

Power Windows

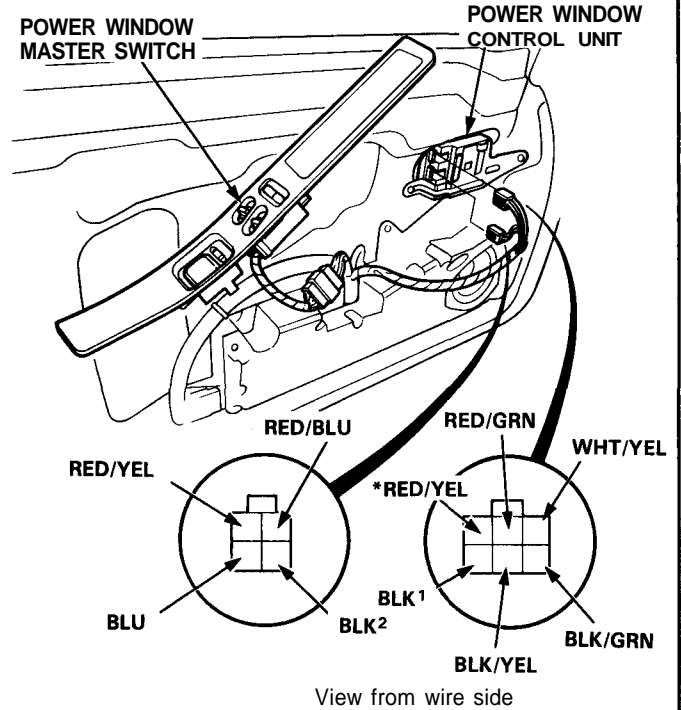
Control Unit Input Test

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

Remove the driver's door panel and disconnect the 4-P and 6-P connectors from the control unit.

Inspect the connector and socket terminals to be sure they are all making good contact.

- If the terminals are bent, loose, or corroded, repair them as necessary, and recheck the system.
- If the terminals look OK, make the following input tests at the connector.
 - If any test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, the control unit must be faulty; replace it.



*Not used

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: There should be continuity.	<ul style="list-style-type: none"> • Poor ground (G401, G402, G403) • An open in the wire
2	WHT/YEL	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 50 (20 A) fuse • Faulty power window relay • Faulty key-off timer system • Poor ground (G201) • An open in the wire
3	BLK/YEL	Ignition switch ON (II) and driver's switch UP	Check for voltage to ground: There should be battery voltage as the switch is pushed.	<ul style="list-style-type: none"> • Faulty driver's switch • An open in the wire
4	BLK/GRN	Ignition switch ON (II) and driver's switch DOWN		
5	RED/GRN	Ignition switch ON (II) and driver's switch DOWN (AUTO)		
6	BLU and BLK ²	Connect the WHT/YEL terminal to the RED/BLU terminal, and the BLK ¹ terminal to the RED/YEL terminal.	Check for voltage between the BLU (+) and BLK ² (-) terminals with an analog voltmeter: It should indicate between 3–8 volts as the motor runs.	<ul style="list-style-type: none"> • Faulty pulser • Faulty driver's motor • An open in the wire