

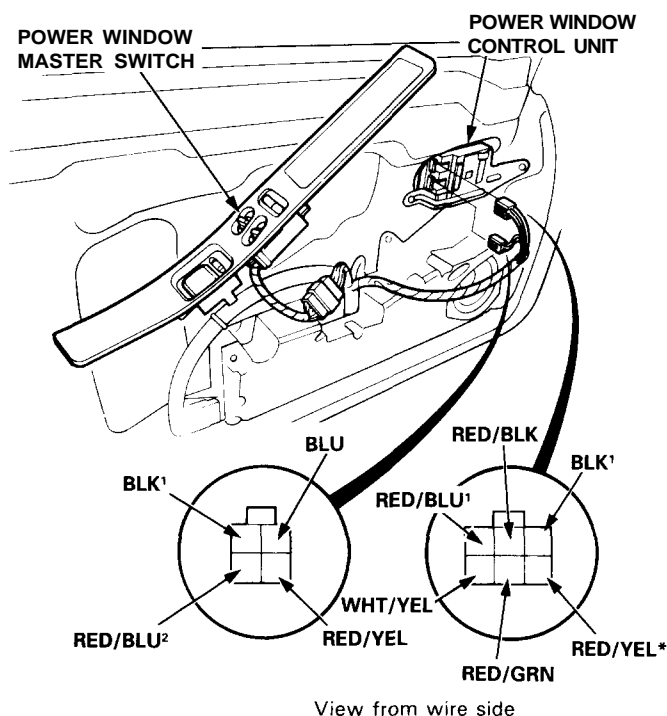


## Control Unit Input Test

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

Remove the driver's door panel and disconnect the 4P and 6P 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

Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
BLK <sup>1</sup>	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> <li>• Poor ground (G401, G402, G403)</li> <li>• An open in the wire</li> </ul>
WHT/YEL	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 50 (20 A) fuse</li> <li>• Faulty power window relay</li> <li>• Faulty key-off timer system</li> <li>• Poor ground (G201)</li> <li>• An open in the wire</li> </ul>
RED/BLK	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"> <li>• Faulty driver's switch</li> <li>• Faulty diode</li> <li>• An open in the wire</li> </ul>
RED/BLU <sup>1</sup>	Ignition switch ON (II) and driver's switch DOWN		
RED/GRN	Ignition switch ON (II) and driver's switch DOWN (AUTO)		<ul style="list-style-type: none"> <li>• Faulty driver's switch</li> <li>• An open in the wire</li> </ul>
BLU and BLK <sup>2</sup>	Connect the WHT/YEL terminal to the RED/BLU <sup>2</sup> terminal, and the BLK <sup>1</sup> terminal to the RED/YEL terminal.	Check for voltage between the BLU (+) and BLK <sup>2</sup> (–) terminals with an analog voltmeter: It should indicate between 3 – 8 volts as the motor runs.	<ul style="list-style-type: none"> <li>• Faulty pulser</li> <li>• Faulty driver's motor</li> <li>• An open in the wire</li> </ul>