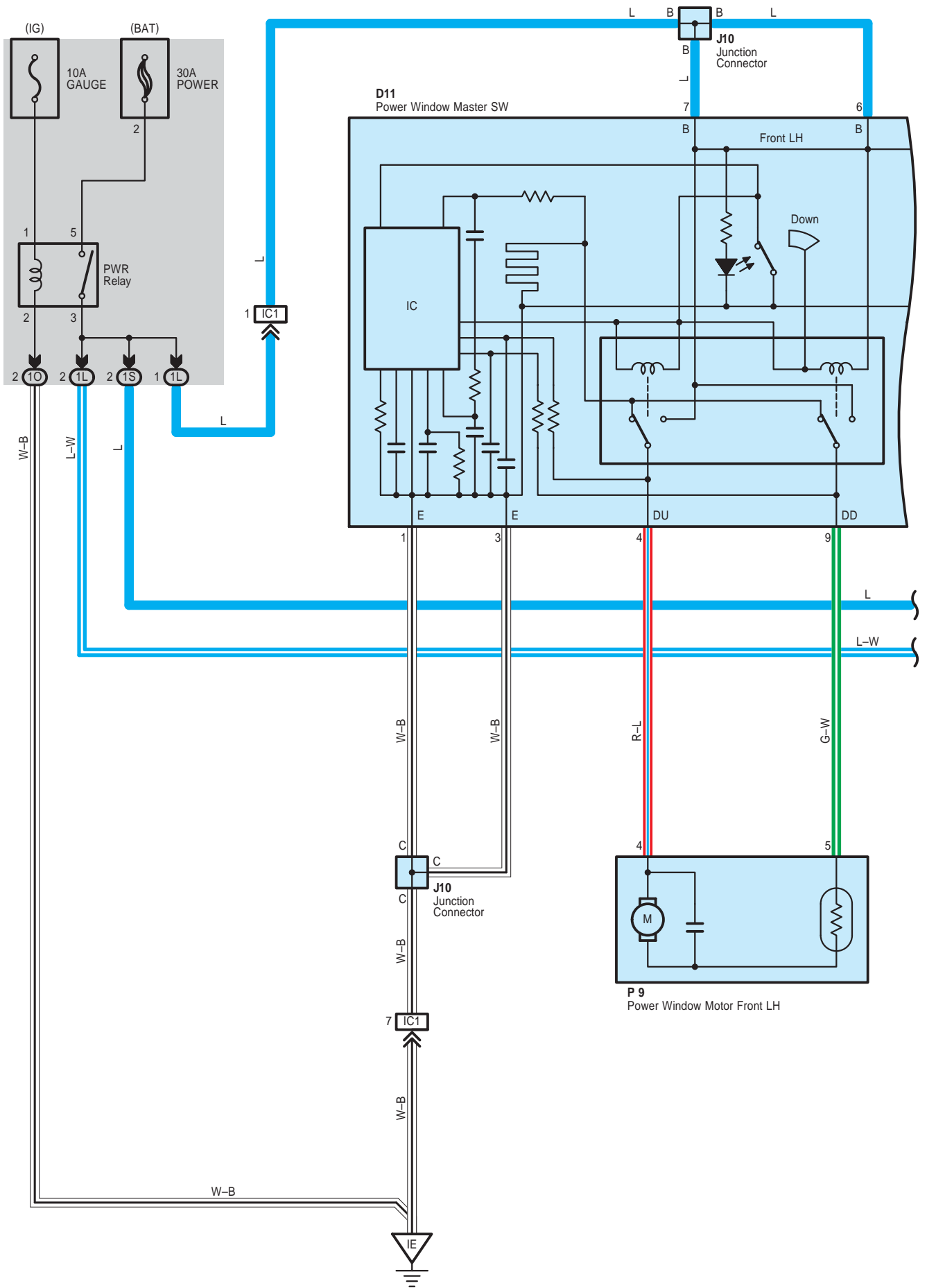
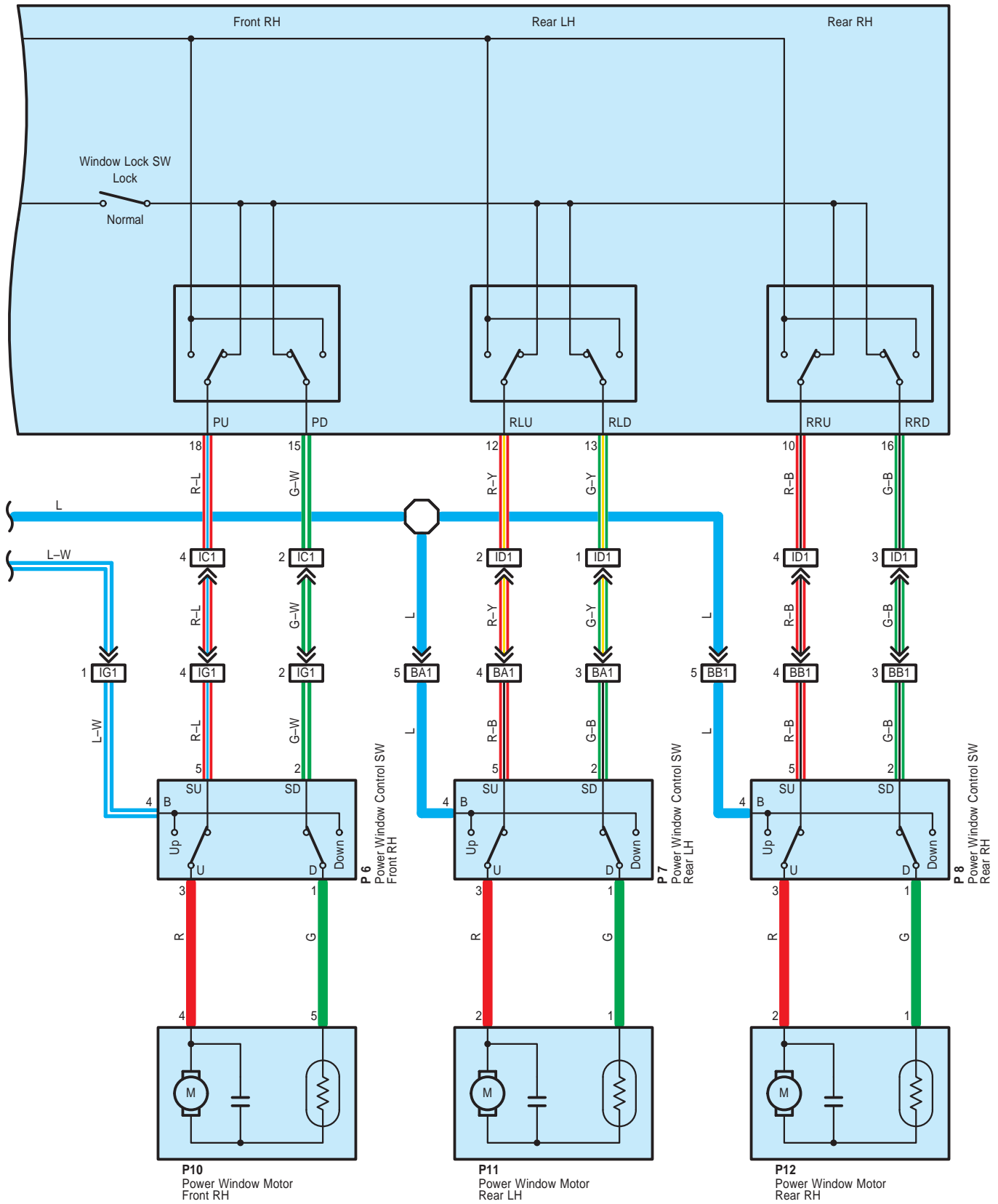


Power Window



D11
Power Window Master SW



Power Window

System Outline

When the ignition SW is turned on, the current flows from the GAUGE fuse through the PWR relay to GROUND, thus the PWR relay is turned on and the current flows through the POWER fuse to TERMINAL 5 of the PWR relay to TERMINAL 3 to TERMINAL B of the power window master SW and TERMINAL B 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 B 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 B 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 B 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 B 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.

○ : Parts Location

Code	See Page	Code	See Page	Code	See Page
D11	32	P7	33	P10	33
J10	32	P8	33	P11	33
P6	33	P9	33	P12	33

○ : 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)
IC1	35	Front Door LH Wire and Instrument Panel Wire (Left Kick Panel)
ID1	35	Front Door LH Wire and Floor Wire (Left Kick Panel)
IG1	35	Front Door RH Wire and Instrument Panel Wire (Right Kick Panel)
BA1	36	Rear Door No.1 LH Wire and Floor Wire (Center Pillar LH)
BB1	36	Rear Door No.1 RH Wire and Floor Wire (Center Pillar RH)

 : **Ground Points**

Code	See Page	Ground Points Location
IE	35	Left Kick Panel