

POWER WINDOWS

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WINDOW MOTOR	1		

GENERAL INFORMATION

INTRODUCTION

Front and rear door window lift motors are of the permanent magnet type. A battery positive and negative connection to either of the two motor terminals will cause the motor to rotate in one direction. Reversing current through these same two connections will cause the motor to rotate in the opposite direction.

Each individual motor is grounded through the master switch.

DIAGNOSIS AND TESTING

VOLTAGE

The following circuit test sequence determines whether or not voltage is continuous through the body harness to switch.

(1) Remove the driver door trim panel. Refer to Group 23, Body for proper procedures.

(2) Carefully separate wiring harness connector from switch body. Refer to Group 8W, Wiring Diagrams.

(3) Using a voltmeter, connect the ground lead to the Pin 10 of the wiring harness connector.

(4) Using the positive lead, check Pin 1 of the harness connector for battery voltage. If OK, go to Window Switch Test below. If not OK, check 20 amp circuit breaker in the Junction Block, if the circuit breaker is OK, repair wire as necessary. For wiring, specific connector type and location, refer to Group 8W, Wiring Diagrams.

WINDOW MOTOR

(1) Remove door trim panel, refer to Group 23 Body for removal procedures.

(2) Connect positive (+) lead from a test battery to either of the two motor terminals.

(3) Connect negative (-) lead from test battery to remaining motor terminal.

(4) The motor should now rotate in one direction to either move window up or down.

(a) If window happens to already be in full UP position and motor is connected so as to move it in UP direction no movement will be observed.

(b) Likewise, motor connected to move window in DOWN direction no movement will be observed if window is already in full DOWN position.

(c) Reverse battery leads in Step 1 and Step 2 and window should now move. If window does not move, replace motor. See below for motor removal from vehicle.

(5) If window moved completely up or down, the test leads should be reversed one more time to complete a full window travel inspection.

(6) If window does not move, check to make sure that it is free.

(7) It is necessary that the window be free to slide up and down in the glass channels. If the window is not free to move up and down, the window lift motor will not be able to move the glass.

(8) To determine if the glass is free is to disconnect the regulator from the glass lift plate. Remove the two attaching screws, and slide the window up and down by hand.

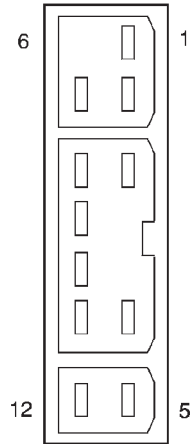
WINDOW SWITCH

For switch testing, remove the switch from its mounting, refer to Switch Removal. Using an ohmmeter, refer to Window Switch Continuity Charts to determine if continuity is correct (Fig. 1) and (Fig. 2). If the results are not obtained, replace the switch.

The master window switch has an Auto-Down feature. Actuation of the master switch to the second down position will move the drivers side window completely down. The electronic switch will automatically disconnect the motor approximately 1 second after the window bottoms out. Failure of the electronic switch to detect stall current, will cause the switch to disconnect after approximately 13 seconds. The auto down function can be canceled by any movement of that switch.

DIAGNOSIS AND TESTING (Continued)

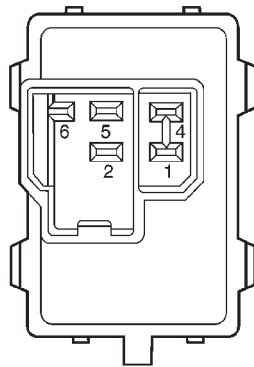
SWITCH POSITION	CONTINUITY BETWEEN TERMINALS
OFF	PIN 10 to 2
	PIN 10 to 3
	PIN 10 to 4
	PIN 10 to 7
	PIN 10 to 8
	PIN 10 to 9
	PIN 10 to 11
PIN 10 to 12	
UP DRIVER'S	PIN 1 to 7 PIN 8 to 10
UP RIGHT FRONT	PIN 1 to 12 PIN 10 to 11
UP LEFT REAR	PIN 3 to 10 PIN 1 to 2
UP RIGHT REAR	PIN 1 to 4 PIN 9 to 10
DOWN DRIVER'S	PIN 1 to 8 PIN 7 to 10
DOWN RIGHT FRONT	PIN 1 to 11 PIN 10 to 12
DOWN LEFT REAR	PIN 3 to 1 PIN 2 to 10
DOWN RIGHT REAR	PIN 1 to 9 PIN 4 to 10
WINDOW LOCK	PIN 1 to 5



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Fig. 1 Master Window Switch Continuity Test

SWITCH POSITION	CONTINUITY BETWEEN TERMINALS
OFF	PIN 2 to 5
	PIN 1 to 4
UP	PIN 1 to 4
	PIN 5 to 6
DOWN	PIN 2 to 5
	PIN 1 to 6



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Fig. 2 Passenger Window Switch Continuity Test

REMOVAL AND INSTALLATION

WINDOW MOTOR

WARNING: DO NOT HAVE ANY HANDS OR FINGERS IN SECTOR GEAR AREA WHERE THEY CAN BE PINCHED BY SMALL MOVEMENTS OF REGULATOR LINKAGE.

REMOVAL

- (1) Move the window to the full-up position, if possible.
- (2) Remove door trim panel and window regulator, refer to Group 23 Body for removal procedures.

WARNING: FAILURE TO CLAMP THE SECTOR GEAR TO THE MOUNTING PLATE WHEN REMOVING THE MOTOR CAN RESULT IN INJURY.

- (3) Disconnect wiring connector from motor.
- (4) Secure the sector gear and mounting plate with a C clamp or similar clamping tool. This will prevent a sudden and forceful movement of the regulator when the motor is removed.
- (5) Remove three mounting screws that hold motor gearbox to regulator (Fig. 3).
- (6) Remove motor from regulator.

INSTALLATION

- (1) Install new motor on regulator by positioning motor gearbox so that it engages regulator sector teeth.
- (2) A slight rotational or rocking movement may be necessary to bring three motor gearbox screw holes into proper position.
- (3) Install three gearbox screws and one tie down bracket screw, if applicable. Tighten to 5.6 to 8 N·m (50 to 70 in. lbs.) torque.
- (4) Install regulator, using the switch, test operation of motor.

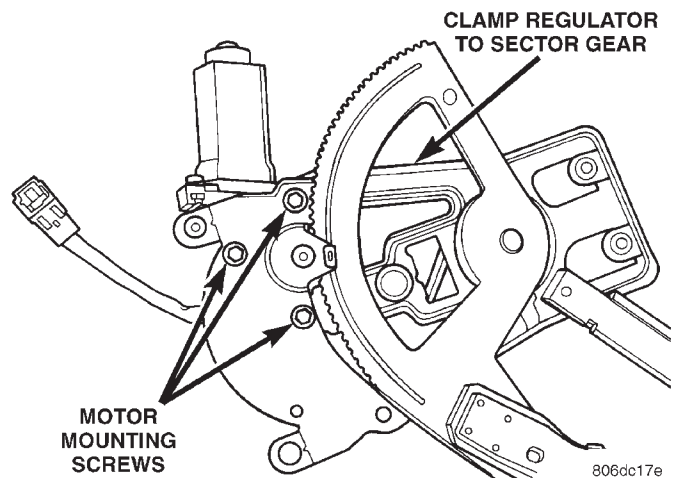


Fig. 3 Motor Removal

REMOVAL AND INSTALLATION (Continued)

WINDOW SWITCH

MASTER SWITCH

REMOVAL

- (1) Remove driver's door trim panel, refer to Group 23, Body for removal procedures.
- (2) Remove three mounting screws.
- (3) Remove switch and disconnect wire connector.

INSTALLATION

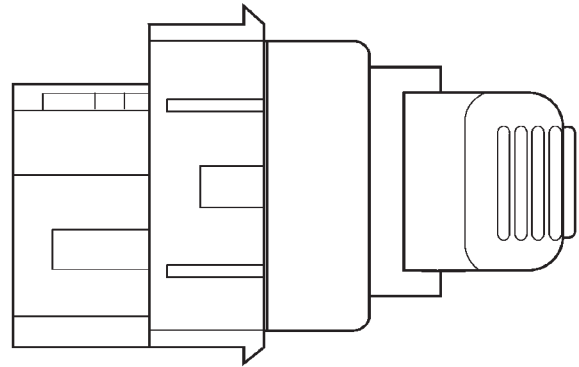
For installation, reverse the above procedures.

PASSENGER SWITCH

REMOVAL

- (1) Remove passenger door trim panel, refer to Group 23 Body, for removal procedures.
- (2) Disconnect switch wire connector.
- (3) Using a trim stick (special tool #C-4755), gently pry out switch from bezel being careful not to damage bezel. First, insert the trim stick into the switch pocket in the flush side to release that side from the pocket. Use only enough force on the trim stick to permit the switch to be released from the pocket, and avoid twisting the stick to prevent damage to the switch or plastic pocket.

NOTE: The connector is flush with one side of the switch housing (Fig. 4).



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Fig. 4 Passenger Power Window Switch

- (4) After the flush side is released, release the non-flush side with similar care.

NOTE: Releasing the non-flush side first will make the flush side less accessible requiring extra force to remove.

INSTALLATION

For installation, reverse the above procedures.

