

POWER WINDOW SYSTEM

For circuit descriptions and diagrams, refer to 8W-60 - Power Windows in Wiring Diagrams.

ALL WINDOWS INOPERATIVE

1. Check the circuit breaker in the junction block, as described in this group. If OK, go to Step 2. If not OK, replace the faulty circuit breaker.
2. Disconnect and isolate the battery negative cable. Remove the driver side front door trim panel and unplug the Driver Door Module (DDM) wire harness connectors from the DDM. Check for continuity between the ground circuit cavity of the 8-way DDM wire harness connector and a good ground. If OK, go to Step 3. If not OK, repair the circuit to ground as required.
3. Connect the battery negative cable. Turn the ignition switch to the On position. Check for battery voltage at the master switch power feed (run/acc) circuit cavity of the 12-way DDM wire harness connector. If OK, see the diagnosis for the Door Module in this group. If not OK, repair the open circuit to the circuit breaker in the junction block as required.

ONE WINDOW INOPERATIVE

The window glass must be free to slide up and down for the power window motor to function properly. If the glass is not free to move up and down, the motor will overload and trip the integral circuit breaker. To determine if the glass is free, disconnect the regulator plate from the glass. Then slide the window up and down by hand.

There is an alternate method to check if the glass is free. Position the glass between the up and down stops. Then, shake the glass in the door. Check that the glass can be moved slightly from side to side, front to rear, and up and down. Then check that the glass is not bound tight in the tracks. If the glass is free, proceed with the diagnosis that follows. If the glass is not free, Refer to Body for the door window glass and hardware service and adjustment procedures.

1. Check the power window switch continuity as described in the diagnosis for the Door Module (front doors) or Power Window Switch (rear doors) in this group. If OK and the driver side front window is inoperative, see the Power Window Motor diagnosis in this group. If OK and the inoperative window is other than the driver side front, go to Step 2. If not OK, replace the faulty door module or switch.
2. Refer to the circuit diagrams in 8W-60 - Power Windows in Wiring Diagrams. Check the continuity in each circuit between the inoperative Passenger Door Module (PDM) or power window switch wire harness connector cavities and the corresponding Driver Door Module (DDM) wire harness connector cavities. If OK, see the diagnosis for the Power Window Motor in this group. If not OK, repair the open circuit(s) as required

NOTE: All individual power window switches receive their battery and ground feeds through the Driver Door Module (DDM) and wire harness connectors.

POWER WINDOW SWITCH

The diagnosis found here applies only to the rear door power window switches. For diagnosis of the front door power window switches, see Door Module in this group. If the problem being diagnosed is an inoperative power window switch illumination lamp, but the power window switch operates as designed, replace the faulty switch. For circuit descriptions and diagrams, refer to 8W-60 - Power Windows in Wiring Diagrams.

1. Disconnect and isolate the battery negative cable.
2. Remove the power window switch from the rear door trim panel.
3. Check the power window switch continuity in each position as shown in the Rear Door Power Window Switch Continuity chart. If OK, see the Power Window Motor diagnosis in this group. If not OK, replace the faulty switch

DOOR MODULE

The Driver Door Module (DDM) contains the master switches and the lockout switch in the power window system. The DDM also contains an integrated circuit to support the one-touch down feature of the driver side front door power window. Remember that the passenger side front door power window switch and, on four-door models, the rear door power window switches get their battery current through the power window lockout switch in the Driver Door Module (DDM) In addition, each individual power window switch gets its ground through the master switch in the DDM.

The one-touch down feature circuitry within the DDM will not operate the power window motor if the door glass, window regulator, or gearbox mechanism are stuck, obstructed, or binding. If the driver side front door power window operates as designed, but the one-touch down feature is inoperative, replace the faulty DDM.

If the problem being diagnosed is an inoperative power window switch illumination lamp, but the power window switch operates as designed, replace the faulty door module. For circuit descriptions and diagrams, refer to 8W-60 - Power Windows in Wiring Diagrams.

1. Disconnect and isolate the battery negative cable. Remove the front door trim panel and unplug the door module wire harness connectors from the door module.
2. Check the door module power window switch and/or power window lockout switch continuity in each position, as shown in the proper chart. If OK, see the Power Window Motor diagnosis in this group. If not OK, replace the faulty door module

BATT A1

(8W-10-8)

INSTRUMENT CLUSTER (8W-40-8)

CHIME
8 C2

G26
20
LB

RIGHT FRONT POWER LOCK/WINDOW SWITCH

8 C2

G26
20
LB

5 C300
G26
20
LB
29 C201

LHD

LEFT FRONT POWER LOCK/WINDOW SWITCH

8 C2

G26
20
LB

13 C305
G26
20
LB
20 C203

RHD

S210

G26
20
LB

1 C2

KEY-IN SWITCH

IGNITION SWITCH

- 1 START
- 2 RUN
- 0 OFF
- 3 LOCK
- 4 ACC

(8W-10-8)

HEADLAMP SWITCH

- 0 OFF
- 1 PARK
- 2 HEAD

(8W-50-2)

5 C1
G16
20
BK/LB

S200

LHD
17 C200
G16
20
BK/LB

2 C317
G16
18
BK/LB

LEFT FRONT DOOR JAMB SWITCH (8W-39-3)

RHD
19 C203
G16
20
BK/LB

2 C318
G16
18
BK/LB

RIGHT FRONT DOOR JAMB SWITCH (8W-39-6)

7 C1
A31
12
BK/WT

RUN-ACC A31

(8W-10-8)

LHD

64 C201

C4

FUSE 8 SPARE (8W-12-11) (8W-12-12)

FUSE 9 10A (8W-12-11) (8W-12-12)

FUSE 10 SPARE (8W-12-11) (8W-12-12)

FUSE 11 20A (8W-12-13) (8W-12-14)

FUSE 27 10A (8W-12-23) (8W-12-24)

JUNCTION BLOCK (8W-12-2)