

SECTION **GW**

GLASSES, WINDOW SYSTEM & MIRRORS

CONTENTS

| | | | | |
|---|-----------|---|----|---|
| PRECAUTIONS | 3 | WITH FRONT AND REAR WINDOW ANTI-PINCH SYSTEM | 16 | A |
| Precautions for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER" | 3 | MANUAL OPERATION | 17 | B |
| Handling for Adhesive and Primer | 3 | AUTO OPERATION | 19 | C |
| Wiring Diagrams and Trouble Diagnosis | 3 | POWER WINDOW SERIAL LINK | 20 | D |
| PREPARATION | 4 | POWER WINDOW LOCK | 20 | E |
| Special Service Tools | 4 | RETAINED POWER OPERATION | 21 | F |
| Commercial Service Tools | 4 | ANTI-PINCH SYSTEM | 21 | G |
| SQUEAK AND RATTLE TROUBLE DIAGNOSES | 5 | POWER WINDOW CONTROL BY THE KEY CYLINDER SWITCH | 21 | H |
| Work Flow | 5 | CAN Communication System Description | 22 | I |
| CUSTOMER INTERVIEW | 5 | CAN Communication Unit | 22 | J |
| DUPLICATE THE NOISE AND TEST DRIVE | 6 | TYPE 1/TYPE2 | 23 | K |
| CHECK RELATED SERVICE BULLETINS | 6 | TYPE 3 | 26 | L |
| LOCATE THE NOISE AND IDENTIFY THE ROOT CAUSE | 6 | TYPE 4/TYPE5 | 29 | M |
| REPAIR THE CAUSE | 6 | TYPE 6 | 32 | |
| CONFIRM THE REPAIR | 7 | Schematic (With Front Power Window Anti-pinch System) | 36 | |
| Generic Squeak and Rattle Troubleshooting | 7 | Wiring Diagram – WINDOW – (With Front Power Window Anti-pinch System) | 37 | |
| INSTRUMENT PANEL | 7 | Terminal and Reference Value for BCM / With Front Power Window Anti-pinch System | 41 | |
| CENTER CONSOLE | 7 | Terminal and Reference Value for Power Window Main Switch / With Front Power Window Anti-pinch System | 42 | |
| DOORS | 7 | Terminal and Reference Value for Front Power Window Switch (Passenger Side) / With Front Power Window Anti-pinch System | 43 | |
| TRUNK | 8 | Schematic (With Front and Rear Power Window Anti-pinch System) | 44 | |
| SUNROOF/HEADLINING | 8 | Wiring Diagram – WINDOW – (With Front and Rear Power Window Anti-pinch System) | 45 | |
| SEATS | 8 | Terminal and Reference Value for BCM / With Front and Rear Power Window Anti-pinch | 50 | |
| UNDERHOOD | 8 | Terminal and Reference Value for Power Window Main Switch / With Front and Rear Power Window Anti-pinch System | 51 | |
| Diagnostic Worksheet | 9 | Terminal and Reference Value for (Front and Rear) Power Window Switch / With Front and Rear Window Anti-pinch System | 52 | |
| WINDSHIELD GLASS | 11 | | | |
| Removal and Installation | 11 | | | |
| REMOVAL | 11 | | | |
| INSTALLATION | 12 | | | |
| REAR WINDOW GLASS AND MOLDING | 13 | | | |
| Removal and Installation | 13 | | | |
| REMOVAL | 13 | | | |
| INSTALLATION | 14 | | | |
| POWER WINDOW SYSTEM | 15 | | | |
| Component Parts and Harness Connector Location | 15 | | | |
| System Description | 16 | | | |
| WITH FRONT POWER WINDOW ANTI-PINCH SYSTEM | 16 | | | |

| | | | |
|--|-----------|---|------------|
| Work Flow | 52 | REAR DOOR GLASS AND REGULATOR | 93 |
| CONSULT-II Inspection Procedure | 53 | Removal and Installation | 93 |
| ACTIVE TEST | 54 | REMOVAL | 93 |
| WORK SUPPORT | 54 | INSTALLATION | 94 |
| DATE MONITOR | 54 | INSPECTION AFTER REMOVAL | 94 |
| Trouble Diagnosis Symptom Chart / With Front | | SETTING AFTER INSTALLATION | 95 |
| Power Window Anti-pinch System | 55 | FITTING INSPECTION | 95 |
| Trouble Diagnosis Symptom Chart / With Front and | | INSIDE MIRROR | 96 |
| Rear Power Window Anti-pinch System | 56 | Wiring Diagram –I/MIRR– | 96 |
| BCM Power Supply and Ground Circuit Check | 57 | Removal and Installation | 97 |
| Power Window Main Switch Power Supply Circuit | | REMOVAL | 97 |
| Check | 58 | INSTALLATION | 97 |
| Front Power Window Switch (Passenger Side) | | COMPASS | 97 |
| Power Supply and Ground Circuit Check | 59 | REAR WINDOW DEFOGGER | 98 |
| Rear Power Window Switch (LH or RH) Power Sup- | | Component Parts and Harness Connector Location .. | 98 |
| ply and Ground Circuit Check / With Front and Rear | | System Description | 98 |
| Power Window Anti-pinch System | 60 | CAN Communication System Description | 100 |
| Front Power Window Regulator (Driver Side) Circuit | | CAN Communication Unit | 100 |
| Check | 61 | TYPE 1/TYPE2 | 101 |
| Front Power Window Regulator (Passenger Side) | | TYPE 3 | 104 |
| Circuit Check | 62 | TYPE 4/TYPE5 | 107 |
| Rear Power Window Regulator (LH) Circuit Check | | TYPE 6 | 110 |
| / With Front Anti-pinch Power Window System | 63 | Schematic – DEF – | 114 |
| Rear Power Window Regulator (RH) Circuit Check | | Wiring Diagram –DEF– | 115 |
| / With Front Anti-pinch Power Window System | 65 | Terminal and Reference Value for BCM | 119 |
| Rear Power Window Regulator (LH or RH) Circuit | | Terminal and Reference Value for IPDM E/R | 119 |
| Check / With Front and Rear Power Window Anti- | | Work Flow | 119 |
| pinch System | 68 | CONSULT-II Inspection Procedure | 120 |
| Limit Switch Circuit Check (Driver Side) | 69 | DATA MONITOR | 121 |
| Limit Switch Circuit Check (Passenger Side) | 71 | ACTIVE TEST | 121 |
| Limit Switch Circuit Check (Rear LH or RH) / With | | Trouble Diagnoses Symptom Chart | 122 |
| Front and Rear Anti-pinch System | 73 | BCM Power Supply and Ground Circuit Check ... | 122 |
| Encoder Circuit Check (Driver Side) | 75 | Rear Window Defogger Switch Circuit Check | 123 |
| Encoder Circuit Check (Passenger Side) | 77 | Rear Window Defogger Power Supply Circuit | |
| Encoder Circuit Check (Rear LH or RH) / With Front | | Check | 125 |
| and Rear Power Window Anti-pinch System | 79 | Rear Window Defogger Circuit Check | 127 |
| Door Switch Check | 81 | Door Mirror Defogger Power Supply Circuit Check | 128 |
| Front Door Key Cylinder Switch Check | 83 | Driver Side Door Mirror Defogger Circuit Check .. | 129 |
| Power Window Serial Link Check (Passenger Side) .. | 85 | Passenger Side Door Mirror Defogger Circuit Check | |
| Power Window Serial Link Check (Rear LH or RH) | | | 130 |
| / With Front and Rear Power Window Anti-pinch | | Rear Window Defogger Signal Check | 131 |
| System | 87 | Filament Check | 132 |
| Power Window Lock Switch Check | 87 | Filament Repair | 132 |
| SIDE WINDOW GLASS | 88 | REPAIR EQUIPMENT | 132 |
| Removal and Installation | 88 | REPAIRING PROCEDURE | 133 |
| REMOVAL | 88 | DOOR MIRROR | 134 |
| INSTALLATION | 89 | Door Mirror (Only Manual Operation) | 134 |
| FRONT DOOR GLASS AND REGULATOR | 90 | WIRING DIAGRAM –MIRROR– FOR MANUAL | |
| Removal and Installation | 90 | OPERATION DOOR MIRROR | 134 |
| REMOVAL | 90 | Automatic Drive Positioner Interlocking Door Mirror | 135 |
| INSTALLATION | 91 | WIRING DIAGRAM – MIRROR– FOR AUTO- | |
| INSPECTION AFTER REMOVAL | 91 | MATIC DRIVE POSITIONER INTERLOCKING | |
| DISASSEMBLY | 91 | DOOR MIRROR | 136 |
| ASSEMBLY | 91 | Removal and Installation | 138 |
| SETTING AFTER INSTALLATION | 92 | REMOVAL | 138 |
| FITTING INSPECTION | 92 | INSTALLATION | 138 |
| | | Disassembly and Assembly | 138 |
| | | DISASSEMBLY | 138 |
| | | ASSEMBLY | 139 |

PRECAUTIONS

PRECAUTIONS

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Precautions for Supplemental Restraint System (SRS) “AIR BAG” and “SEAT BELT PRE-TENSIONER”

AIS0039V

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes seat belt switch inputs and dual stage front air bag modules. The SRS system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted. Information necessary to service the system safely is included in the SRS and SB section of this Service Manual.

WARNING:

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SRS section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

Handling for Adhesive and Primer

AIS0039W

- Do not use an adhesive which is past its usable date. Shelf life of this product is limited to six months after the date of manufacture. Carefully adhere to the expiration or manufacture date printed on the box.
- Keep primers and adhesive in a cool, dry place. Ideally, they should be stored in a refrigerator.
- Open the seal of the primer and adhesive just before application. Discard the remainder.
- Before application, be sure to shake the primer container to stir the contents. If any floating material is found, do not use it.
- If any primer or adhesive contacts the skin, wipe it off with gasoline or equivalent and wash the skin with soap.
- When using primer and adhesive, always observe the precautions in the instruction manual.

Wiring Diagrams and Trouble Diagnosis

AIS0039X

When you read wiring diagrams, refer to the following:

- [GI-15, "How to Read Wiring Diagrams"](#).
- [PG-3, "POWER SUPPLY ROUTING CIRCUIT"](#).

When you perform trouble diagnosis, refer to the following:

- [GI-11, "HOW TO FOLLOW TEST GROUPS IN TROUBLE DIAGNOSES"](#).
- [GI-27, "How to Perform Efficient Diagnosis for an Electrical Incident"](#).

Check for any service bulletins before servicing the vehicle.

PREPARATION

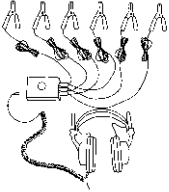

PREPARATION

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Special Service Tools

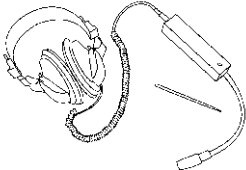
AIS005W6

The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

| Tool number (Kent-Moore No.) Tool name | Description |
|---|-------------------------------------|
| <p>(J-39570) Chassis ear</p>  <p style="text-align: right; margin-right: 50px;">SIIA0993E</p> | <p>Locating the noise</p> |
| <p>(J-43980) NISSAN Squeak and Rattle Kit</p>  <p style="text-align: right; margin-right: 50px;">SIIA0994E</p> | <p>Repairing the cause of noise</p> |

Commercial Service Tools

AIS005W7

| Tool name | Description |
|---|---------------------------|
| <p>Engine ear</p>  <p style="text-align: right; margin-right: 50px;">SIIA0995E</p> | <p>Locating the noise</p> |

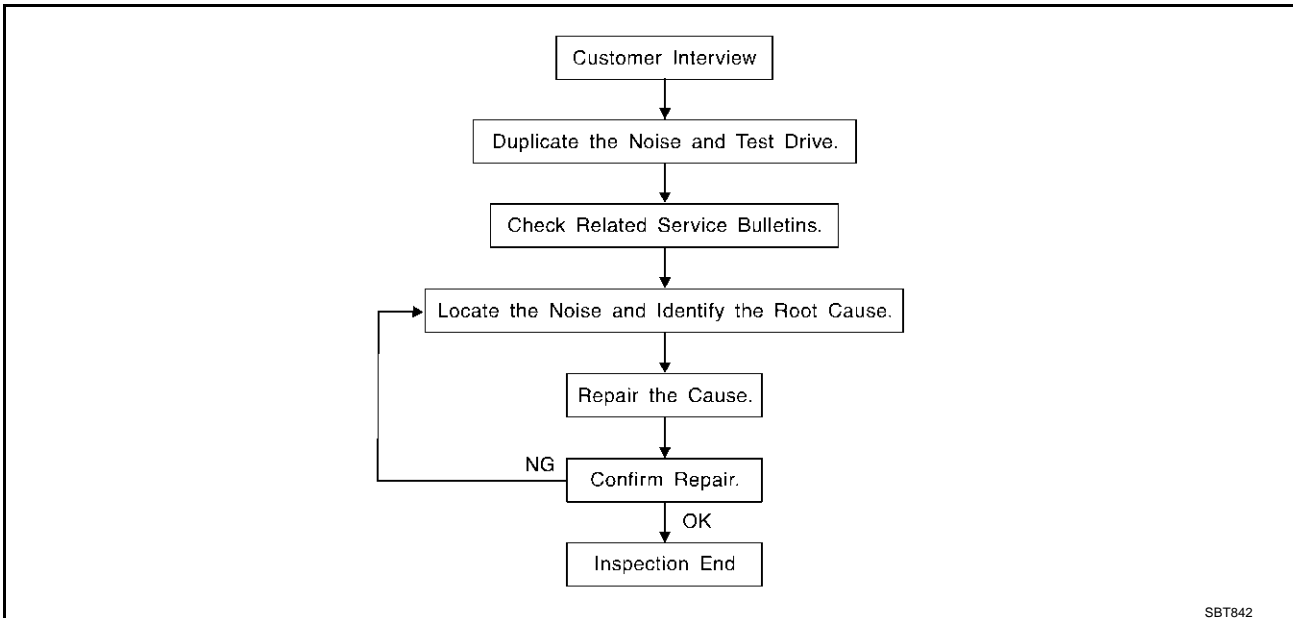
SQUEAK AND RATTLE TROUBLE DIAGNOSES

SQUEAK AND RATTLE TROUBLE DIAGNOSES

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Work Flow

AIS005W8



CUSTOMER INTERVIEW

Interview the customer if possible, to determine the conditions that exist when the noise occurs. Use the Diagnostic Worksheet during the interview to document the facts and conditions when the noise occurs and any customer's comments; refer to [GW-9, "Diagnostic Worksheet"](#). This information is necessary to duplicate the conditions that exist when the noise occurs.

- The customer may not be able to provide a detailed description or the location of the noise. Attempt to obtain all the facts and conditions that exist when the noise occurs (or does not occur).
- If there is more than one noise in the vehicle, be sure to diagnose and repair the noise that the customer is concerned about. This can be accomplished by test driving the vehicle with the customer.
- After identifying the type of noise, isolate the noise in terms of its characteristics. The noise characteristics are provided so the customer, service adviser and technician are all speaking the same language when defining the noise.
- Squeak—(Like tennis shoes on a clean floor)
Squeak characteristics include the light contact/fast movement/brought on by road conditions/hard surfaces=higher pitch noise/softer surfaces=lower pitch noises/edge to surface=chirping
- Creak—(Like walking on an old wooden floor)
Creak characteristics include firm contact/slow movement/twisting with a rotational movement/pitch dependent on materials/often brought on by activity.
- Rattle—(Like shaking a baby rattle)
Rattle characteristics include the fast repeated contact/vibration or similar movement/loose parts/missing clip or fastener/incorrect clearance.
- Knock—(Like a knock on a door)
Knock characteristics include hollow sounding/sometimes repeating/often brought on by driver action.
- Tick—(Like a clock second hand)
Tick characteristics include gentle contacting of light materials/loose components/can be caused by driver action or road conditions.
- Thump—(Heavy, muffled knock noise)
Thump characteristics include softer knock/dead sound often brought on by activity.
- Buzz—(Like a bumble bee)
Buzz characteristics include high frequency rattle/firm contact.
- Often the degree of acceptable noise level will vary depending upon the person. A noise that you may judge as acceptable may be very irritating to the customer.
- Weather conditions, especially humidity and temperature, may have a great effect on noise level.

SQUEAK AND RATTLE TROUBLE DIAGNOSES

DUPLICATE THE NOISE AND TEST DRIVE

If possible, drive the vehicle with the customer until the noise is duplicated. Note any additional information on the Diagnostic Worksheet regarding the conditions or location of the noise. This information can be used to duplicate the same conditions when you confirm the repair.

If the noise can be duplicated easily during the test drive, to help identify the source of the noise, try to duplicate the noise with the vehicle stopped by doing one or all of the following:

- 1) Close a door.
 - 2) Tap or push/pull around the area where the noise appears to be coming from.
 - 3) Rev the engine.
 - 4) Use a floor jack to recreate vehicle "twist".
 - 5) At idle, apply engine load (electrical load, half-clutch on M/T models, drive position on A/T models).
 - 6) Raise the vehicle on a hoist and hit a tire with a rubber hammer.
- Drive the vehicle and attempt to duplicate the conditions the customer states exist when the noise occurs.
 - If it is difficult to duplicate the noise, drive the vehicle slowly on an undulating or rough road to stress the vehicle body.

CHECK RELATED SERVICE BULLETINS

After verifying the customer concern or symptom, check ASIST for Technical Service Bulletins (TSBs) related to that concern or symptom.

If a TSB relates to the symptom, follow the procedure to repair the noise.

LOCATE THE NOISE AND IDENTIFY THE ROOT CAUSE

1. Narrow down the noise to a general area. To help pinpoint the source of the noise, use a listening tool (Chassis Ear: J-39570, Engine Ear and mechanics stethoscope).
2. Narrow down the noise to a more specific area and identify the cause of the noise by:
 - removing the components in the area that you suspect the noise is coming from.
Do not use too much force when removing clips and fasteners, otherwise clips and fastener can be broken or lost during the repair, resulting in the creation of new noise.
 - tapping or pushing/pulling the component that you suspect is causing the noise.
Do not tap or push/pull the component with excessive force, otherwise the noise will be eliminated only temporarily.
 - feeling for a vibration with your hand by touching the component(s) that you suspect is (are) causing the noise.
 - placing a piece of paper between components that you suspect are causing the noise.
 - looking for loose components and contact marks.
Refer to [GW-7, "Generic Squeak and Rattle Troubleshooting"](#).

REPAIR THE CAUSE

- If the cause is a loose component, tighten the component securely.
- If the cause is insufficient clearance between components:
 - separate components by repositioning or loosening and retightening the component, if possible.
 - insulate components with a suitable insulator such as urethane pads, foam blocks, felt cloth tape or urethane tape. A Nissan Squeak and Rattle Kit (J-43980) is available through your authorized Nissan Parts Department.

CAUTION:

Do not use excessive force as many components are constructed of plastic and may be damaged.

Always check with the Parts Department for the latest parts information.

The following materials are contained in the Nissan Squeak and Rattle Kit (J-43980). Each item can be ordered separately as needed.

URETHANE PADS [1.5 mm (0.059 in) thick]

Insulates connectors, harness, etc.

76268-9E005: 100 × 135 mm (3.94 × 5.31 in)/76884-71L01: 60 × 85 mm (2.36 × 3.35 in)/76884-

71L02: 15 × 25 mm (0.59 × 0.98 in)

INSULATOR (Foam blocks)

Insulates components from contact. Can be used to fill space behind a panel.

73982-9E000: 45 mm (1.77 in) thick, 50 × 50 mm (1.97 × 1.97 in)/73982-

50Y00: 10 mm (0.39 in) thick, 50 × 50 mm (1.97 × 1.97 in)

SQUEAK AND RATTLE TROUBLE DIAGNOSES

INSULATOR (Light foam block)

80845-71L00: 30 mm (1.18 in) thick, 30 × 50 mm (1.18 × 1.97 in)

FELT CLOTHTAPE

Used to insulate where movement does not occur. Ideal for instrument panel applications.

68370-4B000: 15 × 25 mm (0.59 × 0.98 in) pad/68239-13E00: 5 mm (0.20 in) wide tape roll

The following materials, not found in the kit, can also be used to repair squeaks and rattles.

UHMW (TEFLON) TAPE

Insulates where slight movement is present. Ideal for instrument panel applications.

SILICONE GREASE

Used in of UHMW tape that will be visible or not fit.

Note: Will only last a few months.

SILICONE SPRAY

Use when grease cannot be applied.

DUCT TAPE

Use to eliminate movement.

CONFIRM THE REPAIR

Confirm that the cause of a noise is repaired by test driving the vehicle. Operate the vehicle under the same conditions as when the noise originally occurred. Refer to the notes on the Diagnostic Worksheet.

Generic Squeak and Rattle Troubleshooting

AIS005W9

Refer to Table of Contents for specific component removal and installation information.

INSTRUMENT PANEL

Most incidents are caused by contact and movement between:

1. The cluster lid A and instrument panel
2. Acrylic lens and combination meter housing
3. Instrument panel to front pillar garnish
4. Instrument panel to windshield
5. Instrument panel mounting pins
6. Wiring harnesses behind the combination meter
7. A/C defroster duct and duct joint

These incidents can usually be located by tapping or moving the components to duplicate the noise or by pressing on the components while driving to stop the noise. Most of these incidents can be repaired by applying felt cloth tape or silicon spray (in hard to reach areas). Urethane pads can be used to insulate wiring harness.

CAUTION:

Do not use silicone spray to isolate a squeak or rattle. If you saturate the area with silicone, you will not be able to recheck the repair.

CENTER CONSOLE

Components to pay attention to include:

1. Shifter assembly cover to finisher
2. A/C control unit and cluster lid C
3. Wiring harnesses behind audio and A/C control unit

The instrument panel repair and isolation procedures also apply to the center console.

DOORS

Pay attention to the:

1. Finisher and inner panel making a slapping noise
2. Inside handle escutcheon to door finisher
3. Wiring harnesses tapping
4. Door striker out of alignment causing a popping noise on starts and stops

Tapping or moving the components or pressing on them while driving to duplicate the conditions can isolate many of these incidents. You can usually insulate the areas with felt cloth tape or insulator foam blocks from the Nissan Squeak and Rattle Kit (J-43980) to repair the noise.

SQUEAK AND RATTLE TROUBLE DIAGNOSES

TRUNK

Trunk noises are often caused by a loose jack or loose items put into the trunk by the owner. In addition look for:

1. Trunk lid dumpers out of adjustment
2. Trunk lid striker out of adjustment
3. The trunk lid torsion bars knocking together
4. A loose license plate or bracket

Most of these incidents can be repaired by adjusting, securing or insulating the item(s) or component(s) causing the noise.

SUNROOF/HEADLINING

Noises in the sunroof/headlining area can often be traced to one of the following:

1. Sunroof lid, rail, linkage or seals making a rattle or light knocking noise
2. Sunvisor shaft shaking in the holder
3. Front or rear windshield touching headlining and squeaking

Again, pressing on the components to stop the noise while duplicating the conditions can isolate most of these incidents. Repairs usually consist of insulating with felt cloth tape.

SEATS

When isolating seat noise it's important to note the position the seat is in and the load placed on the seat when the noise is present. These conditions should be duplicated when verifying and isolating the cause of the noise.

Cause of seat noise include:

1. Headrest rods and holder
2. A squeak between the seat pad cushion and frame
3. The rear seatback lock and bracket

These noises can be isolated by moving or pressing on the suspected components while duplicating the conditions under which the noise occurs. Most of these incidents can be repaired by repositioning the component or applying urethane tape to the contact area.

UNDERHOOD

Some interior noise may be caused by components under the hood or on the engine wall. The noise is then transmitted into the passenger compartment.

Causes of transmitted underhood noise include:

1. Any component mounted to the engine wall
2. Components that pass through the engine wall
3. Engine wall mounts and connectors
4. Loose radiator mounting pins
5. Hood bumpers out of adjustment
6. Hood striker out of adjustment

These noises can be difficult to isolate since they cannot be reached from the interior of the vehicle. The best method is to secure, move or insulate one component at a time and test drive the vehicle. Also, engine RPM or load can be changed to isolate the noise. Repairs can usually be made by moving, adjusting, securing, or insulating the component causing the noise.

SQUEAK AND RATTLE TROUBLE DIAGNOSES

Diagnostic Worksheet

AIS005WA



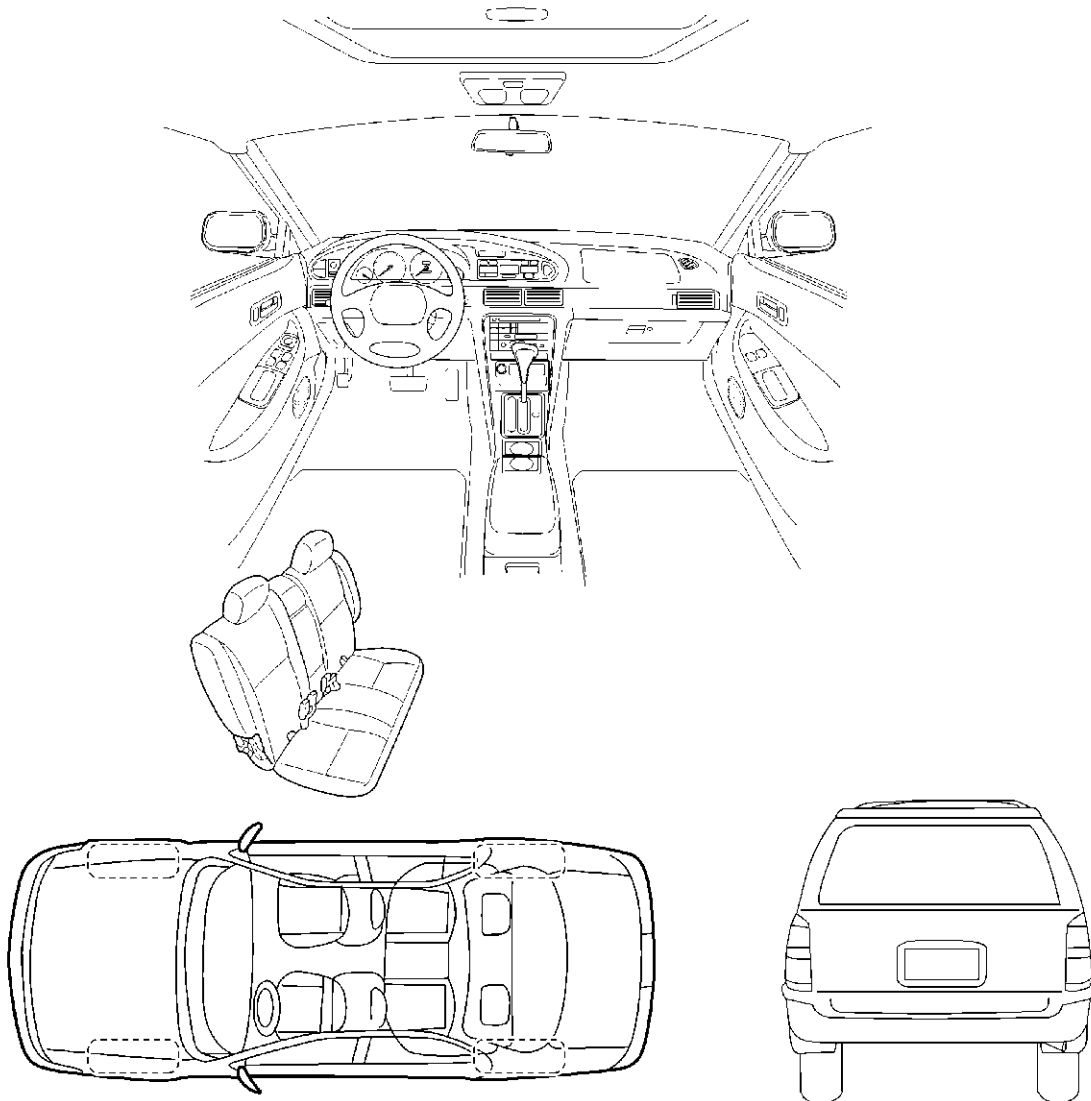
SQUEAK & RATTLE DIAGNOSTIC WORKSHEET

Dear Infiniti Customer:

We are concerned about your satisfaction with your Infiniti vehicle. Repairing a squeak or rattle sometimes can be very difficult. To help us fix your Infiniti right the first time, please take a moment to note the area of the vehicle where the squeak or rattle occurs and under what conditions. You may be asked to take a test drive with a service advisor or technician to ensure we confirm the noise you are hearing.

I. WHERE DOES THE NOISE COME FROM? (circle the area of the vehicle)

The illustrations are for reference only, and may not reflect the actual configuration of your vehicle.



Continue to the back of the worksheet and briefly describe the location of the noise or rattle. In addition, please indicate the conditions which are present when the noise occurs.

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SQUEAK AND RATTLE TROUBLE DIAGNOSES

SQUEAK & RATTLE DIAGNOSTIC WORKSHEET- page 2

Briefly describe the location where the noise occurs:

II. WHEN DOES IT OCCUR? (check the boxes that apply)

- | | |
|--|---|
| <input type="checkbox"/> anytime | <input type="checkbox"/> after sitting out in the sun |
| <input type="checkbox"/> 1 st time in the morning | <input type="checkbox"/> when it is raining or wet |
| <input type="checkbox"/> only when it is cold outside | <input type="checkbox"/> dry or dusty conditions |
| <input type="checkbox"/> only when it is hot outside | <input type="checkbox"/> other: _____ |

III. WHEN DRIVING:

- through driveways
- over rough roads
- over speed bumps
- only at about ____ mph
- on acceleration
- coming to a stop
- on turns : left, right or either (circle)
- with passengers or cargo
- other: _____
- after driving ____ miles or ____ minutes

IV. WHAT TYPE OF NOISE?

- squeak (like tennis shoes on a clean floor)
- creak (like walking on an old wooden floor)
- rattle (like shaking a baby rattle)
- knock (like a knock on a door)
- tick (like a clock second hand)
- thump (heavy, muffled knock noise)
- buzz (like a bumble bee)

TO BE COMPLETED BY DEALERSHIP PERSONNEL

Test Drive Notes:

| | YES | NO | Initials of person performing |
|--|--------------------------|--------------------------|-------------------------------|
| Vehicle test driven with customer | <input type="checkbox"/> | <input type="checkbox"/> | _____ |
| - Noise verified on test drive | <input type="checkbox"/> | <input type="checkbox"/> | _____ |
| - Noise source located and repaired | <input type="checkbox"/> | <input type="checkbox"/> | _____ |
| - Follow up test drive performed to confirm repair | <input type="checkbox"/> | <input type="checkbox"/> | _____ |

VIN: _____ Customer Name: _____

W.O. #: _____ Date: _____

This form must be attached to Work Order

SBT844

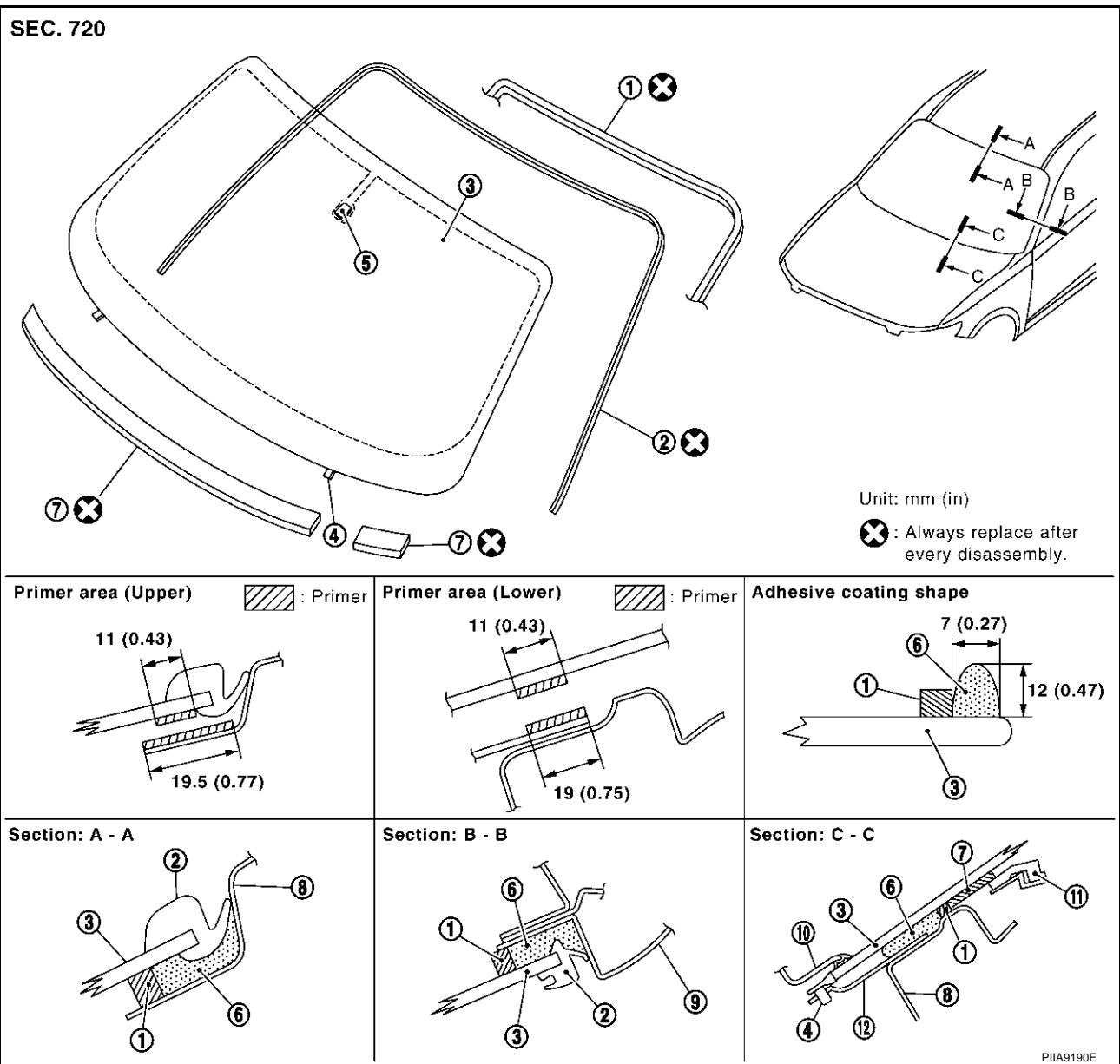
WINDSHIELD GLASS

WINDSHIELD GLASS

PFP:72712

Removal and Installation

AIS003A3



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|--------------------|----------------|----------------------|
| 1. Dam rubber | 2. Molding | 3. Windshield glass |
| 4. Spacer | 5. Mirror base | 6. Adhesive |
| 7. Insulator | 8. Panel | 9. Body side (outer) |
| 10. Cowl top cover | 11. Pad | 12. Bracket |

REMOVAL

1. Remove the front pillar garnish. Refer to [EI-37, "BODY SIDE TRIM"](#) .
2. Partially remove the headlining (front edge). Refer to [EI-42, "HEADLINING"](#) .
3. Remove the front wiper arms. Refer to [WW-44, "Removal and Installation of Front Wiper Arms, Adjustment of Wiper Arms Stop Location"](#) .
4. Remove the cowl top cover. Refer to [EI-24, "COWL TOP"](#) .
5. Pull the molding using the pliers.
6. Apply a protective tape around the windshield glass to protect the painted surface from damage. After removing moldings, remove glass using piano wire or power cutting tool and an inflatable pump bag.
 - If a windshield glass is to be reused, mark the body and the glass with mating marks.

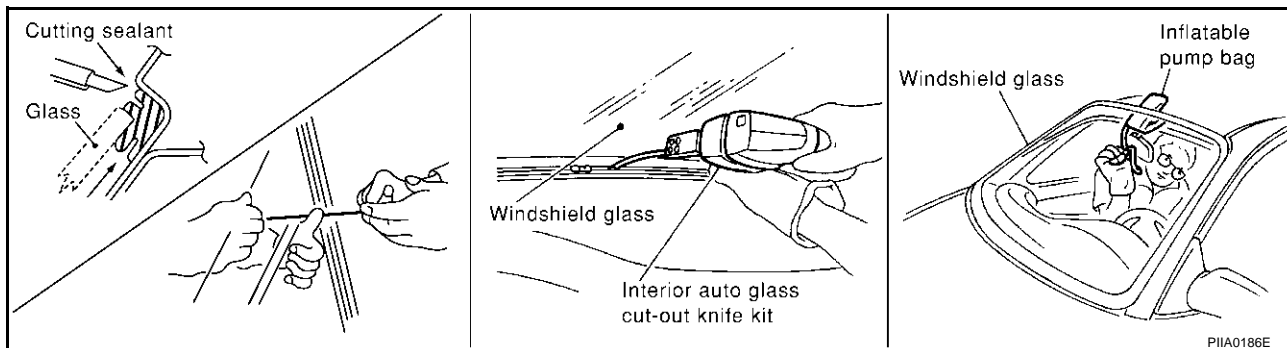
WINDSHIELD GLASS

WARNING:

When cutting the glass from the vehicle, always wear safety glasses and heavy gloves to help prevent glass splinters from entering your eyes or cutting your hands.

CAUTION:

- When a windshield glass is to be reused, do not use a cutting knife or power cutting tool.
- Be careful not to scratch the glass when removing.
- Do not set or stand the glass on its edge. Small chips may develop into cracks.



INSTALLATION

- Use a genuine Nissan Urethane Adhesive Kit or equivalent and follow the instructions furnished with it.
- While the urethane adhesive is curing, open a door window. This will prevent the glass from being forced out by passenger room air pressure when a door is closed.
- The molding must be installed securely so that it is in position and leaves no gap.
- Inform the customer that the vehicle should remain stationary until the urethane adhesive has completely cured (preferably 24 hours). Curing time varies with temperature and humidity.

WARNING:

- Keep heat and open flames away as primers and adhesive are flammable.
- The materials contained in the kit are harmful if swallowed, and may irritate skin and eyes. Avoid contact with the skin and eyes.
- Use in an open, well ventilated location. Avoid breathing the vapors. They can be harmful if inhaled. If affected by vapor inhalation, immediately move to an area with fresh air.
- Driving the vehicle before the urethane adhesive has completely cured may affect the performance of the windshield in case of an accident.

CAUTION:

- Do not use an adhesive which is past its usable term. Shelf life of this product is limited to six months after the date of manufacture. Carefully adhere to the expiration or manufacture date printed on the box.
- Keep primers and adhesive in a cool, dry place. Ideally, they should be stored in a refrigerator.
- Do not leave primers or adhesive cartridge unattended with their caps open or off.
- The vehicle should not be driven for at least 24 hours or until the urethane adhesive has completely cured. Curing time varies depending on temperature and humidity. The curing time will increase under lower temperature and lower humidity.

Repairing Water Leaks for Windshield

Leaks can be repaired without removing and reinstalling glass.

If water is leaking between the urethane adhesive material and body or glass, determine the extent of leakage. This can be done by applying water to the windshield area while pushing glass outward.

To stop the leak, apply primer (if necessary) and then urethane adhesive to the leak point.

REAR WINDOW GLASS AND MOLDING

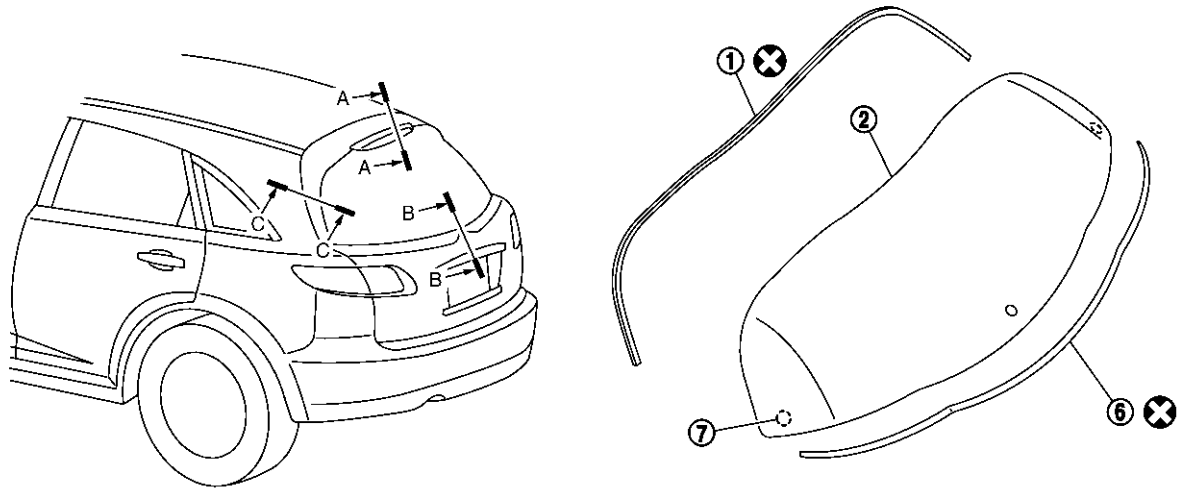
REAR WINDOW GLASS AND MOLDING

PFP:79712

Removal and Installation

AI5003A4

SEC. 797



⊗ : Always replace after every disassembly.

Unit: mm (in)

| Primer area (Upper) | Primer area (Lower) | Adhesive coating shape |
|-----------------------|-----------------------|------------------------|
| | | |
| <p>Section: A - A</p> | <p>Section: B - B</p> | <p>Section: C - C</p> |

- | | | |
|--------------------------|--------------------------|-----------------------------|
| 1. Dam rubber | 2. Rear window glass | 3. Adhesive |
| 4. Back door outer panel | 5. Back door inner panel | 6. Back door window molding |
| 7. Clip | 8. Back door finisher | |

REMOVAL

1. Remove the back door finisher. Refer to [EI-46, "Removal and Installation"](#).
2. Remove the rear wiper arm. Refer to [WW-63, "Removal and Installation of Rear Wiper Arm, Adjustment of Wiper Arms Stop Location"](#).
3. Remove the connectors and grounds for the rear window defogger.
 - After removing molding, remove glass using cutting knife or power cutting tool and an inflatable pump bag.
 - If a windshield glass is to be reused, mark the body and the glass with mating marks.

WARNING:

When cutting the glass from the vehicle, always wear safety glasses and heavy gloves to help prevent glass splinters from entering your eyes or cutting your hands.

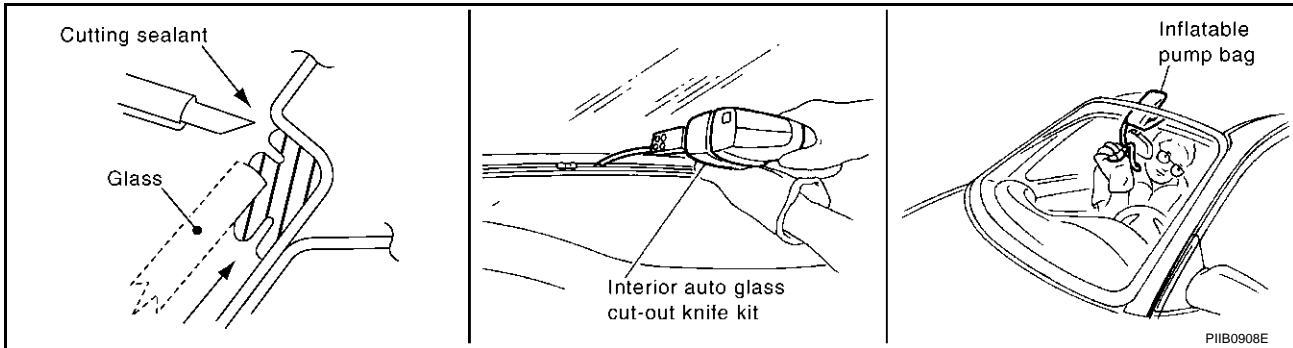
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REAR WINDOW GLASS AND MOLDING

CAUTION:

- Be careful not to scratch the glass when removing.
- Do not set or stand the glass on its edge. Small chips may develop into cracks.



INSTALLATION

- Use a genuine Nissan Urethane Adhesive Kit or equivalent and follow the instructions furnished with it.
- While the urethane adhesive is curing, open a door window. This will prevent the glass from being forced out by passenger room air pressure when a door is closed.
- The molding must be installed securely so that it is in position and leaves no gap.
- Inform the customer that the vehicle should remain stationary until the urethane adhesive has completely cured (preferably 24 hours). Curing time varies with temperature and humidity.

WARNING:

- Keep heat and open flames away as primers and adhesive are flammable.
- The materials contained in the kit are harmful if swallowed, and may irritate skin and eyes. Avoid contact with the skin and eyes.
- Use in an open, well ventilated location. Avoid breathing the vapors. They can be harmful if inhaled. If affected by vapor inhalation, immediately move to an area with fresh air.
- Driving the vehicle before the urethane adhesive has completely cured may affect the performance of the rear window glass in case of an accident.

CAUTION:

- Do not use an adhesive which is past its usable term. Shelf life of this product is limited to six months after the date of manufacture. Carefully adhere to the expiration or manufacture date printed on the box.
- Keep primers and adhesive in a cool, dry place. Ideally, they should be stored in a refrigerator.
- Do not leave primers or adhesive cartridge unattended with their caps open or off.
- The vehicle should not be driven for at least 24 hours or until the urethane adhesive has completely cured. Curing time varies depending on temperature and humidity. The curing time will increase under lower temperature and lower humidity.

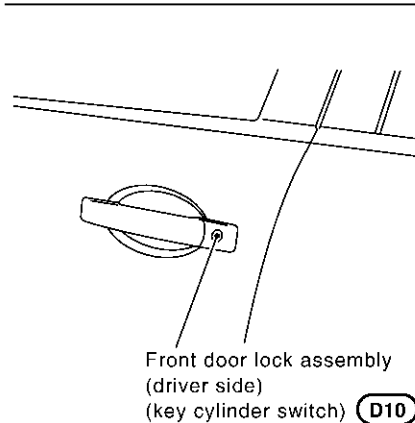
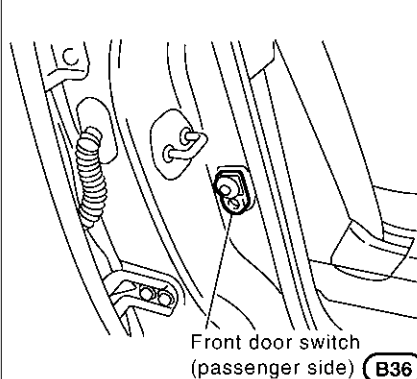
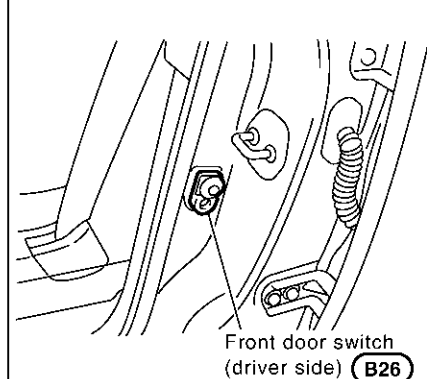
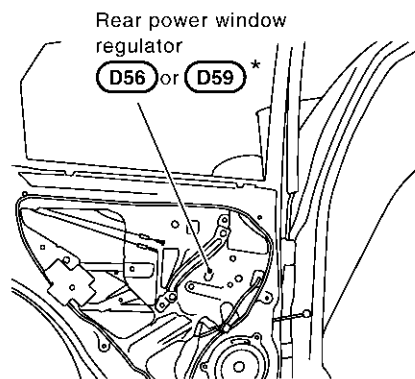
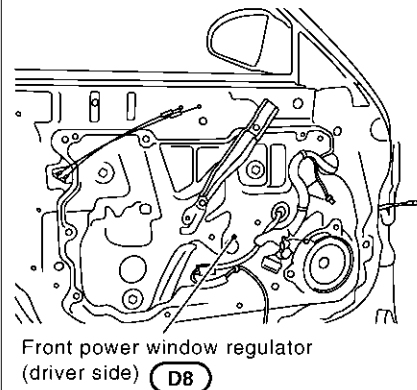
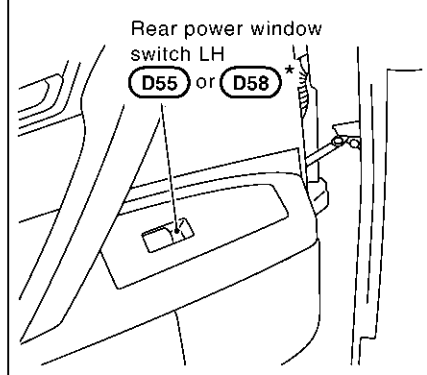
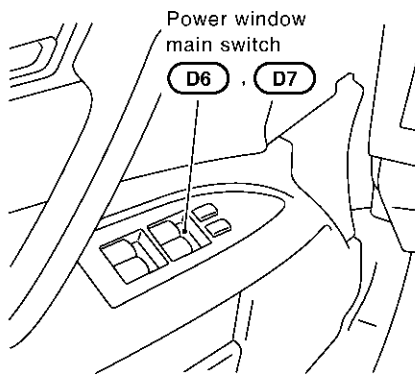
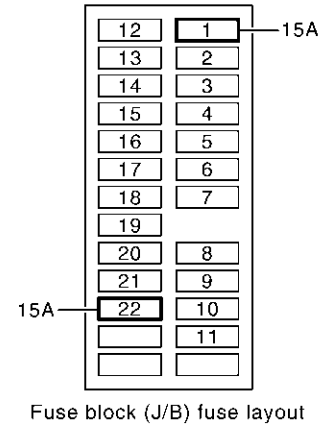
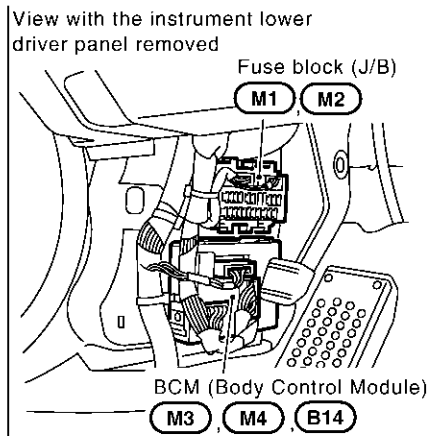
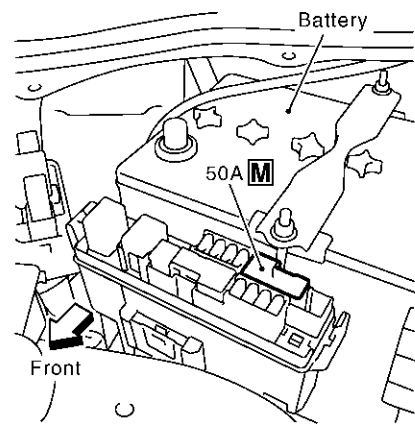
POWER WINDOW SYSTEM

PPF:25401

AIS003D6

POWER WINDOW SYSTEM

Component Parts and Harness Connector Location



*: With front and rear power window anti-pinch system.

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POWER WINDOW SYSTEM

AIS003D7

System Description

WITH FRONT POWER WINDOW ANTI-PINCH SYSTEM

Power is supplied at all time

- through 50A fusible link (letter **M** , located in the fuse and fusible link box)
- to BCM terminal 55, and
- through BCM terminal 54
- to power window main switch terminal 19
- to front power window switch (passenger side) terminal 10.
- through 15A fuse [No.22, located in the fuse block (J/B)]
- to BCM terminal 42.

With ignition switch in ON or START position,

Power is supplied

- through 15A fuse [No. 1 , located in the fuse block (J/B)]
- to BCM terminal 38, and
- trough BCM terminal 53
- to power window main switch terminal 10
- to rear power window switch (LH and RH) terminal 1.

Ground supplied

- to BCM terminal 49 and 52
- through body grounds M35, M45 and M85.
- to power window main switch terminal 17
- through body grounds M35, M45 and M85.
- to front power window switch (passenger side) terminal 11
- through body grounds M35, M45 and M85.

WITH FRONT AND REAR WINDOW ANTI-PINCH SYSTEM

Power is supplied at all time

- through 50A fusible link (letter **M** , located in the fuse and fusible link box)
- to BCM terminal 55, and
- through BCM terminal 54
- to power window main switch terminal 19
- to front power window switch (passenger side) terminal 10
- to rear power window switch (LH and RH) terminal 10.
- through 15A fuse [No.22, located in the fuse block (J/B)]
- to BCM terminal 42.

With ignition switch in ON or START position,

Power is supplied

- through 15A fuse [No.1,located in the fuse block (J/B)]
- to BCM terminal 38, and
- through BCM terminal 53
- to power window main switch terminal 10

Ground supplied

- to BCM terminal 49 and 52
- through body grounds M35, M45 and M85.
- to power window main switch terminal 17
- through body grounds M35, M45 and M85.
- to front power window switch (passenger side) terminal 11
- through body grounds M35, M45 and M85.
- to rear power window switch (LH and RH) terminal 11
- through body grounds B15 and B45.

POWER WINDOW SYSTEM

MANUAL OPERATION

Front Driver Side Door

WINDOW UP

When the front LH switch in the power window main switch is pressed in the up position, Power is supplied

- through power window main switch terminal 8
- to front power window regulator (driver side) terminal 2.

Ground is supplied

- to front power window regulator (driver side) terminal 1
- through power window main switch terminal 11.

Then, the motor raises the window until the switch is released.

WINDOW DOWN

When the front LH switch in the power window main switch is pressed in the down position Power is supplied

- through power window main switch terminal 11
- to front power window regulator (driver side) terminal 1.

Ground is supplied

- to front power window regulator (driver side) terminal 2
- through power window main switch terminal 8.

Then, the motor lowers the window until the switch is released.

Front Passenger Side Door

FRONT POWER WINDOW SWITCH (PASSENGER SIDE) OPERATION

WINDOW UP

When the front power window switch (passenger side) is pressed in the up position Power is supplied

- through front power window switch (passenger side) terminal 8
- to front power window regulator (passenger side) terminal 2.

Ground is supplied

- to front power window regulator (passenger side) terminal 1
- through front power window switch (passenger side) terminal 9.

Then, the motor raises the window until the switch is released.

WINDOW DOWN

When the front power window switch (passenger side) is pressed in the down position Power is supplied

- through front power window switch (passenger side) terminal 9
- to front power window regulator (passenger side) terminal 1.

Ground is supplied

- to front power window regulator (passenger side) terminal 2
- through front power window switch (passenger side) terminal 8.

Then, the motor lowers the window until the switch is released.

POWER WINDOW MAIN SWITCH OPERATION

Signal is sent

- to front power window switch (passenger side) terminal 16
- though power window main switch terminal 14.

The operation of power window after receive the signal is as same as operate the power window with front power window switch (passenger side).

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POWER WINDOW SYSTEM

Rear Door (LH or RH) / With Front Power Window Anti-pinch System

REAR POWER WINDOW SWITCH (LH OR RH) OPERATION

WINDOW UP

When the rear power window switch (LH or RH) is pressed in the up position

Power is supplied

- through rear power window switch (LH or RH) terminal 5
- to rear power window regulator (LH or RH) terminal 2.

Ground is supplied

- to rear power window regulator (LH or RH) terminal 1
- through rear power window switch (LH or RH) terminal 4
- through rear power window switch (LH or RH) terminal 3
- through power window main switch terminal 3 (LH) or 5 (RH).

Then, the motor raises the window until the switch is released.

WINDOW DOWN

When the rear power window switch (LH or RH) is pressed in the down position

Power is supplied

- through rear power window switch (LH or RH) terminal 4
- to rear power window regulator (LH or RH) terminal 1.

Ground is supplied

- to rear power window regulator (LH or RH) terminal 2
- through rear power window switch (LH or RH) terminal 5
- through rear power window switch (LH or RH) terminal 2
- through power window main switch terminal 1 (LH) or 7 (RH).

Then, the motor lowers the window until the switch is released.

POWER WINDOW MAIN SWITCH OPERATION

WINDOW UP

When the rear LH or RH switch in the power window main switch is pressed in the up position

Power is supplied

- through power window main switch terminal 1 (LH) or 7 (RH)
- to rear power window switch (LH or RH) terminal 2
- to rear power window switch (LH or RH) terminal 5
- to rear power window regulator (LH or RH) terminal 2.

Ground is supplied

- to rear power window regulator (LH or RH) terminal 1
- through rear power window switch (LH or RH) terminal 4
- through rear power window switch (LH or RH) terminal 3
- through power window main switch terminal 3 (LH) or 5 (RH)

Then, the motor raises the window until the switch is released.

WINDOW DOWN

When the rear LH or RH switch in the power window main switch is pressed in the down position

Power is supplied

- through power window main switch terminal 3 (LH) or 5 (RH)
- through rear power window switch (LH or RH) terminal 3
- through rear power window switch (LH or RH) terminal 4
- to rear power window regulator (LH or RH) terminal 1.

Ground is supplied

- to rear power window regulator (LH or RH) terminal 2
- through rear power window switch (LH or RH) terminal 5
- through rear power window switch (LH or RH) terminal 2
- to power window main switch terminal 1 (LH) or 7 (RH)

Then, the motor raises the window until the switch is released.

POWER WINDOW SYSTEM

Rear Door (LH or RH) / With Front and Rear Power Window Anti-pinch System

REAR POWER WINDOW SWITCH (LH OR RH) OPERATION WINDOW UP

When the rear power window switch (LH or RH) is pressed in the up position
Power is supplied

- through rear power window switch (LH or RH) terminal 8
- to rear power window regulator (LH or RH) terminal 3.

Ground is supplied

- to rear power window regulator (LH or RH) terminal 1
- through rear power window switch (LH or RH) terminal 9.

Then, the motor raises the window until the switch is released.

WINDOW DOWN

When the rear power window switch (LH or RH) is pressed in the down position
Power is supplied

- through rear power window switch (LH or RH) terminal 9
- to rear power window regulator (LH or RH) terminal 1.

Ground is supplied

- to rear power window regulator (LH or RH) terminal 3
- through rear power window switch (LH or RH) terminal 8.

Then, the motor lowers the window until the switch is released.

POWER WINDOW MAIN SWITCH OPERATION

Signal is sent

- to rear power window switch (LH or RH) terminal 16
- though power window main switch terminal 14.

The operation of power window after receive the signal is as same as operate the rear power window switch (LH or RH).

AUTO OPERATION

The power window AUTO feature enables the driver to open or close the window without holding the window switch in the down or up position.

Two types of auto operation system are applied to model S50.

The one is applied only for front doors and the other is for all doors.

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POWER WINDOW SYSTEM

POWER WINDOW SERIAL LINK

With front Power Window Anti-pinch System

Power window main switch, front power window switch (passenger side), and BCM transmit and receive the signal by power window serial link.

The under mentioned signal is transmitted from BCM to power window main switch and front power window switch (passenger side)

- Keyless power window down signal.

The under mentioned signal is transmitted from power window main switch to front power window switch (passenger side)

- Front passenger side door window operation signal.
- Power window control by key cylinder switch signal.
- Power window lock signal.
- Retained power operation signal.

With Front and Rear Power Window Anti-pinch System

Power window main switch, front power window switch (passenger side), rear power window switches and BCM transmit and receive the signal by power window serial link.

The under mentioned signal is transmitted from BCM to power window main switch and front power window switch (passenger side).

- Keyless power window down signal.

The under mentioned signal is transmitted from power window main switch to front power window switch (passenger side)

- Front passenger side door window operation signal.
- Power window control by key cylinder switch signal.
- Power window lock signal.
- Retained power operation signal.

The under mentioned signal is transmitted from power window main switch to rear power window switch (LH or RH)

- Rear LH or RH side door window operation signal.
- Power window lock signal.
- Retained power operation signal.

POWER WINDOW LOCK

With Front Power Window Anti-pinch System

The power window lock is designed to lock operation of all windows except for driver side door window.

When the lock position, ground of the rear power window switches in the power window main switch is disconnected. The power window lock signal is transmitted to front power window switch (passenger side) by power window serial link. This prevents the power window motors from operating.

With Front and Rear Power Window Anti-pinch System

The power window lock is designed to lock operation of all windows except for driver side door window.

When the lock position, the power window lock signal is transmitted to front power window switch (passenger side) and rear power window switches by power window serial link. This prevents the power window motors from operating.

POWER WINDOW SYSTEM

RETAINED POWER OPERATION

When the ignition switch is turned to the OFF position from ON or START position.

Power is supplied for 45 seconds / with front power window anti-pinch system

- through BCM terminal 53
- to power window main switch terminal 10
- to rear power window switch (LH and RH) terminals 1.

Power is supplied for 45 seconds / with front and rear power window anti-pinch system

- through BCM terminal 53
- to power window main switch terminal 10.

When power and ground are supplied, the BCM continues to be energized, and the power window can be operated.

The retained power operation is canceled when the driver or passenger side door is opened.

RAP signal period can be changed by CONSULT-II. Refer to [GW-53, "CONSULT-II Inspection Procedure"](#).

ANTI-PINCH SYSTEM

With front power window anti-pinch system

Power window main switch and front power window switch (passenger side) monitors the power window regulator motor operation and the power window position (full closed or other) for driver side and passenger side power window by the signals from encoder and limit switch in front power window regulator (driver side and passenger side).

When power window main switch detects interruption during the following close operation,

- automatic close operation when ignition switch is in the "ON" position
- automatic close operation during retained power operation
- manual close operation during retained power operation

power window main switch or front power window switch (passenger side) controls each power window regulator motor for open and the power window will be lowered about 150 mm (5.91 in).

With front and rear power window anti-pinch system

Power window main switch and each power window switch monitors the power window regulator motor operation and the power window position (full closed or other) for each power window by the signals from encoder and limit switch in power window regulator.

When power window switch detects interruption during the following close operation,

- automatic close operation when ignition switch is in the "ON" position
- automatic close operation during retained power operation
- manual close operation during retained power operation

Power window main switch or each power window switch controls each power window regulator motor for open and the power window will be lowered about 150 mm (5.91 in).

POWER WINDOW CONTROL BY THE KEY CYLINDER SWITCH

When ignition key switch is OFF, front power window can be opened or closed by turning the key cylinder switch UNLOCK / LOCK position more than 1.5 second over condition.

- Power window can be opened as the door key cylinder is kept fully turning to the UNLOCK position.
- Power window can be closed as the door key cylinder is kept fully turning to the LOCK position.

The power window DOWN stops when the following operations are carried out.

- While performing open / close the window, power window is stopped at the position as the door key cylinder is placed on NEUTRAL.
- When the ignition switch is turned ON while the power window DOWN is operated.

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POWER WINDOW SYSTEM

CAN Communication System Description

AIS003LK

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

CAN Communication Unit

AIS003LL

| Body type | Wagon | | | | | |
|---|------------------------------|---|------------------------|------------------------------|---|------------------------|
| Axle | 2WD | | | AWD | | |
| Engine | VQ35DE | | | VQ35DE/VK45DE | | |
| Transmission | A/T | | | | | |
| Brake control | VDC | | | | | |
| Navigation system | | | × | | | × |
| Low tire pressure warning system | | | × | | | × |
| ICC system | | | × | | | × |
| Intelligent Key system | | | × | | | × |
| Automatic drive positioner | | × | × | | × | × |
| CAN communication unit | | | | | | |
| ECM | × | × | × | × | × | × |
| TCM | × | × | × | × | × | × |
| Display unit | × | × | | × | × | |
| Display control unit | | | × | | | × |
| Low tire pressure warning control unit | | | × | | | × |
| AWD control unit | | | | × | × | × |
| ICC unit | | | × | | | × |
| Intelligent Key unit | | | × | | | × |
| Data link connector | × | × | × | × | × | × |
| BCM | × | × | × | × | × | × |
| Steering angle sensor | × | × | × | × | × | × |
| Unified meter and A/C amp. | × | × | × | × | × | × |
| ICC sensor | | | × | | | × |
| ABS actuator and electric unit (control unit) | × | × | × | × | × | × |
| Driver seat control unit | | × | × | | × | × |
| IPDM E/R | × | × | × | × | × | × |
| CAN communication type | <u>GW-23, "TYPE 1/TYPE2"</u> | | <u>GW-26, "TYPE 3"</u> | <u>GW-29, "TYPE 4/TYPE5"</u> | | <u>GW-32, "TYPE 6"</u> |

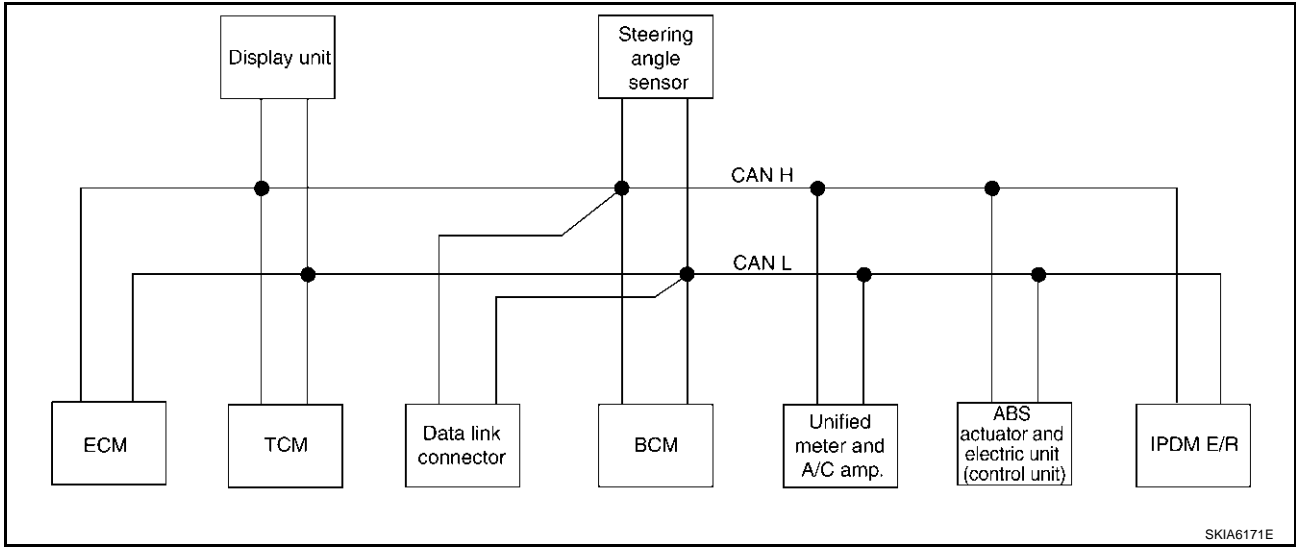
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POWER WINDOW SYSTEM

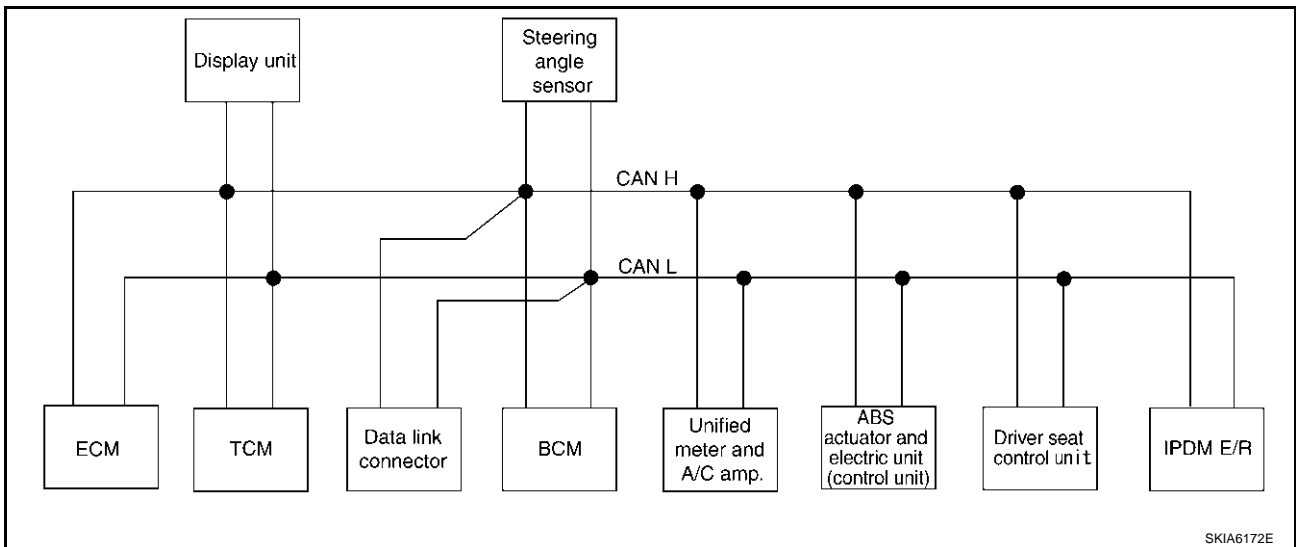
TYPE 1/TYPE2

System Diagram

- Type1



- Type2



Input/output Signal Chart

T: Transmit R: Receive

| Signals | ECM | TCM | Display unit | BCM | Steering angle sensor | Unified meter and A/C amp. | ABS actuator and electric unit (control unit) | Driver seat control unit | IPDM E/R |
|------------------------------------|-----|-----|--------------|-----|-----------------------|----------------------------|---|--------------------------|----------|
| Engine speed signal | T | R | R | | | R | R | | |
| Engine status signal | T | | | R | | | | | |
| Engine coolant temperature signal | T | R | | | | R | | | |
| A/T self-diagnosis signal | R | T | | | | | | | |
| Accelerator pedal position signal | T | R | | | | | R | | |
| Closed throttle position signal | T | R | | | | | | | |
| Wide open throttle position signal | T | R | | | | | | | |

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POWER WINDOW SYSTEM

| Signals | ECM | TCM | Display unit | BCM | Steering angle sensor | Unified meter and A/C amp. | ABS actuator and electric unit (control unit) | Driver seat control unit | IPDM E/R |
|---------------------------------------|-----|-----|--------------|-----|-----------------------|----------------------------|---|--------------------------|----------|
| Battery voltage signal | T | R | | | | | | | |
| Key switch signal | | | | T | | | | R | |
| Ignition switch signal | | | | T | | | | R | R |
| P range signal | | T | | | | | R | R | |
| Stop lamp switch signal | | R | | | | T | | | |
| ABS operation signal | R | | | | | | T | | |
| TCS operation signal | R | | | | | | T | | |
| VDC operation signal | R | | | | | | T | | |
| Fuel consumption monitor signal | T | | R | | | R | | | |
| Input shaft revolution signal | R | T | | | | | | | |
| Output shaft revolution signal | R | T | | | | | | | |
| A/C switch signal | R | | | T | | | | | |
| A/C compressor request signal | T | | | | | | | | R |
| A/C relay status signal | R | | | | | | | | T |
| A/C compressor feedback signal | T | | | | | R | | | |
| Blower fan motor switch signal | R | | | T | | | | | |
| A/C control signal | | | T | | | R | | | |
| | | | R | | | T | | | |
| Cooling fan speed request signal | T | | | | | | | | R |
| Cooling fan speed signal | R | | | | | | | | T |
| Position light request signal | | | R | T | | R | | | R |
| Low beam request signal | | | | T | | | | | R |
| Low beam status signal | R | | | | | | | | T |
| High beam request signal | | | | T | | R | | | R |
| High beam status signal | R | | | | | | | | T |
| Front fog light request signal | | | | T | | | | | R |
| Day time running light request signal | | | | T | | R | | | |
| Turn LED burnout status signal | | | | R | | T | | | |
| Vehicle speed signal | | | | | | R | T | | |
| | R | R | R | R | | T | | R | |
| Sleep wake up signal | | | | T | | R | | R | R |
| Door switch signal | | | R | T | | R | | R | R |
| Turn indicator signal | | | | T | | R | | | |
| Key fob ID signal | | | | T | | | | R | |
| Key fob door unlock signal | | | | T | | | | R | |
| Oil pressure switch signal | | | | R | | | | | T |
| | | | | T | | R | | | |
| Buzzer output signal | | | | T | | R | | | |
| Fuel level sensor signal | R | | | | | T | | | |
| Fuel level low warning signal | | | R | | | T | | | |

POWER WINDOW SYSTEM

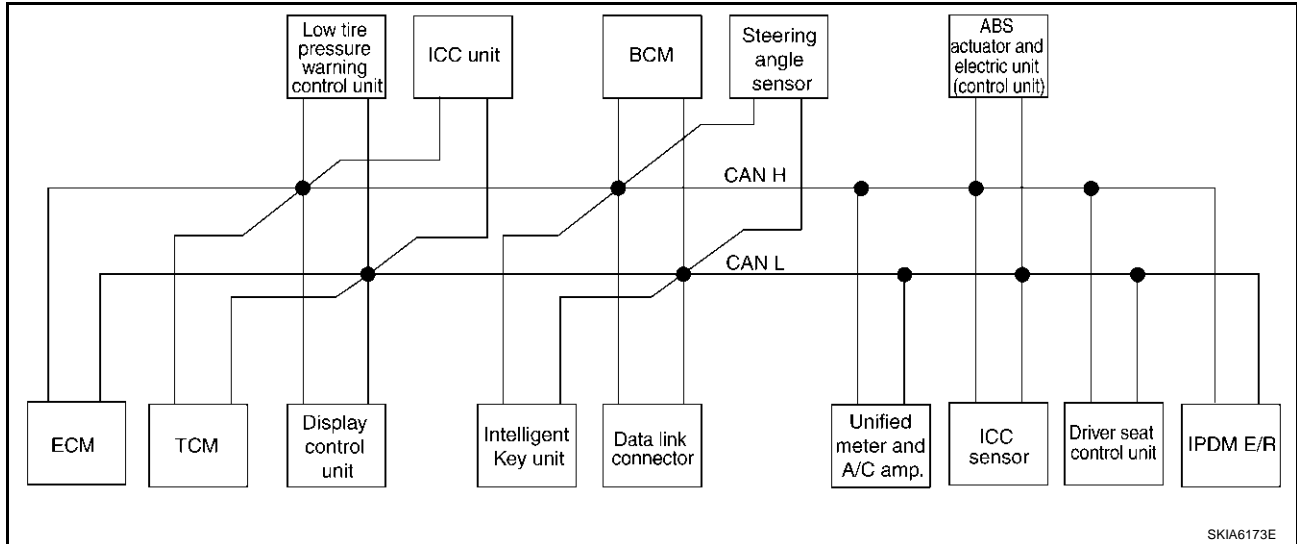
| Signals | ECM | TCM | Dis- play unit | BCM | Steer- ing angle sensor | Unified meter and A/ C amp. | ABS actua- tor and electric unit (con- trol unit) | Driver seat control unit | IPDM E/R | A B C D E F G H J K L M |
|---|-----|-----|----------------------|-----|----------------------------------|--------------------------------------|--|-----------------------------------|-------------|--|
| ASCD operation signal | T | R | | | | | | | | |
| ASCD OD cancel request | T | R | | | | | | | | |
| Front wiper request signal | | | | T | | | | | R | |
| Front wiper stop position signal | | | | R | | | | | T | |
| Rear window defogger switch signal | | | | T | | | | | R | |
| Rear window defogger control signal | R | | R | R | | | | | T | |
| Hood switch signal | | | | R | | | | | T | |
| Theft warning horn request signal | | | | T | | | | | R | |
| Horn chirp signal | | | | T | | | | | R | |
| Steering angle sensor signal | | | | | T | | R | | | |
| ABS warning lamp signal | | | | | | R | T | | | |
| VDC OFF indicator lamp signal | | | | | | R | T | | | |
| SLIP indicator lamp signal | | | | | | R | T | | | |
| Brake warning lamp signal | | | | | | R | T | | | |
| System setting signal | | | T | R | | | | R | | |
| A/T CHECK indicator lamp signal | | T | | | | R | | | | GW |
| A/T position indicator lamp signal | | T | | | | R | | | | |
| A/T shift schedule change demand signal | | R | | | | | T | | | |
| Manual mode signal | | R | | | | T | | | | |
| Not manual mode signal | | R | | | | T | | | | |
| Manual mode shift up signal | | R | | | | T | | | | |
| Manual mode shift down signal | | R | | | | T | | | | |
| Manual mode indicator signal | | T | | | | R | | | | |
| Distance to empty signal | | | R | | | T | | | | |
| Hand brake switch | | | | R | | T | | | | |

POWER WINDOW SYSTEM

TYPE 3

System Diagram

- Type3



Input/output Signal Chart

T: Transmit R: Receive

| Signals | ECM | TCM | Display control unit | Low tire pressure warning control unit | ICC unit | Intelligent Key unit | BCM | Steering angle sensor | Unified meter and A/C amp. | ICC sensor | ABS actuator and electric unit (control unit) | Driver seat control unit | IPDM E/R |
|------------------------------------|-----|-----|----------------------|--|----------|----------------------|-----|-----------------------|----------------------------|------------|---|--------------------------|----------|
| Engine speed signal | T | R | R | | R | | | | R | | R | | |
| Engine status signal | T | | | | | | R | | | | | | |
| Engine coolant temperature signal | T | R | | | R | | | | R | | | | |
| A/T self-diagnosis signal | R | T | | | | | | | | | | | |
| Accelerator pedal position signal | T | R | | | R | | | | | | R | | |
| Closed throttle position signal | T | R | | | R | | | | | | | | |
| Wide open throttle position signal | T | R | | | | | | | | | | | |
| Battery voltage signal | T | R | | | | | | | | | | | |
| Key switch signal | | | | | | | T | | | | | R | |
| Ignition switch signal | | | | | | | T | | | | | R | R |
| P range signal | | T | | | R | | | | | | R | R | |
| Stop lamp switch signal | | R | | | | | | | T | | | | |
| ABS operation signal | R | | | | R | | | | | | T | | |
| TCS operation signal | R | | | | R | | | | | | T | | |
| VDC operation signal | R | | | | R | | | | | | T | | |
| Fuel consumption monitor signal | T | | R | | | | | | R | | | | |

POWER WINDOW SYSTEM

| Signals | ECM | TCM | Display control unit | Low tire pressure warning control unit | ICC unit | Intelligent Key unit | BCM | Steering angle sensor | Unified meter and A/C amp. | ICC sensor | ABS actuator and electric unit (control unit) | Driver seat control unit | IPDM E/R | |
|---------------------------------------|-----|-----|----------------------|--|----------|----------------------|-----|-----------------------|----------------------------|------------|---|--------------------------|----------|----|
| Input shaft revolution signal | R | T | | | R | | | | | | | | | A |
| Output shaft revolution signal | R | T | | | R | | | | | | | | | B |
| A/C switch signal | R | | | | | | T | | | | | | | C |
| A/C compressor request signal | T | | | | | | | | | | | | R | D |
| A/C relay status signal | R | | | | | | | | | | | | T | E |
| A/C compressor feedback signal | T | | | | | | | | R | | | | | F |
| Blower fan motor switch signal | R | | | | | | T | | | | | | | G |
| A/C control signal | | | T | | | | | | R | | | | | H |
| | | | R | | | | | | T | | | | | |
| Cooling fan speed signal | R | | | | | | | | | | | | T | |
| Position light request signal | R | | | | | | T | | R | | | | R | GW |
| Low beam request signal | | | | | | | T | | | | | | R | |
| Low beam status signal | R | | | | | | | | | | | | T | J |
| High beam request signal | | | | | | | T | | R | | | | R | |
| High beam status signal | R | | | | | | | | | | | | T | K |
| Front fog light request signal | | | | | | | T | | | | | | R | L |
| Day time running light request signal | | | | | | | T | | R | | | | | |
| Turn LED burnout status signal | | | | | | | R | | T | | | | | M |
| Vehicle speed signal | | | | | R | | | | R | | T | | | |
| | R | R | R | R | | R | R | | T | R | | R | | |
| Sleep wake up signal | | | | | | | T | | R | | | R | R | |
| | | | | | | T | R | | | | | | | |
| Door switch signal | | | R | | | R | T | | R | | | R | R | |
| Turn indicator signal | | | | | | | T | | R | | | | | |
| Key fob ID signal | | | | | | | T | | | | | R | | |
| Key fob door unlock signal | | | | | | | T | | | | | R | | |
| Oil pressure switch signal | | | | | | | R | | | | | | T | |
| | | | | | | | T | | R | | | | | |
| Buzzer output signal | | | | | | | T | | R | | | | | |
| | | | | | | T | | | R | | | | | |
| | | | | | T | | | | R | | | | | |

POWER WINDOW SYSTEM

| Signals | ECM | TCM | Display control unit | Low tire pressure warning control unit | ICC unit | Intelligent Key unit | BCM | Steering angle sensor | Unified meter and A/C amp. | ICC sensor | ABS actuator and electric unit (control unit) | Driver seat control unit | IPDM E/R |
|-------------------------------------|-----|-----|----------------------|--|----------|----------------------|-----|-----------------------|----------------------------|------------|---|--------------------------|----------|
| Fuel level sensor signal | R | | | | | | | | T | | | | |
| Fuel level low warning signal | | | R | | | | | | T | | | | |
| ICC operation signal | R | | | | T | | | | | | | | |
| Front wiper request signal | | | | | R | | T | | | | | | R |
| Front wiper stop position signal | | | | | | | R | | | | | | T |
| Rear window defogger switch signal | | | | | | | T | | | | | | R |
| Rear window defogger control signal | R | | R | | | | R | | | | | | T |
| Hood switch signal | | | | | | | R | | | | | | T |
| Theft warning horn request signal | | | | | | | T | | | | | | R |
| Horn chirp signal | | | | | | | T | | | | | | R |
| Steering angle sensor signal | | | | | | | | T | | | R | | |
| Tire pressure signal | | | | T | | | | | R | | | | |
| Tire pressure data signal | | | R | T | | | | | | | | | |
| ABS warning lamp signal | | | | | R | | | | R | | T | | |
| VDC OFF indicator lamp signal | | | | | R | | | | R | | T | | |
| SLIP indicator lamp signal | | | | | | | | | R | | T | | |
| Brake warning lamp signal | | | | | | | | | R | | T | | |
| System setting signal | | | T | | | R | | | | | | R | |
| Distance to empty signal | | | R | | | | | | T | | | | |
| Hand brake switch signal | | | | | | | R | | T | | | | |
| Door lock/unlock request signal | | | | | | T | R | | | | | | |
| Door lock/unlock status signal | | | | | | R | T | | | | | | |
| Starter permission signal | | | | | | T | R | | | | | | |
| Back door open request signal | | | | | | T | R | | | | | | |
| Power window open request signal | | | | | | T | R | | | | | | |
| Alarm request signal | | | | | | T | R | | | | | | |
| Key warning signal | | | | | | T | | | R | | | | |
| ICC sensor signal | | | | | R | | | | | T | | | |
| ICC warning lamp signal | | | | | T | | | | R | | | | |

POWER WINDOW SYSTEM

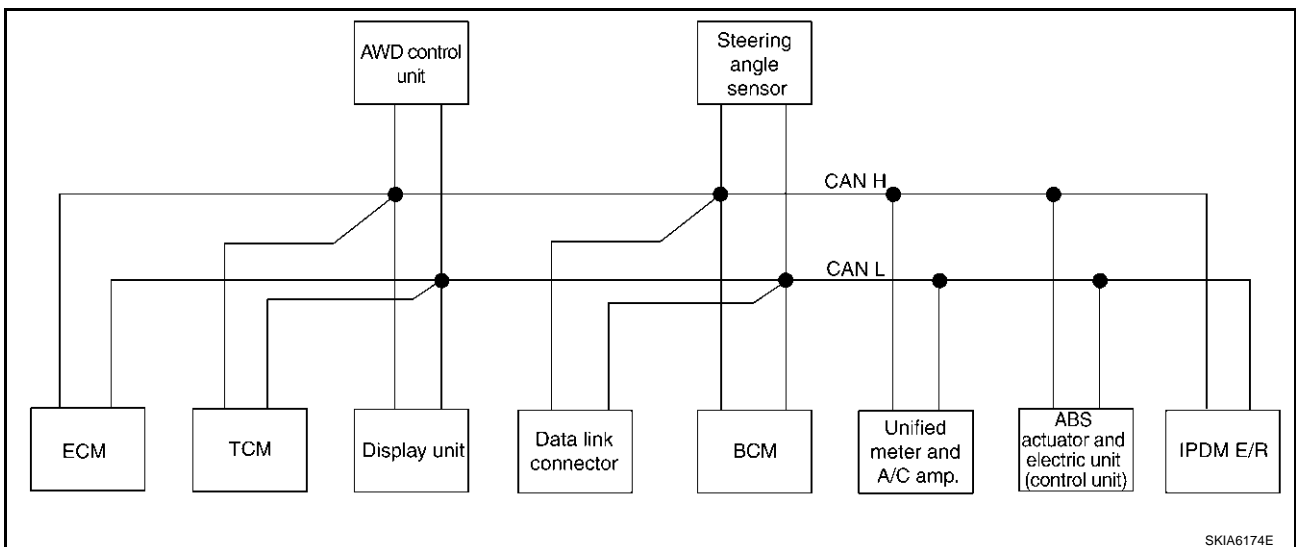
| Signals | ECM | TCM | Display control unit | Low tire pressure warning control unit | ICC unit | Intelligent Key unit | BCM | Steering angle sensor | Unified meter and A/C amp. | ICC sensor | ABS actuator and electric unit (control unit) | Driver seat control unit | IPDM E/R |
|---|-----|-----|----------------------|--|----------|----------------------|-----|-----------------------|----------------------------|------------|---|--------------------------|----------|
| ICC system display signal | | | | | T | | | | R | | | | |
| Current gear position signal | | T | | | R | | | | | | R | | |
| Steering switch signal | T | | | | R | | | | | | | | |
| ASCD operation signal | T | R | | | | | | | | | | | |
| ASCD OD cancel request | T | R | | | | | | | | | | | |
| ICC OD cancel request | R | R | | | T | | | | | | | | |
| A/T CHECK indicator lamp signal | | T | | | | | | | R | | | | |
| A/T position indicator lamp signal | | T | | | | | | | R | | | | |
| A/T shift schedule change demand signal | | R | | | | | | | | | T | | |
| Manual mode signal | | R | | | | | | | T | | | | |
| Not manual mode signal | | R | | | | | | | T | | | | |
| Manual mode shift up signal | | R | | | | | | | T | | | | |
| Manual mode shift down signal | | R | | | | | | | T | | | | |
| Manual mode indicator signal | | T | | | R | | | | R | | | | |
| Ignition knob switch signal | | | | | | T | R | | | | | | |

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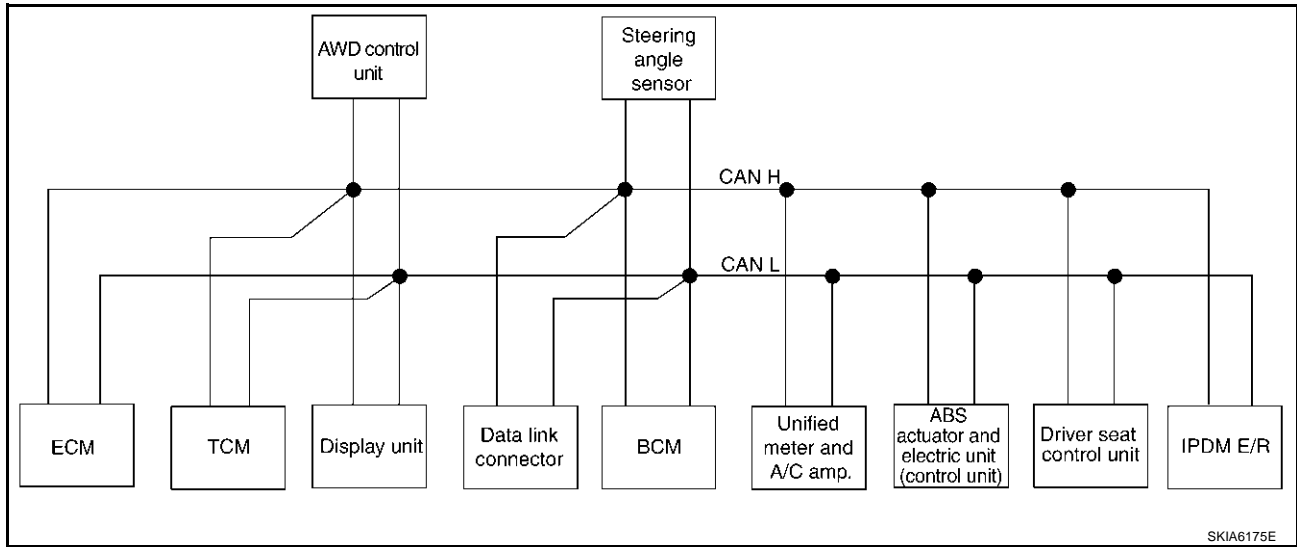
TYPE 4/TYPES System Diagram

- Type4



POWER WINDOW SYSTEM

● Type5



Input/output Signal Chart

T: Transmit R: Receive

| Signals | ECM | TCM | Display unit | AWD control unit | BCM | Steering angle sensor | Unified meter and A/C amp. | ABS actuator and electric unit (control unit) | Driver seat control unit | IPDM E/R |
|------------------------------------|-----|-----|--------------|------------------|-----|-----------------------|----------------------------|---|--------------------------|----------|
| A/T self-diagnosis signal | R | T | | | | | | | | |
| ABS operation signal | R | | | R | | | | T | | |
| TCS operation signal | R | | | | | | | T | | |
| VDC operation signal | R | | | R | | | | T | | |
| Stop lamp switch signal | | R | | R | | | T | | | |
| Battery voltage signal | T | R | | | | | | | | |
| Key switch signal | | | | | T | | | | R | |
| Ignition switch signal | | | | | T | | | | R | R |
| P range signal | | T | | | | | | R | R | |
| Closed throttle position signal | T | R | | | | | | | | |
| Wide open throttle position signal | T | R | | | | | | | | |
| Engine speed signal | T | R | R | R | | | R | R | | |
| Engine status signal | T | | | | R | | | | | |
| Engine coolant temperature signal | T | R | | | | | R | | | |
| Accelerator pedal position signal | T | R | | R | | | | R | | |
| Fuel consumption monitor signal | T | | R | | | | R | | | |
| Input shaft revolution signal | R | T | | | | | | | | |
| Output shaft revolution signal | R | T | | | | | | | | |
| A/C switch signal | R | | | | T | | | | | |
| A/C compressor request signal | T | | | | | | | | | R |
| A/C relay status signal | R | | | | | | | | | T |
| A/C compressor feedback signal | T | | | | | | R | | | |

POWER WINDOW SYSTEM

| Signals | ECM | TCM | Display unit | AWD control unit | BCM | Steering angle sensor | Unified meter and A/C amp. | ABS actuator and electric unit (control unit) | Driver seat control unit | IPDM E/R |
|---------------------------------------|-----|-----|--------------|------------------|-----|-----------------------|----------------------------|---|--------------------------|----------|
| Blower fan motor switch signal | R | | | | T | | | | | |
| A/C control signal | | | T | | | | R | | | |
| | | | R | | | | T | | | |
| Cooling fan speed signal | R | | | | | | | | | T |
| Position light request signal | | | R | | T | | R | | | R |
| Low beam request signal | | | | | T | | | | | R |
| Low beam status signal | R | | | | | | | | | T |
| High beam request signal | | | | | T | | R | | | R |
| High beam status signal | R | | | | | | | | | T |
| Front fog light request signal | | | | | T | | | | | R |
| Day time running light request signal | | | | | T | | R | | | |
| Turn LED burnout status signal | | | | | R | | T | | | |
| Vehicle speed signal | | | | | | | R | T | | |
| | R | R | R | | R | | T | | R | |
| Sleep wake up signal | | | | | T | | R | | R | R |
| Door switch signal | | | R | | T | | R | | R | R |
| Turn indicator signal | | | | | T | | R | | | |
| Key fob ID signal | | | | | T | | | | R | |
| Key fob door unlock signal | | | | | T | | | | R | |
| Oil pressure switch signal | | | | | R | | | | | T |
| | | | | | T | | R | | | |
| Buzzer output signal | | | | | T | | R | | | |
| Fuel level sensor signal | R | | | | | | T | | | |
| Fuel level low warning signal | | | R | | | | T | | | |
| Front wiper request signal | | | | | T | | | | | R |
| Front wiper stop position signal | | | | | R | | | | | T |
| Rear window defogger switch signal | | | | | T | | | | | R |
| Rear window defogger control signal | R | | R | | R | | | | | T |
| Hood switch signal | | | | | R | | | | | T |
| Theft warning horn request signal | | | | | T | | | | | R |
| Horn chirp signal | | | | | T | | | | | R |
| Steering angle sensor signal | | | | | | T | | R | | |
| ABS warning lamp signal | | | | | | | R | T | | |
| VDC OFF indicator lamp signal | | | | | | | R | T | | |
| SLIP indicator lamp signal | | | | | | | R | T | | |
| Brake warning lamp signal | | | | | | | R | T | | |
| System setting signal | | | T | | R | | | | R | |
| AWD warning lamp signal | | | | T | | | R | | | |

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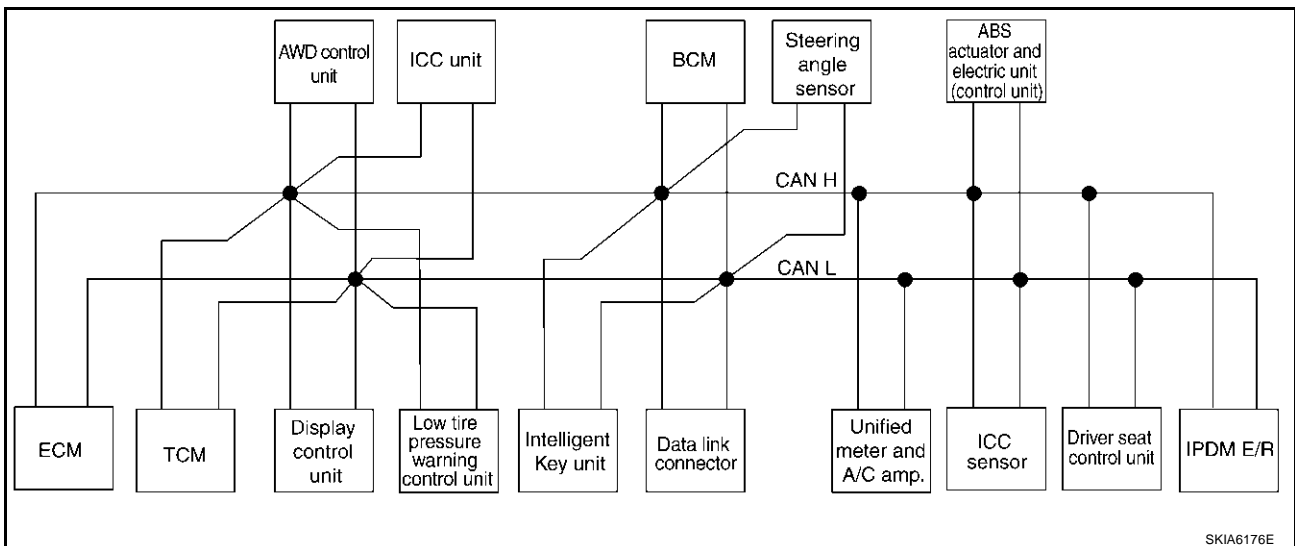
POWER WINDOW SYSTEM

| Signals | ECM | TCM | Display unit | AWD control unit | BCM | Steering angle sensor | Unified meter and A/C amp. | ABS actuator and electric unit (control unit) | Driver seat control unit | IPDM E/R |
|---|-----|-----|--------------|------------------|-----|-----------------------|----------------------------|---|--------------------------|----------|
| AWD lock indicator lamp signal | | | | T | | | R | | | |
| Distance to empty signal | | | R | | | | T | | | |
| Hand brake switch signal | | | | R | R | | T | | | |
| ASCD operation signal | T | R | | | | | | | | |
| ASCD OD cancel request | T | R | | | | | | | | |
| A/T CHECK indicator lamp signal | | T | | | | | R | | | |
| A/T position indicator lamp signal | | T | | | | | R | | | |
| A/T shift schedule change demand signal | | R | | | | | | T | | |
| Manual mode signal | | R | | | | | T | | | |
| Not manual mode signal | | R | | | | | T | | | |
| Manual mode shift up signal | | R | | | | | T | | | |
| Manual mode shift down signal | | R | | | | | T | | | |
| Manual mode indicator signal | | T | | | | | R | | | |

TYPE 6

System Diagram

- Type6



SKIA6176E

POWER WINDOW SYSTEM

Input/output Signal Chart

T: Transmit R: Receive

| Signals | ECM | TCM | Display control unit | Low tire pressure warning control unit | AWD control unit | ICC unit | Intelligent Key unit | BCM | Steering angle sensor | Unified meter and A/C amp. | ICC sensor | ABS actuator and electric unit (control unit) | Driver seat control unit | IPD M E/R |
|------------------------------------|-----|-----|----------------------|--|------------------|----------|----------------------|-----|-----------------------|----------------------------|------------|---|--------------------------|-----------|
| A/T self-diagnosis signal | R | T | | | | | | | | | | | | |
| ABS operation signal | R | | | | R | R | | | | | | T | | |
| TCS operation signal | R | | | | | R | | | | | | T | | |
| VDC operation signal | R | | | | R | R | | | | | R | T | | |
| Stop lamp switch signal | | R | | | R | | | | | T | | | | |
| Battery voltage signal | T | R | | | | | | | | | | | | |
| Key switch signal | | | | | | | | T | | | | | R | |
| Ignition switch signal | | | | | | | | T | | | | | R | R |
| P range signal | | T | | | | R | | | | | | R | R | |
| Closed throttle position signal | T | R | | | | R | | | | | | | | |
| Wide open throttle position signal | T | R | | | | | | | | | | | | |
| Engine speed signal | T | R | R | | R | R | | | | R | | R | | |
| Engine status signal | T | | | | | | | R | | | | | | |
| Engine coolant temperature signal | T | R | | | | R | | | | R | | | | |
| Accelerator pedal position signal | T | R | | | R | R | | | | | | R | | |
| Fuel consumption monitor signal | T | | R | | | | | | | R | | | | |
| A/T self-diagnosis signal | R | T | | | | | | | | | | | | |
| Input shaft revolution signal | R | T | | | | R | | | | | | | | |
| Output shaft revolution signal | R | T | | | | R | | | | | | | | |
| A/C switch signal | R | | | | | | | T | | | | | | |
| A/C compressor request signal | T | | | | | | | | | | | | | R |
| A/C relay status signal | R | | | | | | | | | | | | | T |
| A/C compressor feedback signal | T | | | | | | | | | R | | | | |
| Blower fan motor switch signal | R | | | | | | | T | | | | | | |
| A/C control signal | | | T | | | | | | | R | | | | |
| | | | R | | | | | | | T | | | | |
| Cooling fan speed signal | R | | | | | | | | | | | | | T |
| Position light request signal | | | R | | | | | T | | R | | | | R |
| Low beam request signal | | | | | | | | T | | | | | | R |
| Low beam status signal | R | | | | | | | | | | | | | T |
| High beam request signal | | | | | | | | T | | R | | | | R |

POWER WINDOW SYSTEM

| Signals | ECM | TCM | Display control unit | Low tire pressure warning control unit | AWD control unit | ICC unit | Intelligent Key unit | BCM | Steering angle sensor | Unified meter and A/C amp. | ICC sensor | ABS actuator and electric unit (control unit) | Driver seat control unit | IPD M E/R |
|---------------------------------------|-----|-----|----------------------|--|------------------|----------|----------------------|-----|-----------------------|----------------------------|------------|---|--------------------------|-----------|
| High beam status signal | R | | | | | | | | | | | | | T |
| Front fog light request signal | | | | | | | | T | | | | | | R |
| Day time running light request signal | | | | | | | | T | | R | | | | |
| Turn LED burnout status signal | | | | | | | | R | | T | | | | |
| Vehicle speed signal | | | | | | R | | | | R | | T | | |
| | R | R | R | R | | | R | R | | T | R | | R | |
| Sleep wake up signal | | | | | | | | T | | R | | | R | R |
| | | | | | | | T | R | | | | | | |
| Door switch signal | | | R | | | | R | T | | R | | | R | R |
| Key fob ID signal | | | | | | | | T | | | | | R | |
| Key fob door unlock signal | | | | | | | | T | | | | | R | |
| Oil pressure switch signal | | | | | | | | R | | | | | | T |
| | | | | | | | | T | | R | | | | |
| Buzzer output signal | | | | | | | T | | | R | | | | |
| | | | | | | T | | | | R | | | | |
| Fuel level sensor signal | R | | | | | | | | | T | | | | |
| Fuel level low warning signal | | | R | | | | | | | T | | | | |
| ICC operation signal | R | | | | | T | | | | | | | | |
| Front wiper request signal | | | | | | R | | T | | | | | | R |
| Front wiper stop position signal | | | | | | | | R | | | | | | T |
| Rear window defogger switch signal | | | | | | | | T | | | | | | R |
| Rear window defogger control signal | R | | R | | | | | R | | | | | | T |
| Hood switch signal | | | | | | | | R | | | | | | T |
| Theft warning horn request signal | | | | | | | | T | | | | | | R |
| Horn chirp signal | | | | | | | | T | | | | | | R |
| Steering angle sensor signal | | | | | | | | | T | | | R | | |
| Tire pressure signal | | | | T | | | | | | R | | | | |
| Tire pressure data signal | | | R | T | | | | | | | | | | |
| ABS warning lamp signal | | | | | | R | | | | R | | T | | |
| VDC OFF indicator lamp signal | | | | | | R | | | | R | | T | | |
| SLIP indicator lamp signal | | | | | | | | | | R | | T | | |

POWER WINDOW SYSTEM

| Signals | ECM | TCM | Display control unit | Low tire pressure warning control unit | AWD control unit | ICC unit | Intelligent Key unit | BCM | Steering angle sensor | Unified meter and A/C amp. | ICC sensor | ABS actuator and electric unit (control unit) | Driver seat control unit | IPD M E/ R |
|---|-----|-----|----------------------|--|------------------|----------|----------------------|-----|-----------------------|----------------------------|------------|---|--------------------------|------------|
| Brake warning lamp signal | | | | | | | | | | R | | T | | |
| System setting signal | | | T | | | | R | | | | | | R | |
| AWD warning lamp signal | | | | | T | | | | | R | | | | |
| AWD lock indicator lamp signal | | | | | T | | | | | R | | | | |
| Distance to empty signal | | | R | | | | | | | T | | | | |
| Hand brake switch signal | | | | | R | | | R | | T | | | | |
| Door lock/unlock request signal | | | | | | | T | R | | | | | | |
| Door lock/unlock status signal | | | | | | | R | T | | | | | | |
| Starter permission signal | | | | | | | T | R | | | | | | |
| Back door open request signal | | | | | | | T | R | | | | | | |
| Power window open request signal | | | | | | | T | R | | | | | | |
| Alarm request signal | | | | | | | T | R | | | | | | |
| Key warning signal | | | | | | | T | | | R | | | | |
| ICC sensor signal | | | | | | R | | | | | T | | | |
| ICC warning lamp signal | | | | | | T | | | | R | | | | |
| ICC system display signal | | | | | | T | | | | R | | | | |
| Current gear position signal | | T | | | | R | | | | | | R | | |
| Steering switch signal | T | | | | | R | | | | | | | | |
| ASCD operation signal | T | R | | | | | | | | | | | | |
| ASCD OD cancel request | T | R | | | | | | | | | | | | |
| ICC OD cancel request | R | R | | | | T | | | | | | | | |
| A/T CHECK indicator lamp signal | | T | | | | | | | | R | | | | |
| A/T position indicator lamp signal | | T | | | | | | | | R | | | | |
| A/T shift schedule change demand signal | | R | | | | | | | | | | T | | |
| Manual mode signal | | R | | | | | | | | T | | | | |
| Not manual mode signal | | R | | | | | | | | T | | | | |
| Manual mode shift up signal | | R | | | | | | | | T | | | | |
| Manual mode shift down signal | | R | | | | | | | | T | | | | |
| Manual mode indicator signal | | T | | | | | | | | R | | | | |
| Ignition knob switch signal | | | | | | | T | R | | | | | | |

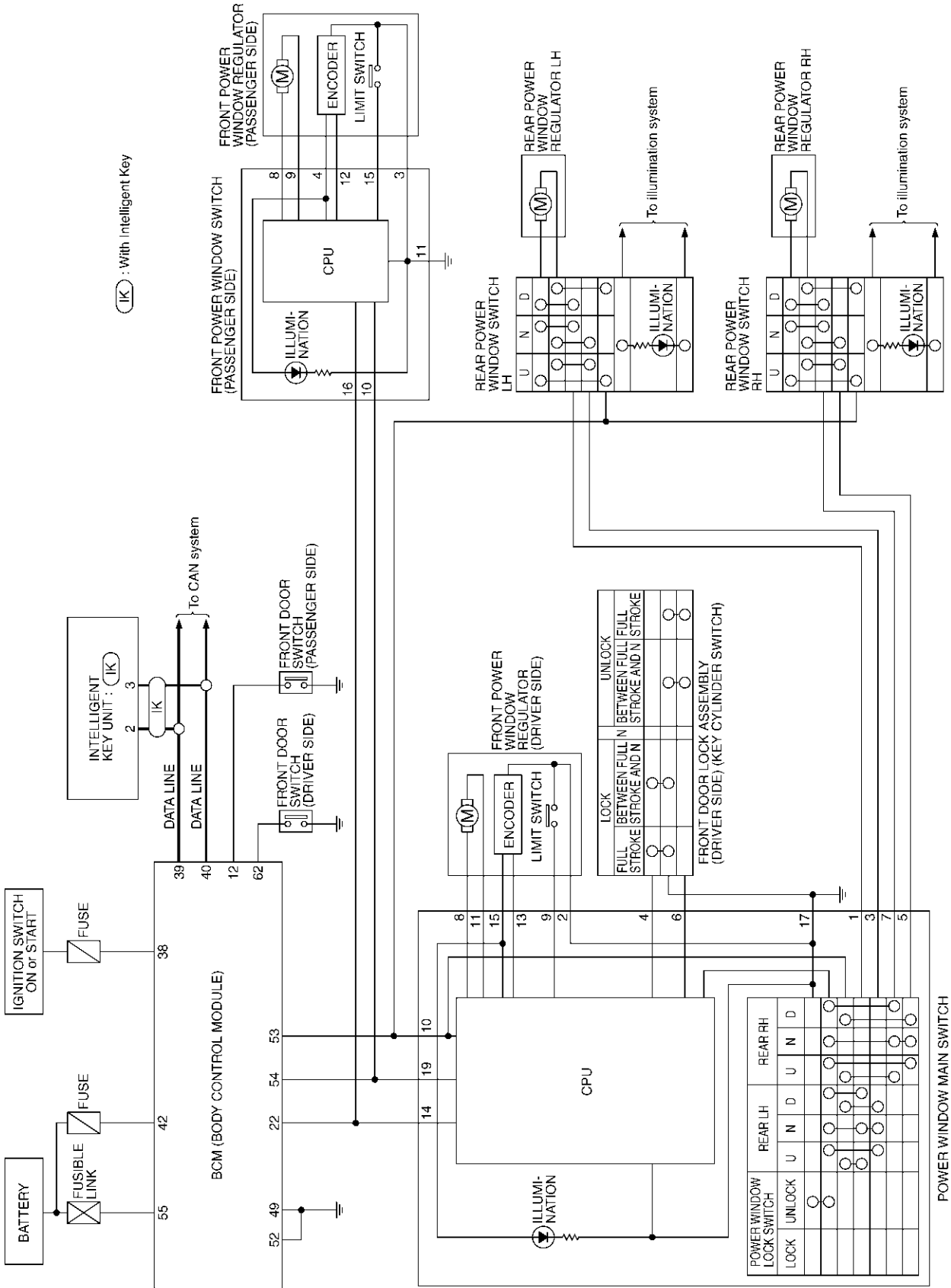
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GW

POWER WINDOW SYSTEM

Schematic (With Front Power Window Anti-pinch System)

AIS003D9



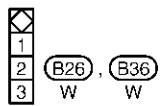
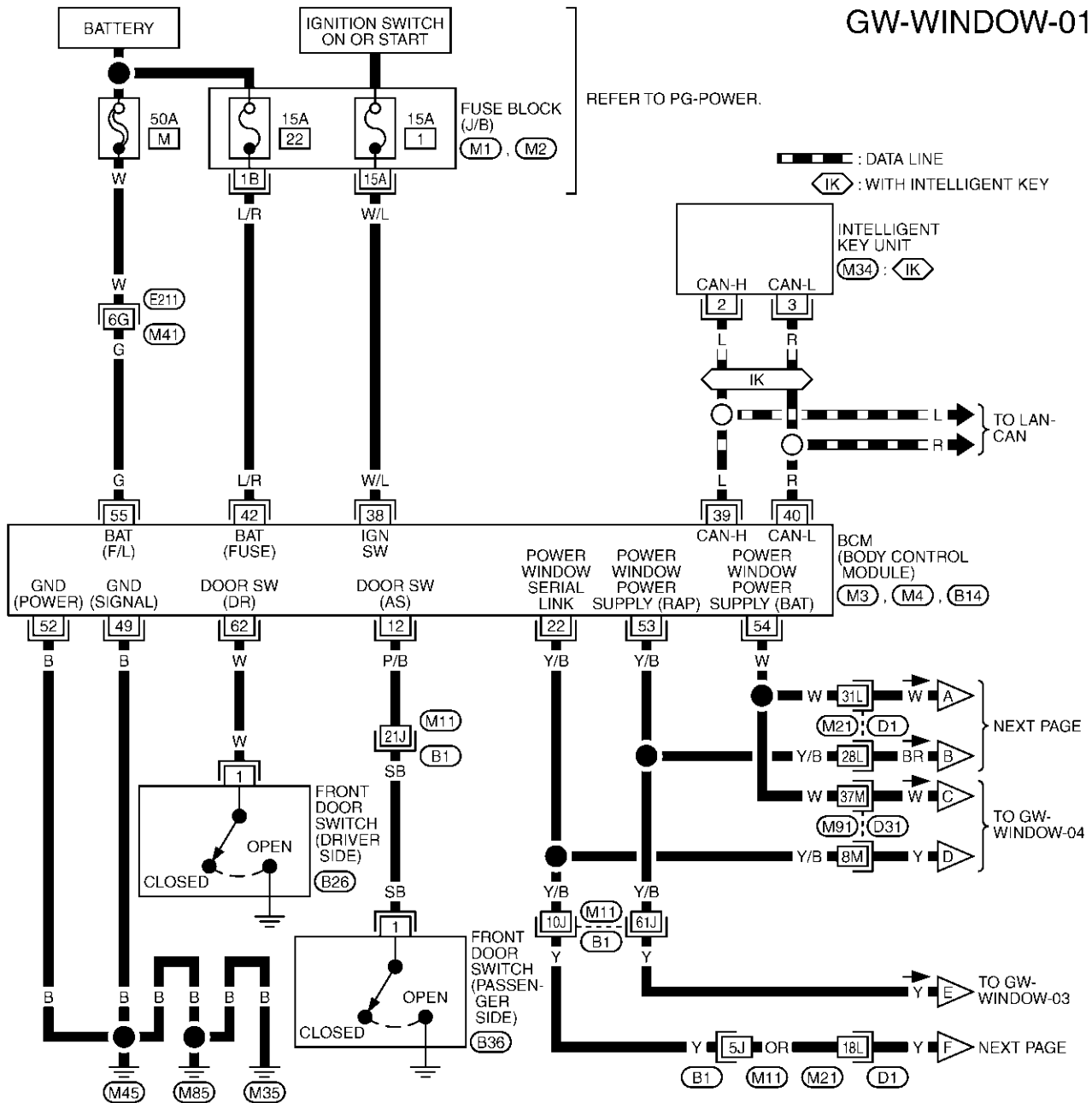
TIWM0345E

POWER WINDOW SYSTEM

Wiring Diagram – WINDOW – (With Front Power Window Anti-pinch System)

AIS003DA

GW-WINDOW-01



REFER TO THE FOLLOWING.

(E21), (B1), (D1), (D31)
-SUPER MULTIPLE JUNCTION (SMJ)

(M1), (M2) -FUSE BLOCK-JUNCTION BOX (J/B)

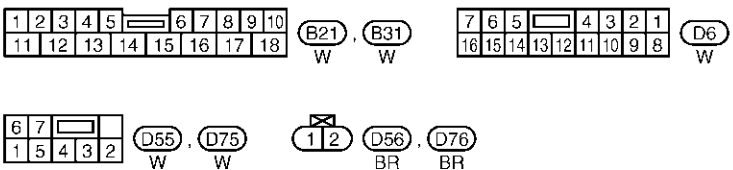
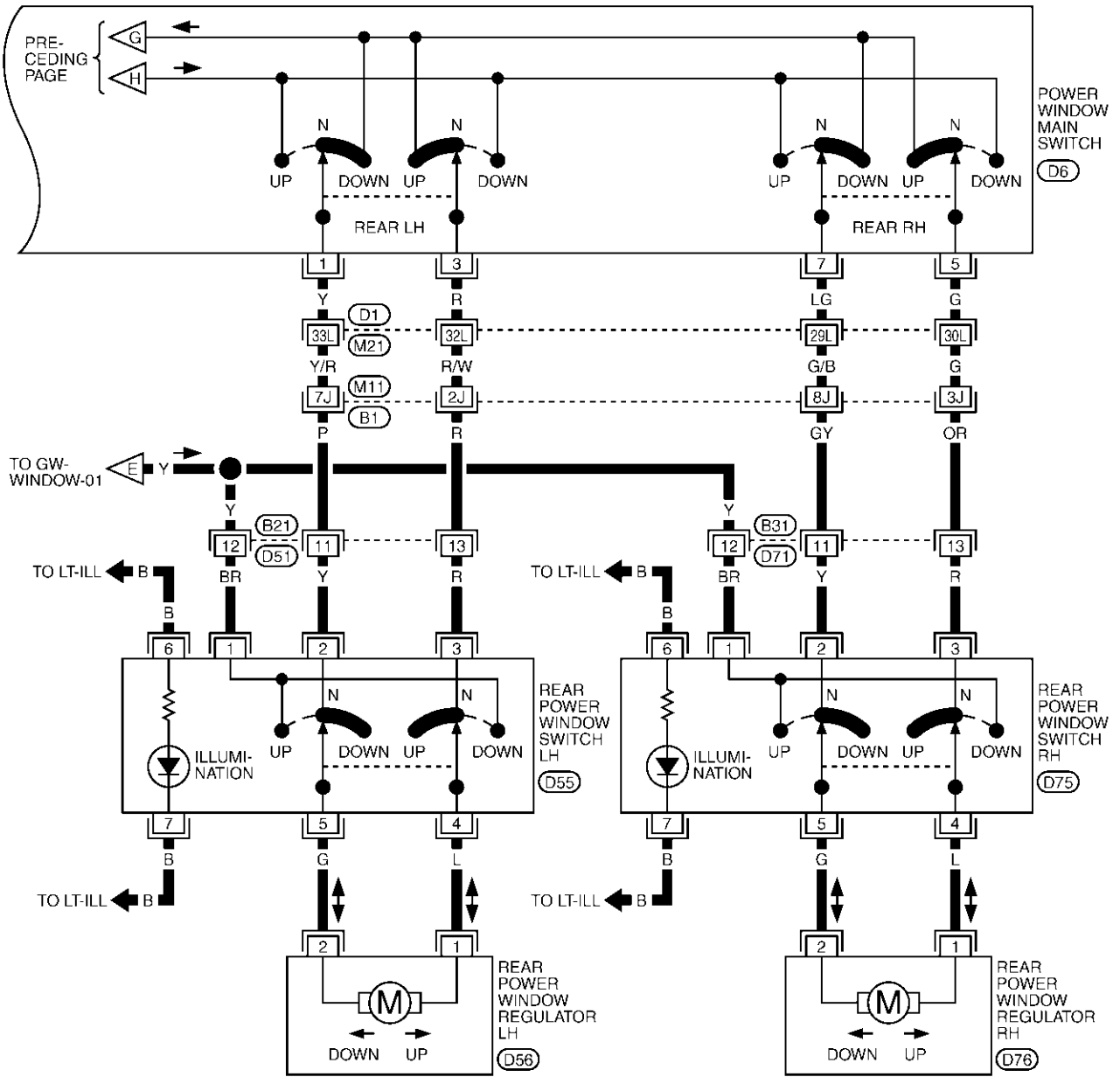
(M3), (M4), (M34), (B14)
-ELECTRICAL UNITS

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GW

POWER WINDOW SYSTEM

GW-WINDOW-03



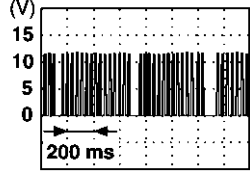
REFER TO THE FOLLOWING.
 (B1), (D1) -SUPER MULTIPLE JUNCTION (SMJ)

TIWM0348E

POWER WINDOW SYSTEM

Terminal and Reference Value for BCM / With Front Power Window Anti-pinch System

AIS003DD

| Terminal | Wire color | Item | Condition | Voltage (V) (Approx.) |
|----------|------------|--|---|---|
| 12 | P/B | Front door switch passenger side signal | ON (Open) | 0 |
| | | | OFF (Close) | Battery voltage |
| 22 | Y/B | Power window serial link | IGN SW ON or power window timer operating. |  <p style="text-align: right; font-size: small;">PIIA2344J</p> |
| 38 | W/L | Ignition switch (ON or START) | Ignition switch (ON or START position) | Battery voltage |
| 39 | L | CAN - H | — | — |
| 40 | R | CAN - L | — | — |
| 42 | L/R | Battery power supply | — | Battery voltage |
| 49 | B | Ground (signal) | — | 0 |
| 52 | B | Ground (power) | — | 0 |
| 53 | Y/B | Rap signal | IGN SW ON | Battery voltage |
| | | | Within 45 second after ignition switch is turned to OFF | Battery voltage |
| | | | When driver side or passenger side door is open in power win- dow timer is operates | 0 |
| 54 | W | Power window power supply | — | Battery voltage |
| 55 | G | Battery power supply | — | Battery voltage |
| 62 | W | Front door switch driver side signal | ON (Open) | 0 |
| | | | OFF (Close) | Battery voltage |

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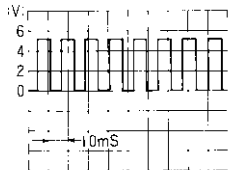
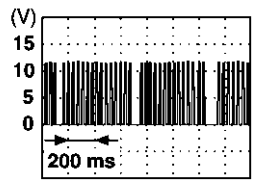
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POWER WINDOW SYSTEM

Terminal and Reference Value for Power Window Main Switch / With Front Power Window Anti-pinch System

AIS003DB

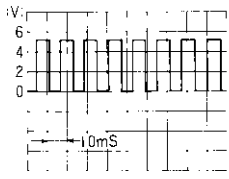
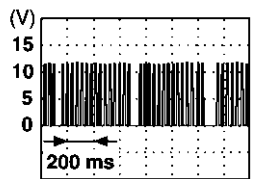
| Terminal | Wire color | Item | Condition | Voltage (V) (Approx.) |
|----------|------------|--|--|---|
| 1 | Y | Rear LH power window UP signal | When rear LH switch in power window main switch is UP at operated. | Battery voltage |
| 2 | SB | Limit switch and encoder ground | — | 0 |
| 3 | R | Rear LH power window DOWN signal | When rear LH switch in power window main switch is DOWN at operated. | Battery voltage |
| 4 | P | Door key cylinder switch LOCK signal | Key position (Neutral → Locked) | 5 → 0 |
| 5 | G | Rear RH power window DOWN signal | When rear RH switch in power window main switch is DOWN at operated. | Battery voltage |
| 6 | OR | Door key cylinder switch UNLOCK signal | Key position (Neutral → Unlocked) | 5 → 0 |
| 7 | LG | Rear RH power window UP signal | When rear RH switch in power window main switch is UP at operated. | Battery voltage |
| 8 | L | Front driver side power window motor UP signal | When front LH switch in power window main switch is UP at operated | Battery voltage |
| 9 | GY | Limit switch signal | Driver side door window is between fully-open and just before fully-closed position (ON) | 0 |
| | | | Driver side door window is between just before fully-closed position and fully-closed position (OFF) | 5 |
| 10 | BR | Rap signal | IGN SW ON | Battery voltage |
| | | | Within 45 second after ignition switch is turned to OFF | Battery voltage |
| | | | When driver side or passenger side door open in power window timer is operates | 0 |
| 11 | B | Front driver side power window motor DOWN signal | When front LH switch in power window main switch is DOWN at operated | Battery voltage |
| 13 | PU | Encoder pulse signal | When power window motor operates. |  <p style="text-align: right; font-size: small;">OCC3383D</p> |
| 14 | Y | Power window serial link | IGN SW ON or power window timer operating. |  <p style="text-align: right; font-size: small;">PIIA2344J</p> |
| 15 | W | Encoder power supply | When ignition switch ON or power window timer operates | 10 |

POWER WINDOW SYSTEM

| Terminal | Wire color | Item | Condition | Voltage (V) (Approx.) |
|----------|------------|----------------------|-----------|--------------------------|
| 17 | B | Ground | — | 0 |
| 19 | W | Battery power supply | — | Battery voltage |

Terminal and Reference Value for Front Power Window Switch (Passenger Side) / With Front Power Window Anti-pinch System

AIS003DC

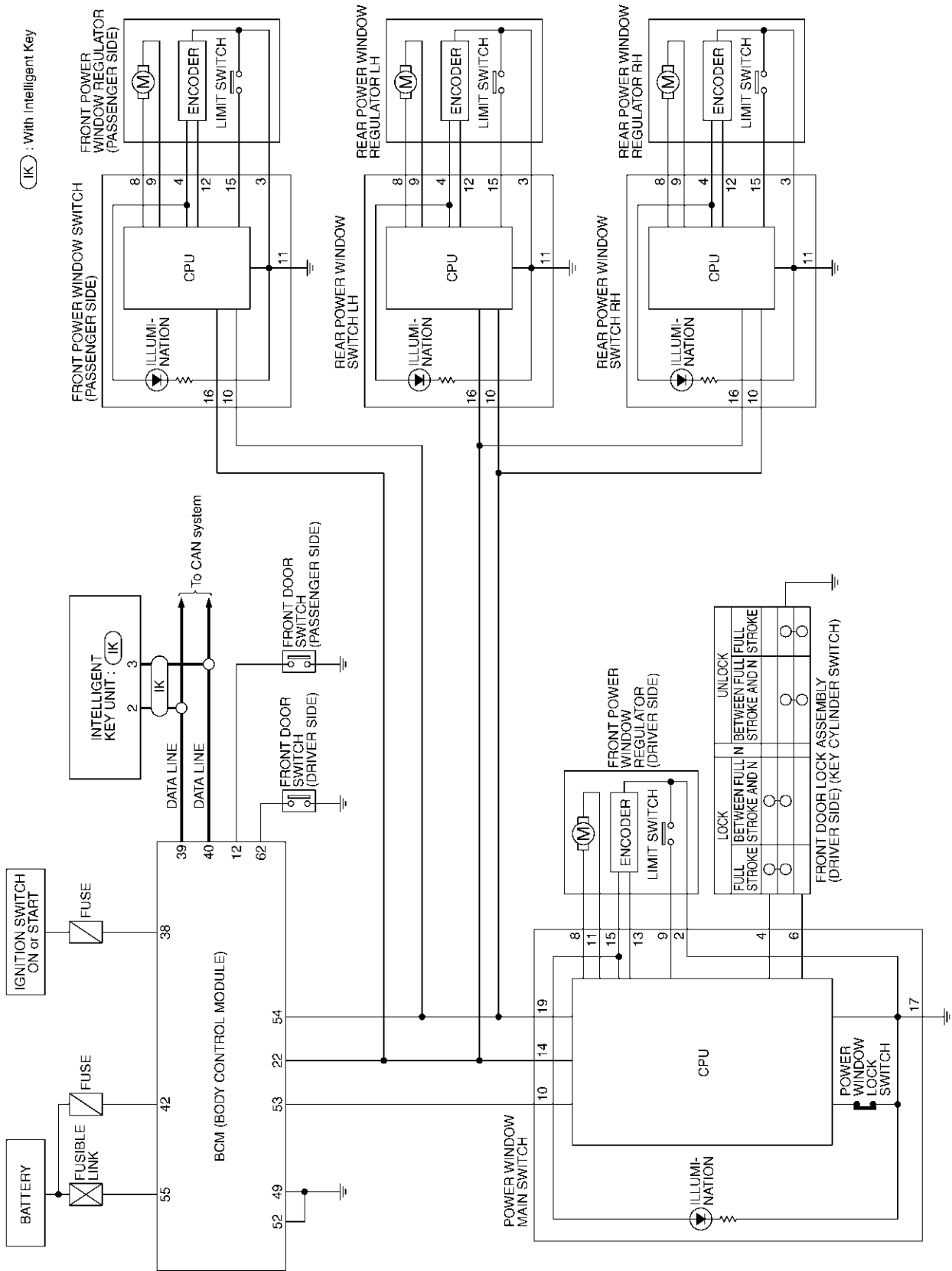
| Terminal | Wire color | Item | Condition | Voltage (V) (Approx.) |
|----------|------------|---|---|---|
| 3 | SB | Limit switch and encoder ground | — | 0 |
| 4 | R | Encoder power supply | When ignition switch ON or power window timer operates | 10 |
| 8 | L | Front passenger side power window motor UP signal | When power window motor is UP at operated. | Battery voltage |
| 9 | G | Front passenger side power window motor DOWN signal | When power window motor is DOWN at operated. | Battery voltage |
| 10 | W | Battery power supply | — | Battery voltage |
| 11 | B | Ground | — | 0 |
| 12 | PU | Encoder pulse signal | When power window motor operates. |  <p style="text-align: right; font-size: small;">OCC3383D</p> |
| 15 | GY | Limit switch signal | Passenger side door window is between fully-open and just before fully-closed position (ON) | 0 |
| | | | Passenger side door window is between just before fully-closed position and fully-closed position (OFF) | 5 |
| 16 | Y | Power window serial link | IGN SW ON or power window timer operating. |  <p style="text-align: right; font-size: small;">PIIA2344J</p> |

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POWER WINDOW SYSTEM

Schematic (With Front and Rear Power Window Anti-pinch System)

AI5003DE



TIWM0350E

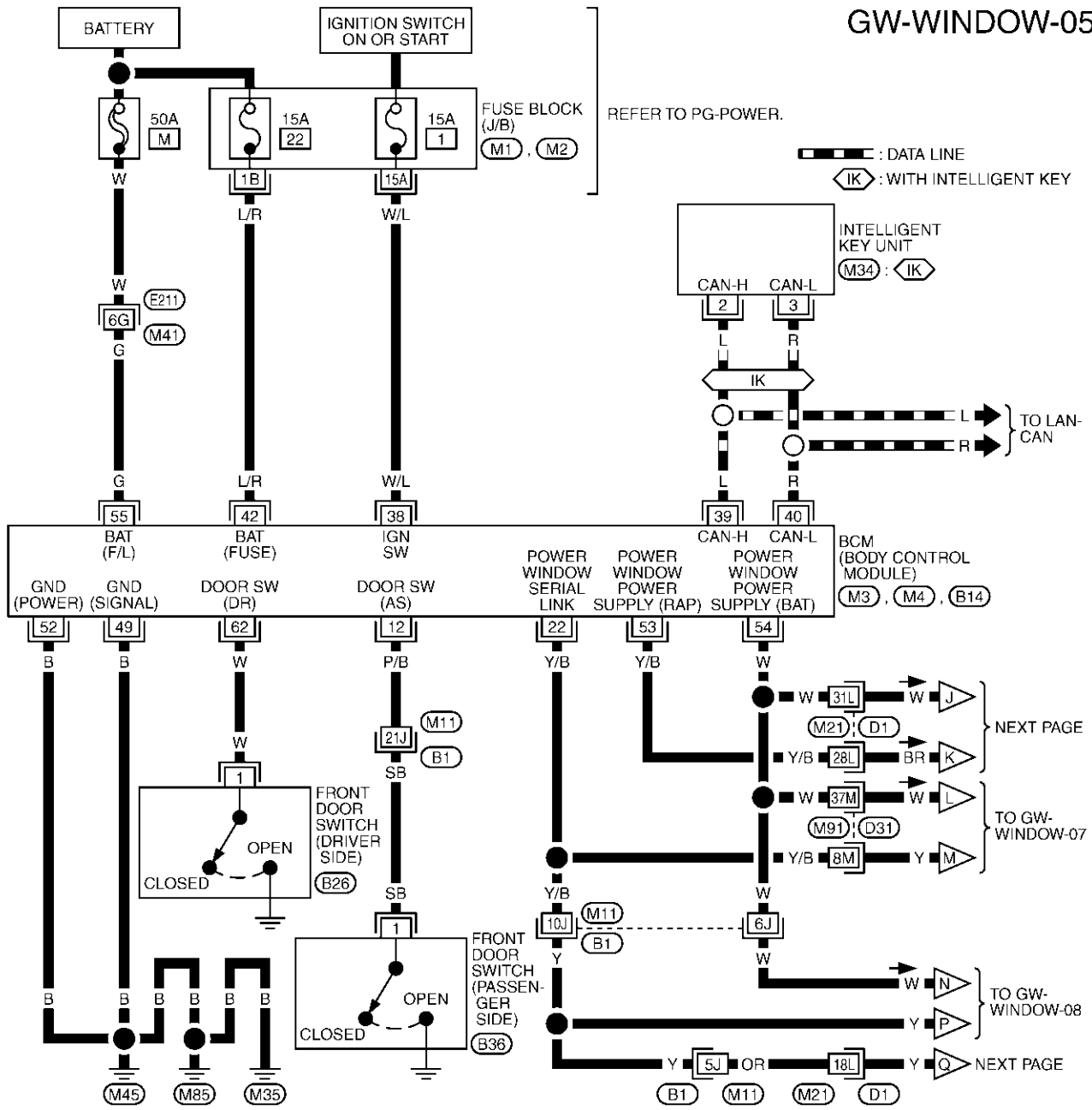
POWER WINDOW SYSTEM

Wiring Diagram – WINDOW – (With Front and Rear Power Window Anti-pinch System)

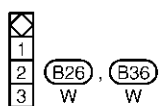
AIS003DF

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GW-WINDOW-05



GW



REFER TO THE FOLLOWING.

(E21), (B1), (D1), (D31)
 -SUPER MULTIPLE JUNCTION (SMJ)

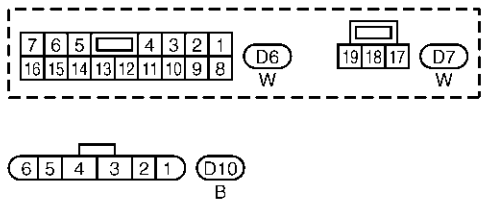
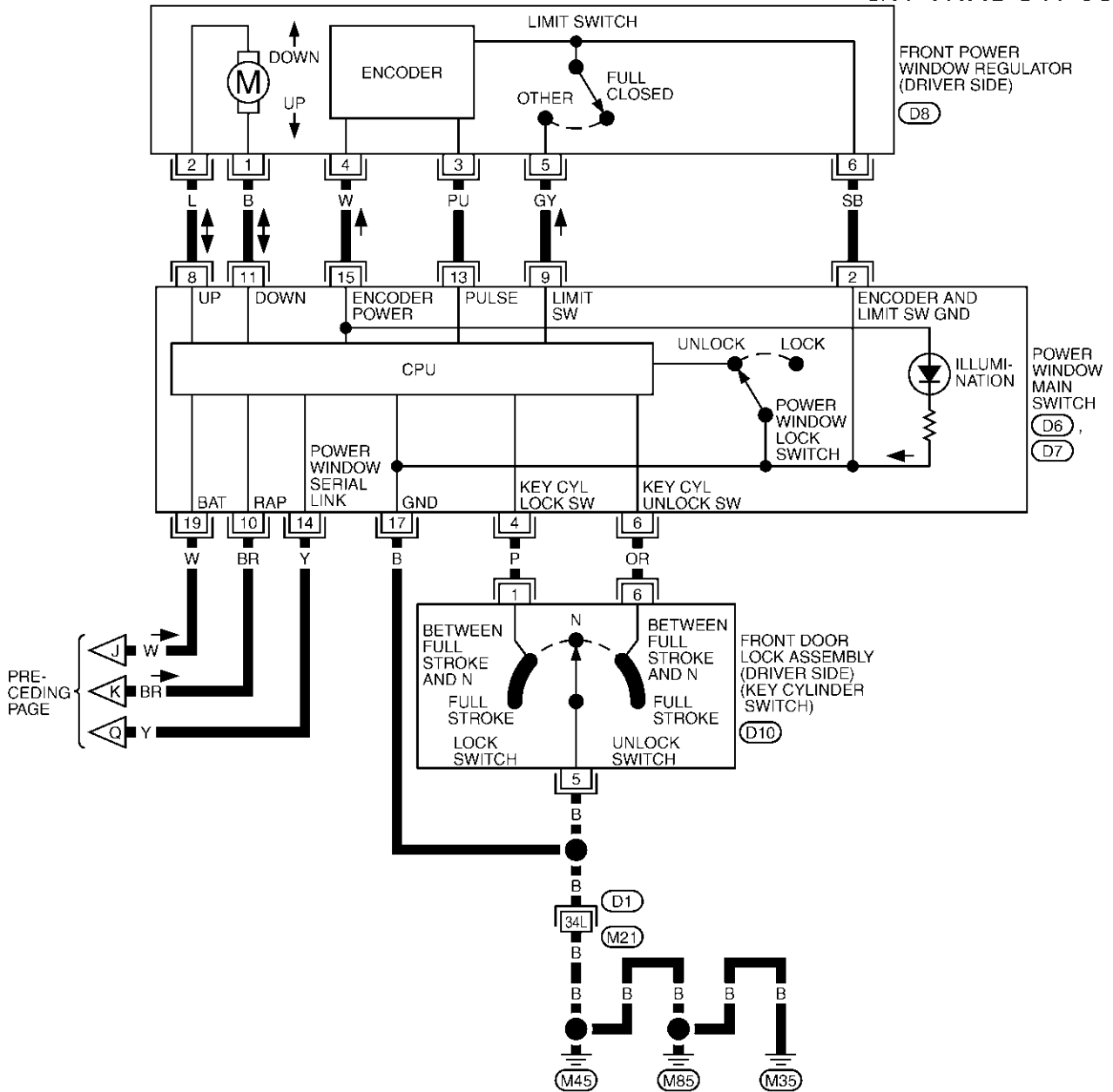
(M1), (M2) -FUSE BLOCK-JUNCTION BOX (J/B)

(M3), (M4), (M34), (B14)
 -ELECTRICAL UNITS

T1WM0351E

POWER WINDOW SYSTEM

GW-WINDOW-06



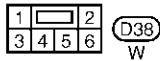
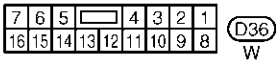
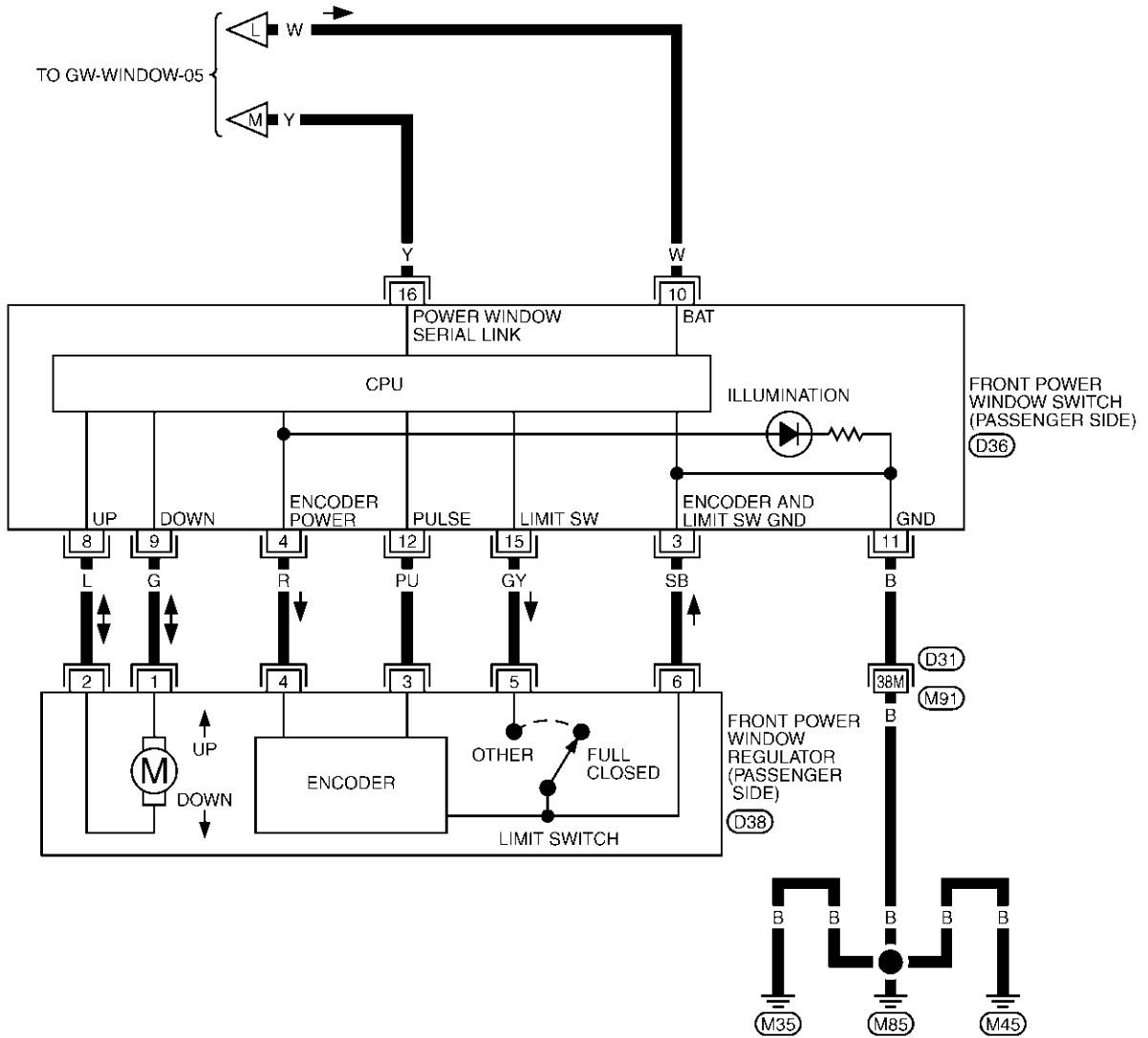
REFER TO THE FOLLOWING.
 (D1) -SUPER MULTIPLE JUNCTION (SMJ)

TIWM0352E

POWER WINDOW SYSTEM

GW-WINDOW-07

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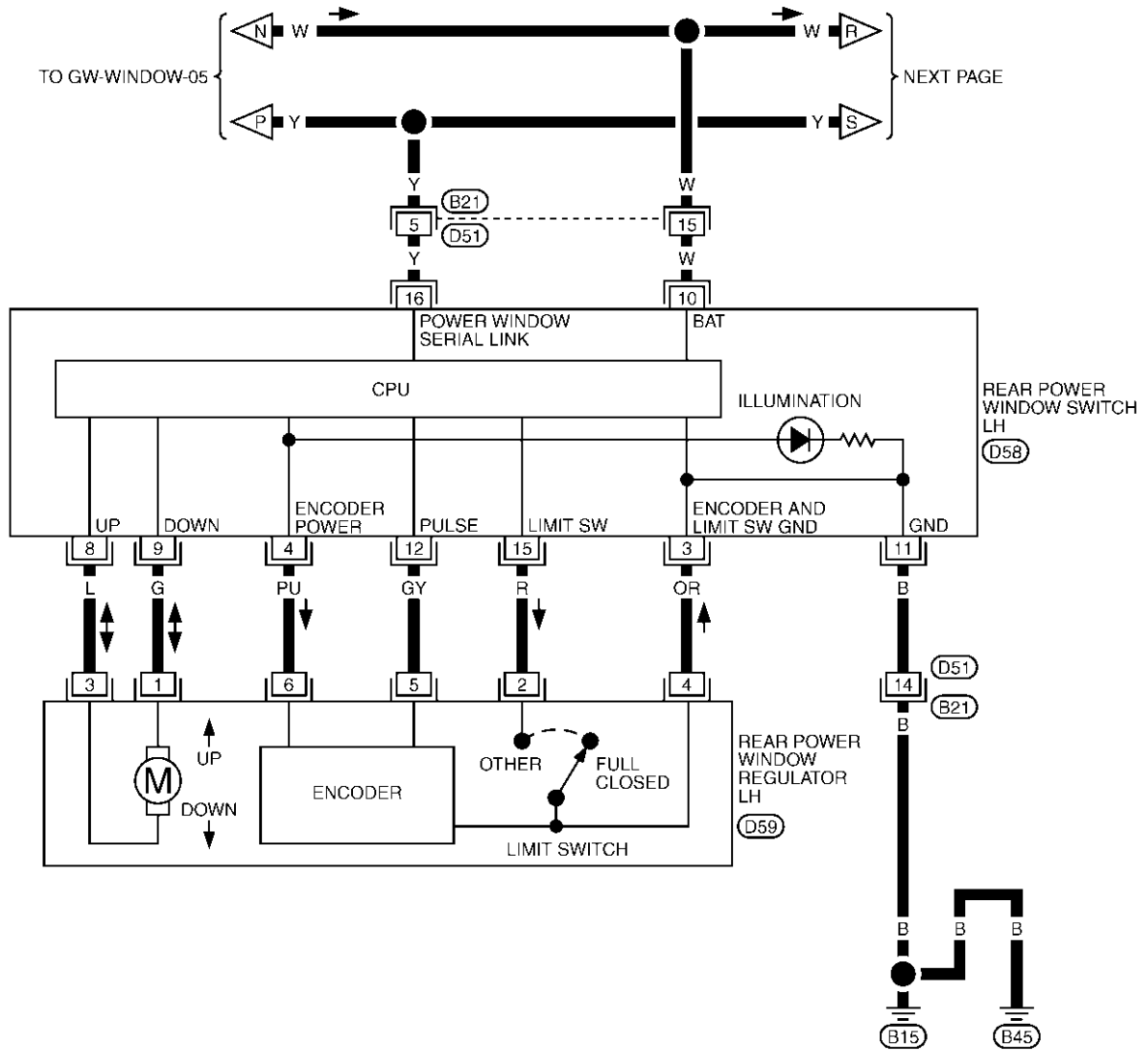


REFER TO THE FOLLOWING.
(D31) -SUPER MULTIPLE JUNCTION (SMJ)

TIWM0353E

POWER WINDOW SYSTEM

GW-WINDOW-08



| | | | | | | | | | |
|----|----|----|----|----|----|----|----|---|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | | |

(B21)
W

| | | | | | | |
|----|----|----|----|----|----|----|
| 7 | 6 | 5 | 4 | 3 | 2 | 1 |
| 16 | 15 | 14 | 13 | 12 | 11 | 10 |
| 9 | 8 | | | | | |

(D58)
W

| | | |
|---|---|---|
| 1 | 2 | 3 |
| 4 | 5 | 6 |

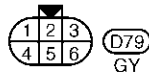
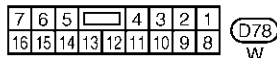
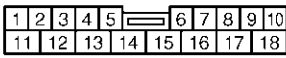
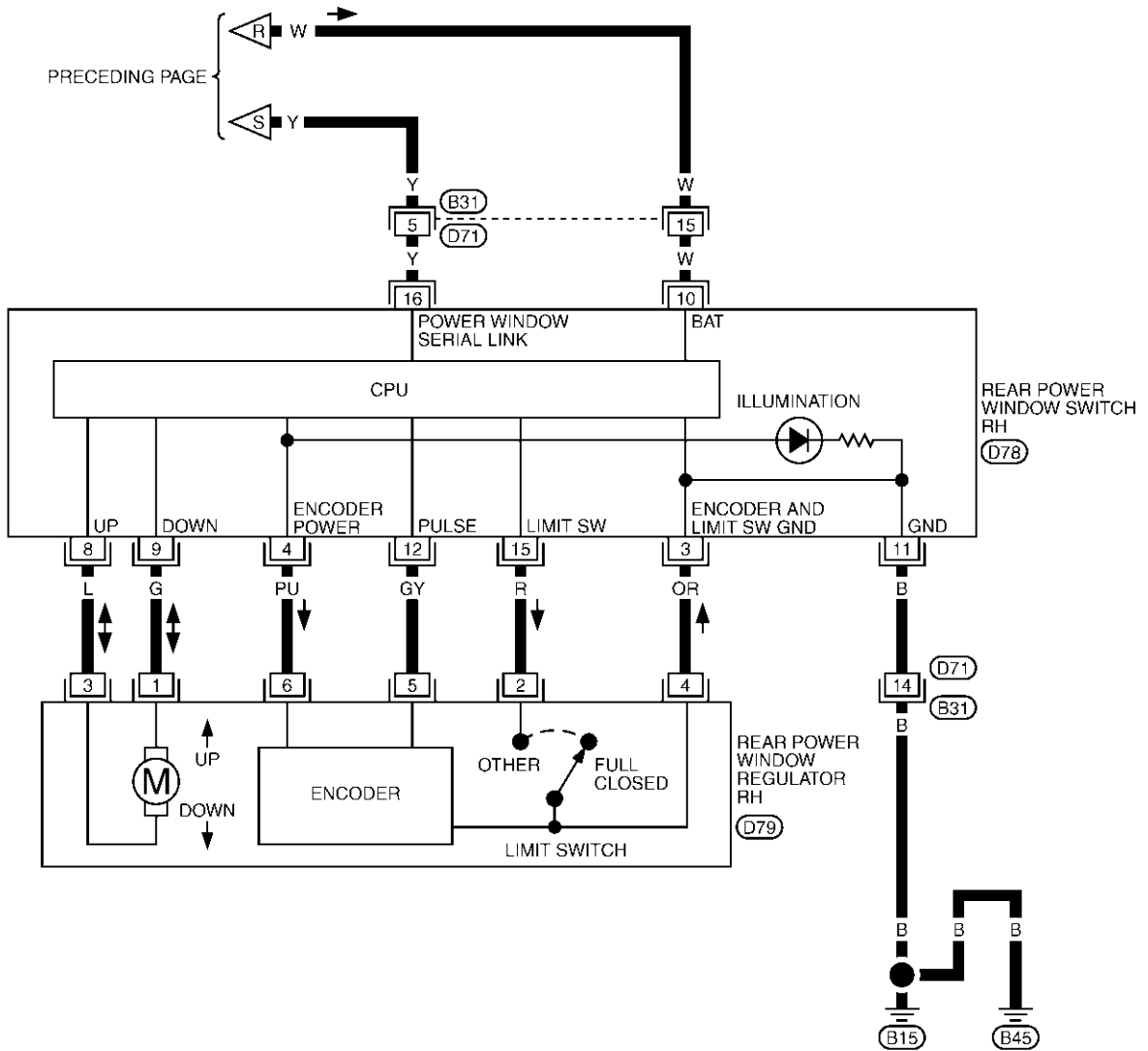
(D59)
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TIWM0354E

POWER WINDOW SYSTEM

GW-WINDOW-09

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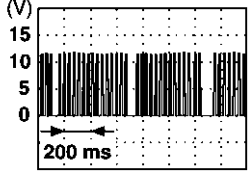


TIWM0355E

POWER WINDOW SYSTEM

Terminal and Reference Value for BCM / With Front and Rear Power Window Anti-pinch

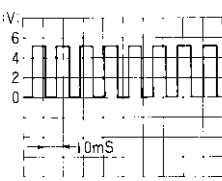
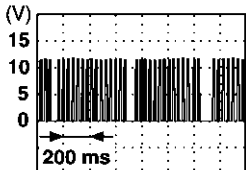
AIS003DG

| Terminal | Wire color | Item | Condition | Voltage (V) (Approx.) |
|----------|------------|--|---|---|
| 12 | P/B | Front door switch passenger side signal | ON (Open) | 0 |
| | | | OFF (Close) | Battery voltage |
| 22 | Y/B | Power window serial link | IGN SW ON or power window timer operating. |  |
| 38 | W/L | Ignition switch (ON or START) | Ignition switch (ON or START position) | Battery voltage |
| 39 | L | CAN - H | — | 0 |
| 40 | R | CAN - L | — | 0 |
| 42 | L/R | Battery power supply | — | Battery voltage |
| 49 | B | Ground (signal) | — | 0 |
| 52 | B | Ground (power) | — | 0 |
| 53 | Y/B | Rap signal | IGN SW ON | Battery voltage |
| | | | Within 45 second after ignition switch is turned to OFF | Battery voltage |
| | | | When driver side or passenger side door is open in power win- dow timer is operates | 0 |
| 54 | W | Power window power supply | — | Battery voltage |
| 55 | G | Battery power supply | — | Battery voltage |
| 62 | W | Front door switch driver side signal | ON (Open) | 0 |
| | | | OFF (Close) | Battery voltage |

POWER WINDOW SYSTEM

Terminal and Reference Value for Power Window Main Switch / With Front and Rear Power Window Anti-pinch System

AIS003DH

| Terminal | Wire color | Item | Condition | Voltage (V) (Approx.) |
|----------|------------|---|---|---|
| 2 | SB | Limit switch and encoder ground | — | 0 |
| 4 | P | Door key cylinder switch LOCK signal | Key position (Neutral → Locked) | 5 → 0 |
| 6 | OR | Door key cylinder switch UNLOCK signal | Key position (Neutral → Unlocked) | 5 → 0 |
| 8 | L | Front driver side power window motor UP signal | When front LH switch in power window main switch is UP at operated. | Battery voltage |
| 9 | GY | Limit switch signal | Driver side door window is between fully-open and just before fully- closed position (ON). | 0 |
| | | | Driver side door window is between just before fully-closed position and fully-closed position (OFF). | 5 |
| 10 | BR | Rap signal | IGN SW ON | Battery voltage |
| | | | Within 45 second after ignition switch is turned to OFF | Battery voltage |
| | | | When driver side or passenger side door is open in power window timer is operates | 0 |
| 11 | B | Front driver side power window motor DOWN signal | When front LH switch in power window main switch is DOWN at operated. | Battery voltage |
| 13 | PU | Encoder pulse signal | When power window motor oper- ates. |  <small>OCC3383D</small> |
| 14 | Y | Power window serial link | IGN SW ON or power window timer operating. |  <small>PIIA2344J</small> |
| 15 | W | Encoder power supply | When ignition switch ON or power window timer operates. | 10 |
| 17 | B | Ground | — | 0 |
| 19 | W | Battery power supply | — | Battery voltage |

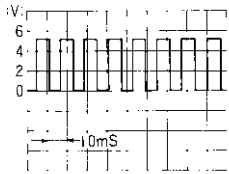
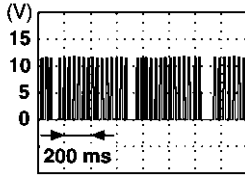
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GW

POWER WINDOW SYSTEM

Terminal and Reference Value for (Front and Rear) Power Window Switch / With Front and Rear Window Anti-pinch System

AIS003DI

| Terminal | Wire color | Item | Condition | Voltage (V) (Approx.) |
|----------|-------------|---------------------------------|--|---|
| 3 | SB (OR) | Limit switch and encoder ground | — | 0 |
| 4 | R (PU) | Encoder power supply | When ignition switch ON or power window timer operates | 10 |
| 8 | L | Power window motor UP signal | When power window motor is UP at operated. | Battery voltage |
| 9 | G | Power window motor DOWN signal | When power window motor is DOWN at operated. | Battery voltage |
| 10 | W | Battery power supply | — | Battery voltage |
| 11 | B | Ground | — | 0 |
| 12 | PU (G/Y) | Encoder pulse signal | When power window motor operates. |  <p style="text-align: right; font-size: small;">OCC3383D</p> |
| 15 | GY (R) | Limit switch signal | Door window is between fully-open and just before fully-closed position (ON) | 0 |
| | | | Door window is between just before fully-closed position and fully-closed position (OFF) | 5 |
| 16 | Y | Power window serial link | IGN SW ON or power window timer operating. |  <p style="text-align: right; font-size: small;">PIIA2344J</p> |

(): Rear power window switch (LH or RH)

Work Flow

AIS003DJ

1. Check the symptom and customer's requests.
2. Understand the outline of system. Refer to [GW-16, "System Description"](#)
3. According to the trouble diagnosis chart, repair or replace the cause of the malfunction.
Refer to [GW-55, "Trouble Diagnosis Symptom Chart / With Front Power Window Anti-pinch System"](#) or [GW-56, "Trouble Diagnosis Symptom Chart / With Front and Rear Power Window Anti-pinch System"](#)
4. Does power window system operate normally? Yes, GO TO 5, If No, GO TO 3.
5. INSPECTION END

POWER WINDOW SYSTEM

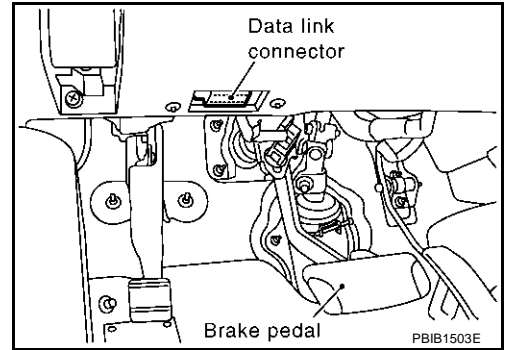
CONSULT-II Inspection Procedure

AIS003DK

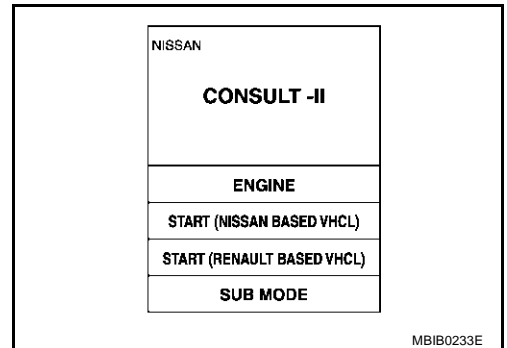
CAUTION:

If CONSULT-II is used with no connection of CONSULT-II CONVERTER, malfunctions might be detected in self-diagnosis depending on control unit which carry out CAN communication.

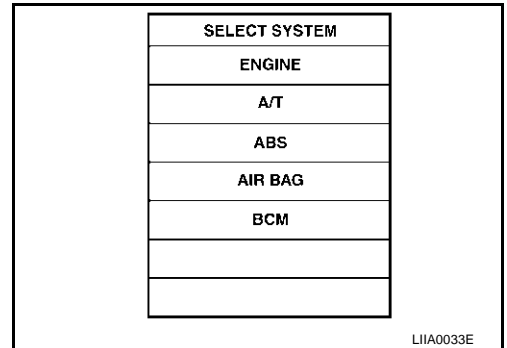
1. Turn ignition switch "ON".
2. Connect "CONSULT-II and CONSULT-II CONVERTER" to the data link connector.



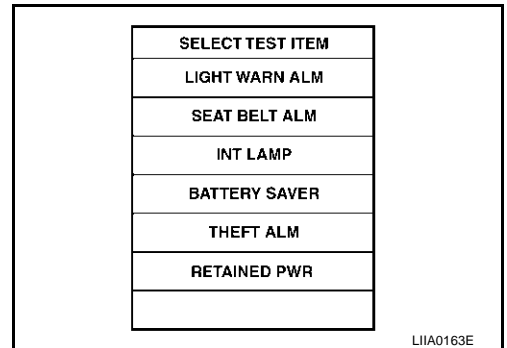
3. Turn ignition switch "ON".
4. Touch "START (NISSAN BASED VHCL)".



5. Touch "BCM".
If "BCM" is not indicated, go to Refer to [GI-40](#) , "CONSULT-II Date Link Connector (DLC) Circuit"



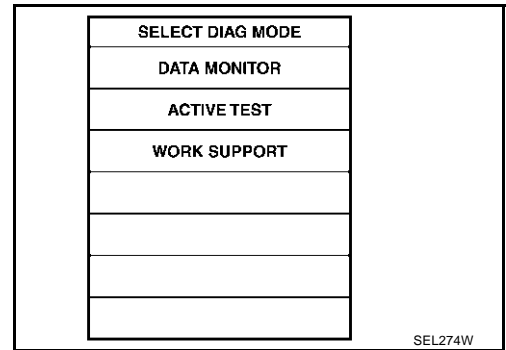
6. Touch "RETAINED PWR".



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POWER WINDOW SYSTEM

7. Select diagnosis mode. "ACTIVE TEST", "WORK SUPPORT" and "DATA MONITOR" are available.



ACTIVE TEST

| Test Item | Description |
|--------------|--|
| RETAINED PWR | <p>This test is able to supply RAP signal (power) from BCM (body control module) to power window system and power sunroof system (if equipped). Those systems can be operated when turning on "RETAINED PWR" on CONSULT-II screen even if the ignition switch is turned OFF.</p> <p>NOTE: During this test, CONSULT-II can be operated with ignition switch in "OFF" position. "RETAINED PWR" should be turned "ON" or "OFF" on CONSULT-II screen when ignition switch is ON. Then turn ignition switch OFF to check retained power operation. CONSULT-II might be stuck if "RETAINED PWR" is turned to "ON" or "OFF" on CONSULT-II screen when ignition switch is OFF.</p> |

WORK SUPPORT

| Work item | Description |
|--------------|---|
| RETAINED PWR | <p>Rap signal's power supply period can be changed by mode setting. Selects rap signal's power supply period between three steps</p> <ul style="list-style-type: none"> ● MODE1 (45 sec.) / MODE2 (OFF) / MODE 3 (2 min.). |

DATE MONITOR

| Work item | Description |
|------------|--|
| IGN ON SW | Indicates (ON / OFF) condition of ignition switch |
| DOOR SW-DR | Indicates (ON / OFF) condition of front door switch driver side |
| DOOR SW-AS | Indicates (ON / OFF) condition of front door switch passenger side |

POWER WINDOW SYSTEM

Trouble Diagnosis Symptom Chart / With Front Power Window Anti-pinch System

AIS003DL

- Make sure other systems using the signal of the following systems operate normally.

| Symptom | Repair order | Refer to page |
|---|--|------------------------|
| None of the power windows can be operated using any switch. | 1. BCM power supply and ground circuit check | GW-57 |
| | 2. Power window main power supply and ground circuit check | GW-58 |
| | 3. Power window serial link check | GW-85 |
| Driver side power window alone does not operated. | 1. Front power window regulator (driver side) circuit check | GW-61 |
| | 2. Replace power window main switch | EI-35 |
| Front passenger side power window alone does not operated. | 1. Front power window switch (passenger side) power and ground circuit check | GW-59 |
| | 2. Power window serial link check | GW-85 |
| | 3. Front power window regulator (passenger side) circuit check | GW-62 |
| | 4. Replace BCM | BCS-28 |
| Rear LH side power window alone does not operated | 1. Rear power window regulator (LH) circuit check | GW-63 |
| Rear RH side power window alone does not operated | 1. Rear power window regulator (RH) circuit check | GW-65 |
| Anti-pinch system does not operate normally (driver side) | 1. Door window sliding part malfunction <ul style="list-style-type: none"> ● A foreign material adheres to window glass or glass run rubber. ● Glass run rubber wear or deformation. ● Sash is tilted too much, or no enough. | — |
| | 2. Limit switch adjusting | GW-92 |
| | 3. Limit switch circuit check (driver side) | GW-69 |
| | 4. Encoder circuit check (driver side) | GW-75 |
| Anti-pinch system does not operate normally (passenger side) | 1. Door window sliding part malfunction <ul style="list-style-type: none"> ● A foreign material adheres to window glass or glass run rubber. ● Glass run rubber wear or deformation. ● Sash is tilted too much, or no enough. | — |
| | 2. Limit switch adjusting | GW-92 |
| | 3. Limit switch circuit check (passenger side) | GW-71 |
| | 4. Encoder circuit check (passenger side) | GW-77 |
| Power window retained power operation does not operate properly | 1. Check the retained power operation mode setting. | GW-54 |
| | 2. Door switch check | GW-81 |
| | 3. Replace BCM. | BCS-28 |
| Does not operate by key cylinder switch | 1. Door key cylinder switch check | GW-83 |
| | 2. Replace power window main switch | EI-35 |
| Power window lock switch does not function | 1. Power window lock switch check | GW-87 |
| Auto operation does not operate but manual operates normally (driver side) | 1. Encoder circuit check (driver side) | GW-75 |
| | 2. Replace power window main switch. | EI-35 |
| Auto operation does not operate but manual operates normally (passenger side) | 1. Encoder circuit check (passenger side) | GW-77 |
| | 2. Replace front power window switch (passenger side) | EI-35 |

POWER WINDOW SYSTEM

Trouble Diagnosis Symptom Chart / With Front and Rear Power Window Anti-pinch System

AIS003DM

- Make sure other systems using the signal of the following systems operate normally.

| Symptom | Repair order | Refer to page |
|--|---|------------------------|
| None of the power windows can be operated using any switch. | 1. BCM power supply and ground circuit check | GW-57 |
| | 2. Power window main switch power supply and ground circuit check | GW-58 |
| | 3. Power window serial link check | GW-77 |
| Driver side power window alone does not operated. | 1. Front power window regulator (driver side) circuit check | GW-61 |
| | 2. Replace power window main switch | EI-35 |
| Front passenger side power window alone does not operated. | 1. Front power window switch (passenger side) power and ground circuit check | GW-59 |
| | 2. Power window serial link check | GW-85 |
| | 3. Front power window regulator (passenger side) circuit check | GW-62 |
| | 4. Replace BCM | BCS-28 |
| Rear LH or RH side power window alone does not operated | 1. Rear power window switch (LH or RH) power and ground circuit check | GW-60 |
| | 2. Power window serial link check | GW-87 |
| | 3. Rear power window regulator (LH or RH) circuit check | GW-68 |
| | 4. Replace rear power window switch (LH or RH) | EI-35 |
| Anti-pinch system does not operate normally (driver side) | 1. Door window sliding part malfunction ● A foreign material adheres to window glass or glass run rubber. ● Glass run rubber wear or deformation. ● Sash is tilted too much, or no enough. | — |
| | 2. Limit switch adjusting | GW-92 |
| | 3. Limit switch circuit check (driver side) | GW-69 |
| | 4. Encoder circuit check (driver side) | GW-75 |
| Anti-pinch system does not operate normally (passenger side) | 1. Door window sliding part malfunction ● A foreign material adheres to window glass or glass run rubber. ● Glass run rubber wear or deformation. ● Sash is tilted too much, or no enough. | — |
| | 2. Limit switch adjusting | GW-92 |
| | 3. Limit switch circuit check (passenger side) | GW-71 |
| | 4. Encoder circuit check (passenger side) | GW-77 |
| Anti-pinch system does not operate normally (rear LH or RH) | 1. Door window sliding part malfunction ● A foreign material adheres to window glass or glass run rubber. ● Glass run rubber wear or deformation. ● Sash is tilted too much, or no enough. | — |
| | 2. Limit switch adjusting | GW-95 |
| | 3. Limit switch circuit check (rear LH or RH) | GW-73 |
| | 4. Encoder circuit check (rear LH or RH) | GW-79 |

POWER WINDOW SYSTEM

| Symptom | Repair order | Refer to page |
|--|---|------------------------|
| Power window retained power operation does not operate properly | 1. Check the retained power operation mode setting. | GW-54 |
| | 2. Door switch check | GW-81 |
| | 3. Replace BCM. | BCS-28 |
| Does not operate by key cylinder switch | 1. Door key cylinder switch check | GW-83 |
| | 2. Replace power window main switch | EI-35 |
| Power window lock switch does not function | 1. Power window lock switch check | GW-87 |
| Auto operation does not operate but manual operate normally (driver side) | 1. Encoder circuit check (driver side) | GW-75 |
| | 2. Replace power window main switch | EI-35 |
| Auto operation does not operate but manual operate normally (passenger side) | 1. Encoder circuit check (passenger side) | GW-77 |
| | 2. Replace front power window switch (passenger side) | EI-35 |
| Auto operation does not operate but manual operate normally (rear LH or RH) | 1. Encoder circuit check (rear LH or RH) | GW-79 |
| | 2. Replace rear power window switch (LH or RH) | EI-35 |

BCM Power Supply and Ground Circuit Check

AIS003FM

1. CHECK FUSE

- Check 15A fuse [No.1, located in fuse block (J/B)]
- Check 15A fuse [No.22, located in fuse block (J/B)]
- Check 50A fusible link (letter **M** located in the fuse and fusible link box).

NOTE:

Refer to [GW-15, "Component Parts and Harness Connector Location"](#) .

OK or NG

OK >> GO TO 2.

NG >> If fuse is blown out, be sure to eliminate cause of malfunction before installing new fuse. Refer to [PG-3, "POWER SUPPLY ROUTING CIRCUIT"](#) .

2. CHECK POWER SUPPLY CIRCUIT

1. Turn ignition switch ON.
2. Check voltage between BCM connector M3, M4 terminal 38, 42, 55 and ground.

38 (W/L) – Ground : Battery voltage

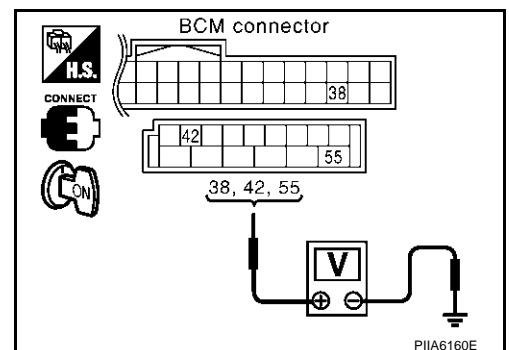
42 (L/R) – Ground : Battery voltage

55 (G) – Ground : Battery voltage

OK or NG

OK >> GO TO 3.

NG >> Check BCM power supply circuit for open or short.



POWER WINDOW SYSTEM

3. CHECK GROUND CIRCUIT

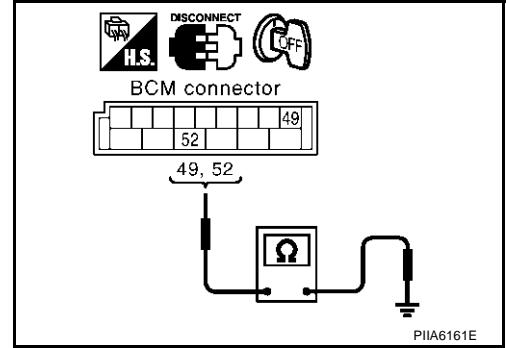
1. Turn ignition switch OFF.
2. Disconnect BCM connector.
3. Check continuity between BCM connector M4 terminal 49, 52 and ground.

49 (B) – Ground : Continuity should exist.

52 (B) – Ground : Continuity should exist.

OK or NG

- OK >> Power supply and ground circuit are OK.
NG >> Check BCM ground circuit for open or short.



Power Window Main Switch Power Supply Circuit Check

AIS003DO

1. CHECK POWER SUPPLY CIRCUIT

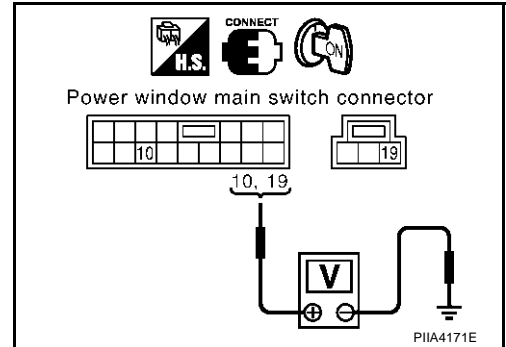
1. Turn ignition switch ON.
2. Check voltage between power window main switch connector D6, D7 terminal 10, 19 and ground.

10 (BR) – Ground : Battery voltage

19 (W) – Ground : Battery voltage

OK or NG

- OK >> Power window main switch power supply and ground circuit are OK.
NG >> GO TO 2.



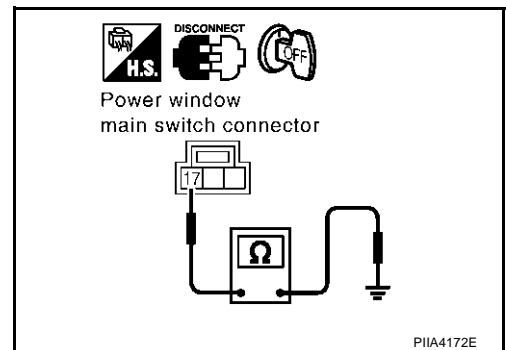
2. CHECK GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect power window main switch connector.
3. Check continuity between power window main switch connector D7 terminal 17 and ground.

17 (B) – Ground : Continuity should exist.

OK or NG

- OK >> GO TO 3.
NG >> Repair or replace harness.



POWER WINDOW SYSTEM

3. CHECK HARNESS CONTINUITY

1. Disconnect BCM connector.
2. Check continuity between BCM connector M4 terminal 53, 54 and power window main switch connector D6, D7 terminal 10, 19.

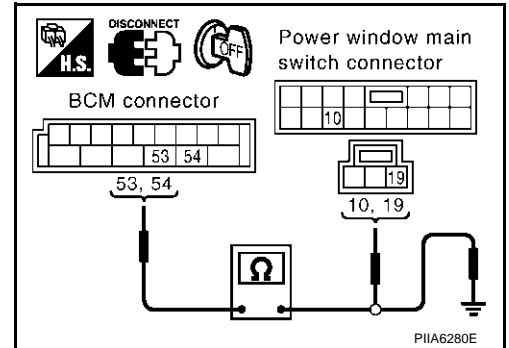
53 (Y/B) – 10 (BR) : Continuity should exist.

54 (W) – 19 (W) : Continuity should exist.

3. Check continuity between BCM connector M4 terminal 53, 54 and ground.

53 (Y/B) – Ground : Continuity should not exist.

54 (W) – Ground : Continuity should not exist.



OK or NG

OK >> GO TO 4.

NG >> Repair or replace harness.

4. CHECK BCM OUTPUT SIGNAL

1. Connect BCM connector.
2. Turn ignition switch ON.
3. Check voltage between BCM connector M4 terminal 53, 54 and ground.

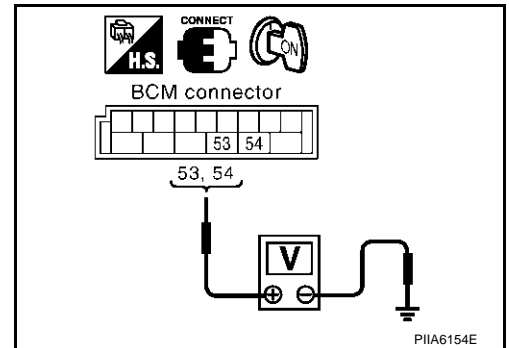
53 (Y/B) – Ground : Battery voltage

54 (W) – Ground : Battery voltage

OK or NG

OK >> Check condition of harness and connector.

NG >> Replace BCM.



Front Power Window Switch (Passenger Side) Power Supply and Ground Circuit Check

AIS003DP

1. CHECK POWER SUPPLY CIRCUIT

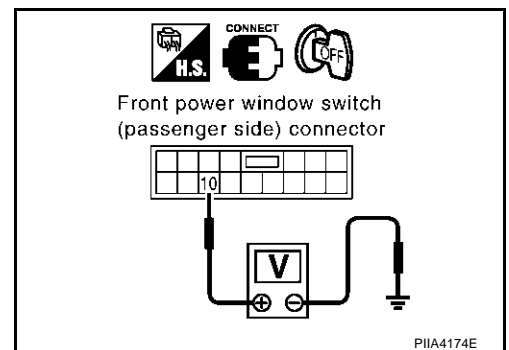
Check voltage between front power window switch (passenger side) connector D36 terminal 10 and ground.

10 (W) – Ground : Battery voltage

OK or NG

OK >> Front power window switch (passenger side) power supply and ground circuit are OK.

NG >> GO TO 2.



POWER WINDOW SYSTEM

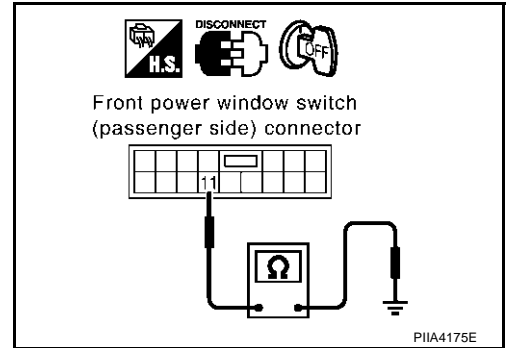
2. CHECK GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect front power window switch (passenger side) connector.
3. Check continuity between front power window switch (passenger side) connector D36 terminal 11 and ground.

11 (B) – Ground : Continuity should exist.

OK or NG

- OK >> GO TO 3.
NG >> Repair or replace harness.



3. CHECK HARNESS CONTINUITY

1. Disconnect BCM connector.
2. Check continuity between BCM connector M4 terminal 54 and front power window switch (passenger side) connector D36 terminal 10.

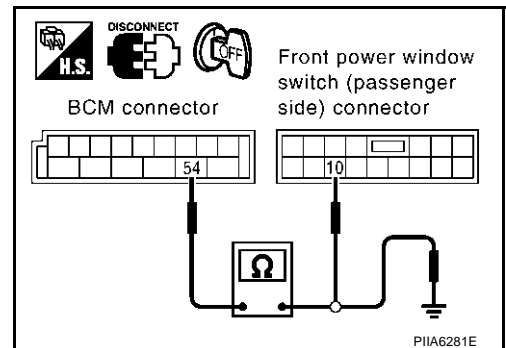
54 (W) – 10 (W) : Continuity should exist.

3. Check continuity between BCM connector M4 terminal 54 and ground.

54 (W) – Ground : Continuity should not exist.

OK or NG

- OK >> Check condition of harness and connector.
NG >> Repair or replace harness between BCM and front power window switch (passenger side).



Rear Power Window Switch (LH or RH) Power Supply and Ground Circuit Check / With Front and Rear Power Window Anti-pinch System

AIS003DQ

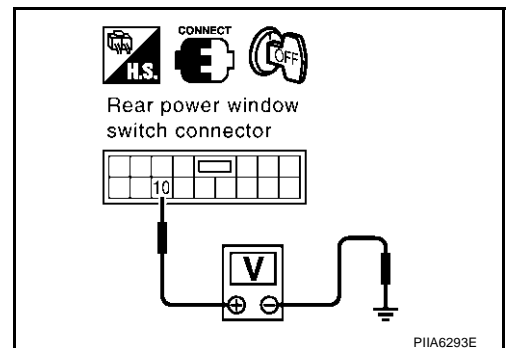
1. CHECK POWER SUPPLY

Check voltage between front power window switch (LH or RH) connector D58 (LH), D78 (RH) terminal 10 and ground.

10 (W) – Ground : Battery voltage

OK or NG

- OK >> GO TO 2.
NG >> GO TO 3.



POWER WINDOW SYSTEM

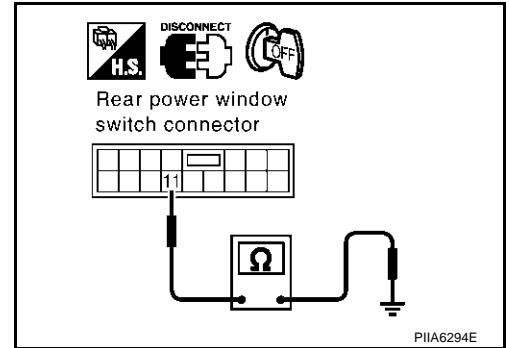
2. CHECK GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect rear power window switch (LH or RH) connector.
3. Check continuity between rear power window switch (LH or RH) connector D58 (LH), D78 (RH) terminal 11 and ground.

11 (B) – Ground : Continuity should exist.

OK or NG

- OK >> Rear power window switch (LH or RH) power supply and ground circuit are OK. Refer to symptom chart.
 NG >> Repair or replace harness.



3. CHECK HARNESS CONTINUITY

1. Turn ignition switch OFF.
2. Disconnect BCM and rear power window switch (LH or RH) connector.
3. Check continuity between BCM connector M4 terminal 54 and rear power window switch (LH or RH) connector D58 (LH), D78 (RH) terminal 10.

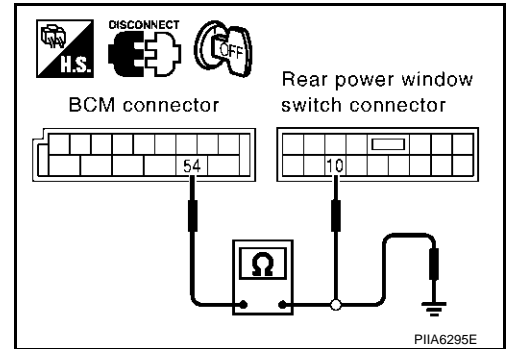
54 (W) – 10 (W) : Continuity should exist.

4. Check continuity between BCM connector M4 terminal 54 and ground.

54 (W) – Ground : Continuity should not exist.

OK or NG

- OK >> Check condition of harness and connector.
 NG >> Repair or replace harness.



Front Power Window Regulator (Driver Side) Circuit Check

AIS003DR

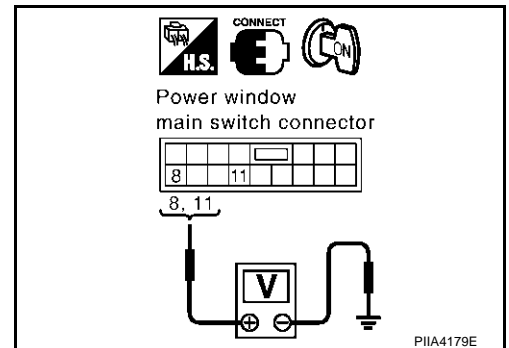
1. CHECK POWER WINDOW MAIN SWITCH OUTPUT SIGNAL

1. Turn ignition switch ON.
2. Check voltage between power window main switch connector and ground.

| Connector | Terminals (Wire color) | | Window condition | Voltage (V) (Approx.) |
|-----------|------------------------|--------|------------------|--------------------------|
| | (+) | (-) | | |
| D6 | 8 (L) | Ground | UP | Battery voltage |
| | | | DOWN | 0 |
| | 11 (B) | | UP | 0 |
| | | | DOWN | Battery voltage |

OK or NG

- OK >> GO TO 2.
 NG >> Replace power window main switch.



POWER WINDOW SYSTEM

2. CHECK HARNESS CONTINUITY

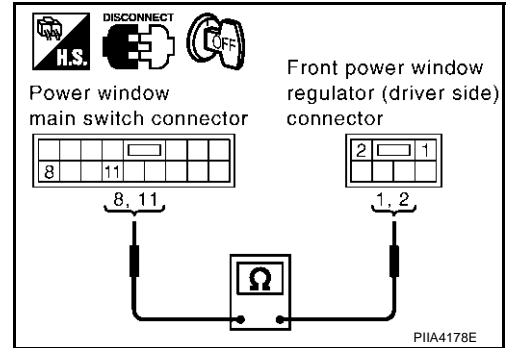
1. Turn ignition switch OFF.
2. Disconnect power window main switch and front power window regulator (driver side) connector.
3. Check continuity between power window main switch connector D6 terminals 8, 11 and front power window regulator (driver side) connector D8 terminals 1, 2.

8 (L) – 2 (L) : Continuity should exist.

11 (B) – 1 (B) : Continuity should exist.

OK or NG

- OK >> Replace front power window regulator (driver side).
 NG >> Repair or replace harness between power window main switch and front power window regulator (driver side).



Front Power Window Regulator (Passenger Side) Circuit Check

AIS003DT

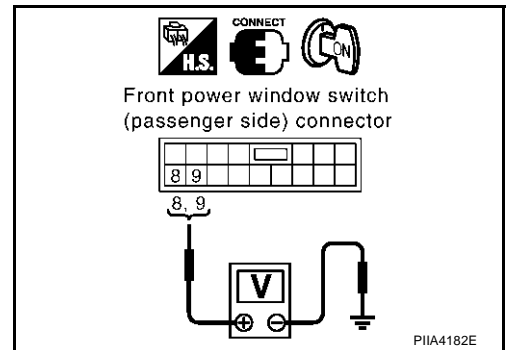
1. CHECK FRONT POWER WINDOW SWITCH (PASSENGER SIDE) OUTPUT SIGNAL

1. Turn ignition switch ON.
2. Check voltage between front power window switch (passenger side) connector and ground.

| Connector | Terminals (Wire color) | | Window condition | Voltage (V) (Approx.) |
|-----------|------------------------|--------|------------------|--------------------------|
| | (+) | (-) | | |
| D36 | 8 (L) | Ground | UP | Battery voltage |
| | | | DOWN | 0 |
| | 9 (G) | | UP | 0 |
| | | | DOWN | Battery voltage |

OK or NG

- OK >> GO TO 2.
 NG >> Replace front power window switch (passenger side).



2. CHECK HARNESS CONTINUITY

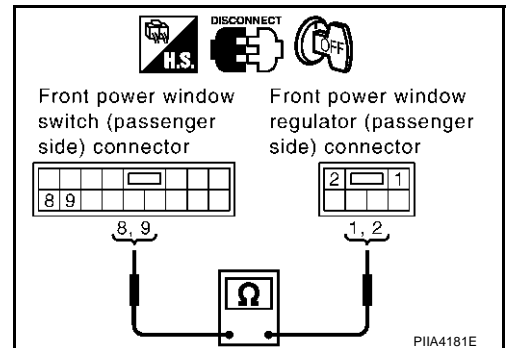
1. Turn ignition switch OFF.
2. Disconnect front power window switch (passenger side) and front power window regulator (passenger side) connector.
3. Check continuity between front power window switch (passenger side) connector D36 terminals 8, 9 and front power window regulator (passenger side) connector D38 terminals 1, 2.

8 (L) – 2 (L) : Continuity should exist.

9 (G) – 1 (G) : Continuity should exist.

OK or NG

- OK >> Replace front power window regulator (passenger side).
 NG >> Repair or replace harness between front power window switch (passenger side) and front power window regulator (passenger side).



POWER WINDOW SYSTEM

Rear Power Window Regulator (LH) Circuit Check / With Front Anti-pinch Power Window System

AIS003DU

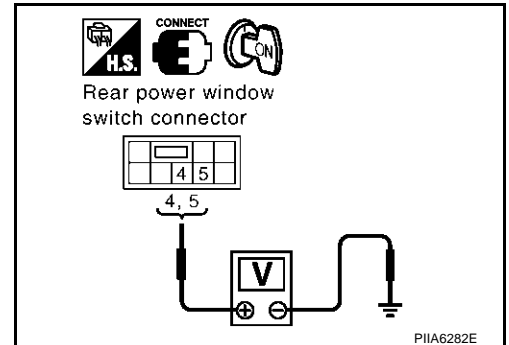
1. CHECK POWER WINDOW SWITCH OUTPUT SIGNAL

1. Turn ignition switch ON.
2. Check voltage between rear power window switch (LH) connector and ground.

| Connector | Terminals (Wire color) | | Window condition | Voltage (V) (Approx.) |
|-----------|------------------------|--------|------------------|--------------------------|
| | (+) | (-) | | |
| D55 | 4 (L) | Ground | UP | 0 |
| | | | DOWN | Battery voltage |
| | 5 (G) | | UP | Battery voltage |
| | | | DOWN | 0 |

OK or NG

- OK >> GO TO 2.
NG >> GO TO 3.



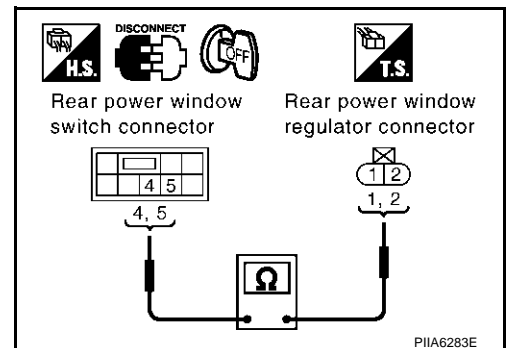
2. CHECK HARNESS CONTINUITY 1

1. Turn ignition switch OFF.
2. Disconnect rear power window switch (LH) and rear power window regulator (LH) connector.
3. Check continuity between rear power window switch (LH) connector D55 terminal 4, 5 and rear power window regulator (LH) connector D56 terminal 1, 2.

4 (L) – 1 (L) : Continuity should exist.
5 (G) – 2 (G) : Continuity should exist.

OK or NG

- OK >> Replace rear power window motor (LH).
NG >> Repair or replace harness between rear power window switch (LH) and rear power window regulator (LH).



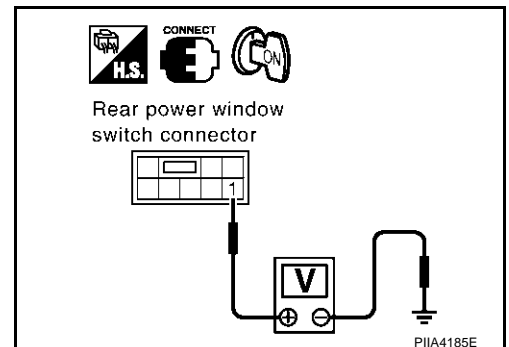
3. CHECK REAR POWER WINDOW SWITCH POWER SUPPLY

1. Connect rear power window switch (LH) connector.
2. Turn ignition switch ON.
3. Check voltage between rear power window switch (LH) connector D55 terminal 1 and ground.

1 (BR) – Ground : Battery voltage

OK or NG

- OK >> GO TO 5.
NG >> GO TO 4.



POWER WINDOW SYSTEM

4. CHECK HARNESS CONTINUITY 2

1. Turn ignition switch OFF.
2. Disconnect BCM and rear power window switch (LH) connector.
3. Check continuity between BCM connector M4 terminal 53 and rear power window switch (LH) connector D55 terminal 1.

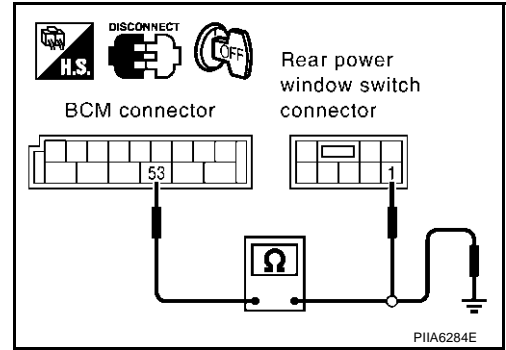
53 (Y/B) – 1 (BR) : Continuity should exist.

4. Check continuity between BCM connector M4 terminal 53 and ground.

53 (Y/B) – Ground : Continuity should not exist.

OK or NG

- OK >> Check condition of harness and connector.
 NG >> Repair or replace harness.



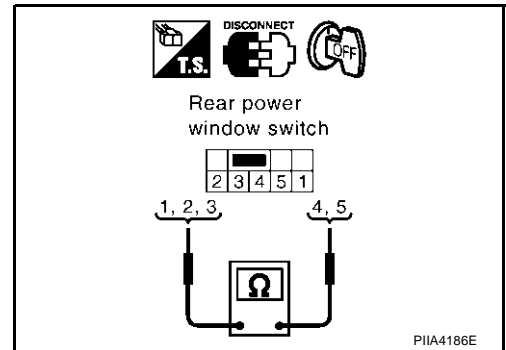
5. CHECK REAR POWER WINDOW SWITCH

1. Turn ignition switch OFF.
2. Disconnect rear power window switch connector.
3. Rear power window switch (LH) operate, check continuity between rear power window switch terminal 1, 2, 3 and 4, 5.

| Terminals | | Window condition | Continuity |
|-----------|---|------------------|------------|
| 1 | 5 | UP | Yes |
| 1 | 4 | DOWN | |
| 2 | 5 | No operation | |
| 3 | 4 | No operation | |

OK or NG

- OK >> GO TO 6.
 NG >> Replace rear power window switch (LH).



6. CHECK HARNESS CONTINUITY 3

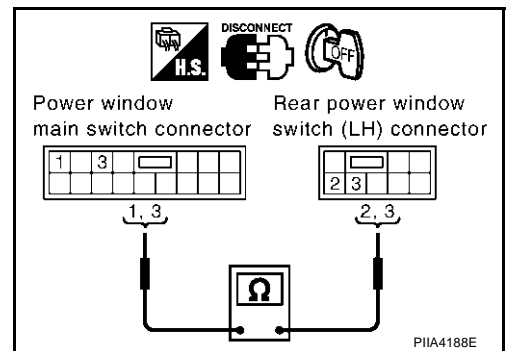
1. Disconnect power window main switch connector.
2. Check continuity between power window main switch connector D6 terminal 1, 3 and rear power window switch (LH) terminal 2, 3.

1 (Y) – 2 (Y) : Continuity should exist.

3 (R) – 3 (R) : Continuity should exist.

OK or NG

- OK >> GO TO 7.
 NG >> Repair or replace harness.

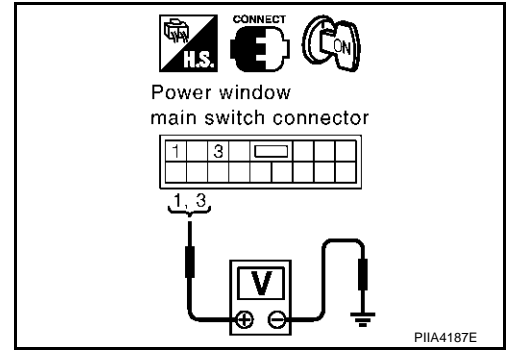


POWER WINDOW SYSTEM

7. CHECK POWER WINDOW MAIN SWITCH OUTPUT SIGNAL

1. Connect power window main switch connector.
2. Turn ignition switch ON.
3. Rear LH switch in power window main switch is operated, check voltage between power window main switch connector and ground.

| Connector | Terminals (Wire color) | | Window condition | Voltage (V) (Approx.) |
|-----------|------------------------|--------|------------------|--------------------------|
| | (+) | (-) | | |
| D6 | 1 (Y) | Ground | UP | Battery voltage |
| | | | DOWN | 0 |
| | 3 (R) | | UP | 0 |
| | | | DOWN | Battery voltage |



OK or NG

- OK >> Check condition of harness and connector.
 NG >> Replace power window main switch.

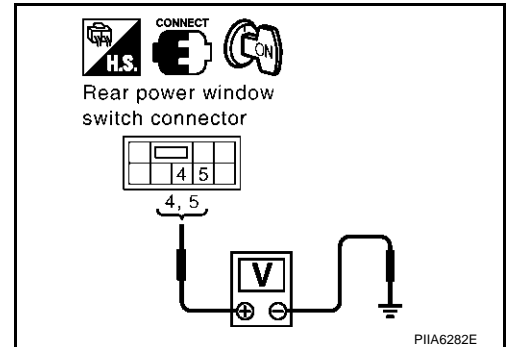
Rear Power Window Regulator (RH) Circuit Check / With Front Anti-pinch Power Window System

AIS003FN

1. CHECK POWER WINDOW SWITCH OUTPUT SIGNAL

1. Turn ignition switch ON.
2. Check voltage between rear power window switch (RH) connector and ground.

| Connector | Terminals (Wire color) | | Window condition | Voltage (V) (Approx.) |
|-----------|------------------------|--------|------------------|--------------------------|
| | (+) | (-) | | |
| D75 | 4 (L) | Ground | UP | 0 |
| | | | DOWN | Battery voltage |
| | 5 (G) | | UP | Battery voltage |
| | | | DOWN | 0 |



OK or NG

- OK >> GO TO 2.
 NG >> GO TO 3.

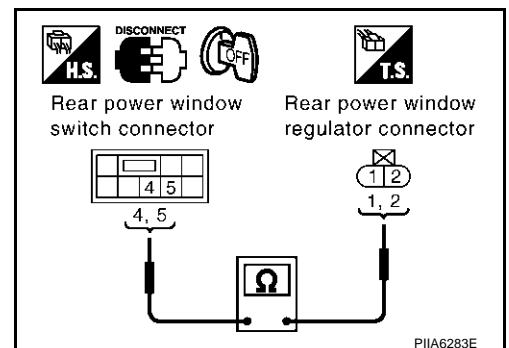
2. CHECK HARNESS CONTINUITY 1

1. Turn ignition switch OFF.
2. Disconnect rear power window switch (RH) and rear power window regulator (RH) connector.
3. Check continuity between rear power window switch (RH) connector D75 terminal 4, 5 and rear power window regulator (RH) connector D76 terminal 1, 2.

- 4 (L) – 1 (L) : Continuity should exist.**
5 (G) – 2 (G) : Continuity should exist.

OK or NG

- OK >> Replace rear power window motor (RH).
 NG >> Repair or replace harness between rear power window switch (RH) and rear power window regulator (RH).



POWER WINDOW SYSTEM

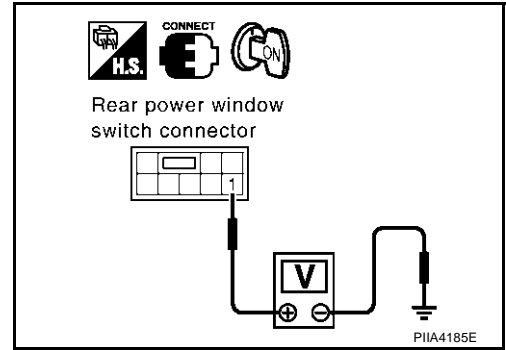
3. CHECK REAR POWER WINDOW SWITCH POWER SUPPLY

1. Connect rear power window switch (RH) connector.
2. Turn ignition switch ON.
3. Check voltage between rear power window switch (RH) connector D75 terminal 1 and ground.

1 (BR) – Ground : Battery voltage

OK or NG

- OK >> GO TO 5.
 NG >> GO TO 4.



4. CHECK HARNESS CONTINUITY 2

1. Turn ignition switch OFF.
2. Disconnect BCM and rear power window switch (RH) connector.
3. Check continuity between BCM connector M4 terminal 53 and rear power window switch (RH) connector D75 terminal 1.

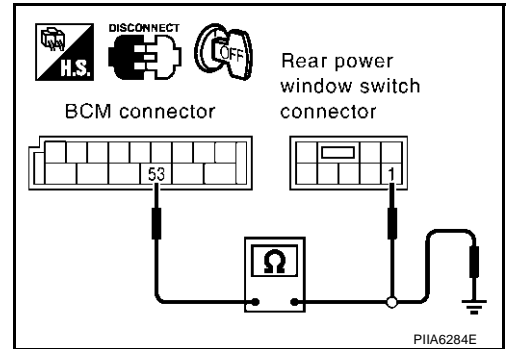
53 (Y/B) – 1 (BR) : Continuity should exist.

4. Check continuity between BCM connector M4 terminal 53 and ground.

53 (Y/B) – Ground : Continuity should not exist.

OK or NG

- OK >> Check condition of harness and connector.
 NG >> Repair or replace harness.



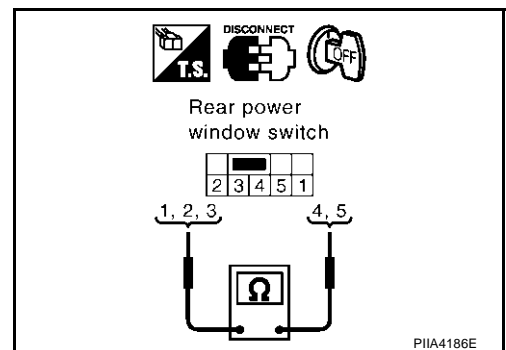
5. CHECK REAR POWER WINDOW SWITCH

1. Turn ignition switch OFF.
2. Disconnect rear power window switch connector.
3. Rear power window switch (RH) operate, check continuity between rear power window switch terminal 1, 2, 3 and 4, 5.

| Terminals | | Window condition | Continuity |
|-----------|---|------------------|------------|
| 1 | 5 | UP | Yes |
| 1 | 4 | DOWN | |
| 2 | 5 | No operation | |
| 3 | 4 | No operation | |

OK or NG

- OK >> GO TO 6.
 NG >> Replace rear power window switch (RH).



POWER WINDOW SYSTEM

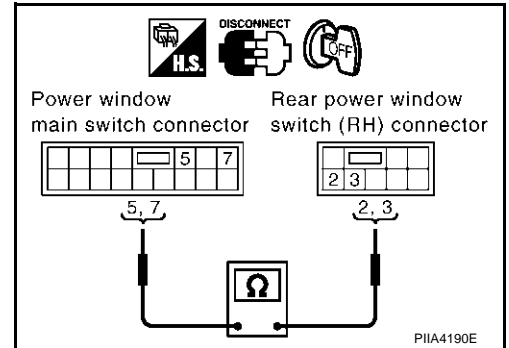
6. CHECK HARNESS CONTINUITY 3

1. Disconnect power window main switch connector.
2. Check continuity between power window main switch connector D6 terminal 5, 7 and rear power window switch (RH) connector D75 terminal 2, 3.

5 (G) – 3 (R) : Continuity should exist.
7 (LG) – 2 (Y) : Continuity should exist.

OK or NG

- OK >> GO TO 7.
 NG >> Repair or replace harness.



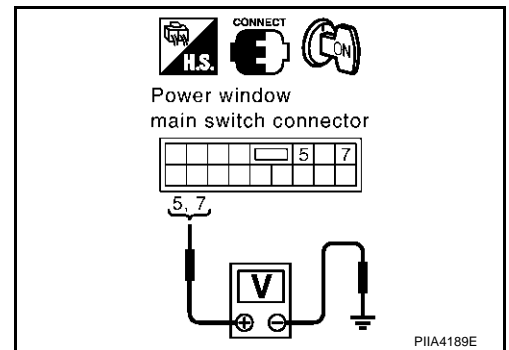
7. CHECK POWER WINDOW MAIN SWITCH OUTPUT SIGNAL

1. Connect power window main switch connector.
2. Turn ignition switch ON.
3. Rear RH switch in power window main switch is operated, check voltage between power window main switch connector and ground.

| Connector | Terminals (Wire color) | | Window condition | Voltage (V) (Approx.) |
|-----------|------------------------|--------|------------------|--------------------------|
| | (+) | (-) | | |
| D6 | 5 (G) | Ground | UP | 0 |
| | | | DOWN | Battery voltage |
| | 7 (LG) | | UP | Battery voltage |
| | | | DOWN | 0 |

OK or NG

- OK >> Check condition of harness and connector.
 NG >> Replace power window main switch.



A
B
C
D
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POWER WINDOW SYSTEM

Rear Power Window Regulator (LH or RH) Circuit Check / With Front and Rear Power Window Anti-pinch System

AIS003DW

1. CHECK REAR POWER WINDOW SWITCH OUTPUT SIGNAL

1. Turn ignition switch ON.
2. Check voltage between rear power window switch (LH or RH) connector and ground.

| Connector | Terminals (Wire color) | | Window condition | Voltage (V) (Approx.) |
|----------------------|------------------------|--------|------------------|--------------------------|
| | (+) | (-) | | |
| D58 (LH) D78 (RH) | 8 (L) | Ground | UP | Battery voltage |
| | | | DOWN | 0 |
| | 9 (G) | | UP | 0 |
| | | | DOWN | Battery voltage |

OK or NG

- OK >> GO TO 2.
 NG >> Replace rear power window switch (LH or RH).

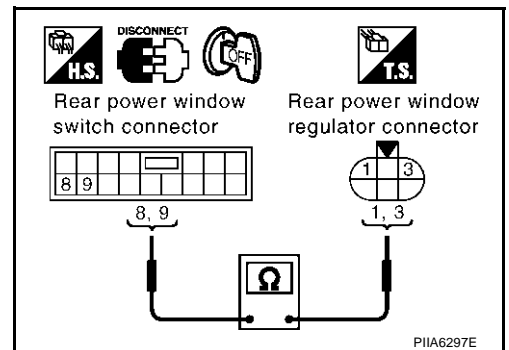
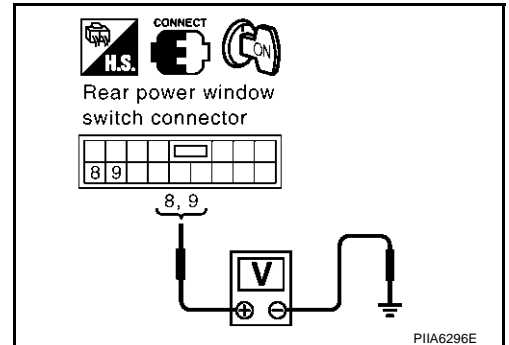
2. CHECK HARNESS CONTINUITY

1. Turn ignition switch OFF.
2. Disconnect rear power window switch (LH or RH) and rear power window regulator (LH or RH) connector.
3. Check continuity between rear power window switch (LH or RH) connector D58 (LH), D78 (RH) terminal 8, 9 and rear power window regulator (LH or RH) connector D59 (LH), D79 (RH) terminal 1, 3.

- 8 (L) – 3 (L) : Continuity should exist.**
9 (G) – 1 (G) : Continuity should exist.

OK or NG

- OK >> Replace rear power window regulator (LH or RH).
 NG >> Repair or replace harness between rear power window switch (LH or RH) and rear power window regulator (LH or RH).



POWER WINDOW SYSTEM

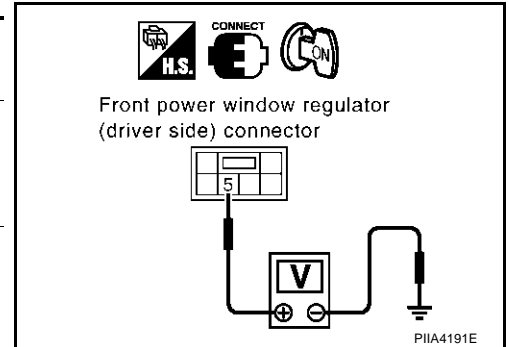
Limit Switch Circuit Check (Driver Side)

AIS003DY

1. CHECK DRIVER DOOR MAIN SWITCH LIMIT SIGNAL

1. Turn ignition switch ON.
2. Check voltage between front power window regulator (driver side) connector and ground.

| Connector | Terminals (Wire color) | | Condition | Voltage (V) (Approx.) |
|-----------|------------------------|--------|--|--------------------------|
| | (+) | (-) | | |
| D8 | 5 (GY) | Ground | Driver side door window is between fully-open and just before fully-closed position (ON) | 0 |
| | | | Driver side door window is between just before fully-closed position and fully-closed position (OFF) | 5 |



OK or NG

- OK >> Limit switch circuit is OK.
 NG >> GO TO 2.

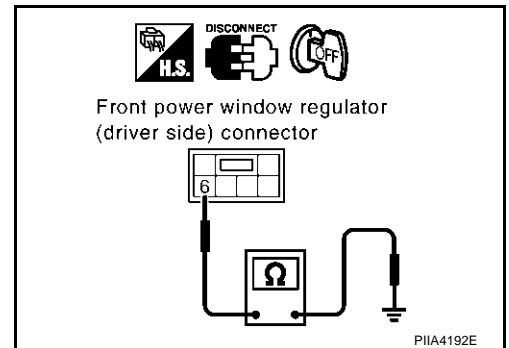
2. CHECK GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect front power window regulator (driver side) connector.
3. Check continuity between front power window regulator (driver side) connector D8 terminal 6 and ground.

6 (SB) – Ground : Continuity should exist.

OK or NG

- OK >> GO TO 4.
 NG >> GO TO 3.



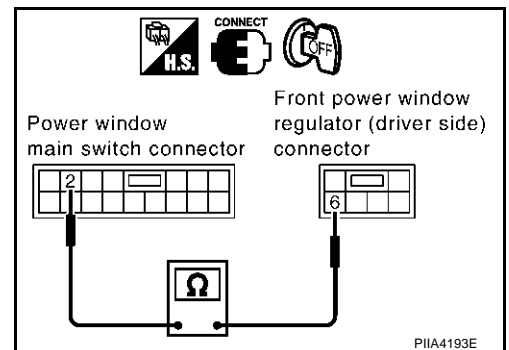
3. CHECK HARNESS CONTINUITY 1

1. Disconnect power window main switch connector.
2. Check continuity between power window main switch connector D6 terminal 2 and front power window regulator (driver side) connector D8 terminal 6.

2 (SB) – 6 (SB) : Continuity should exist.

OK or NG

- OK >> Replace power window main switch.
 NG >> Repair or replace harness between power window main switch and front power window regulator (driver side).



POWER WINDOW SYSTEM

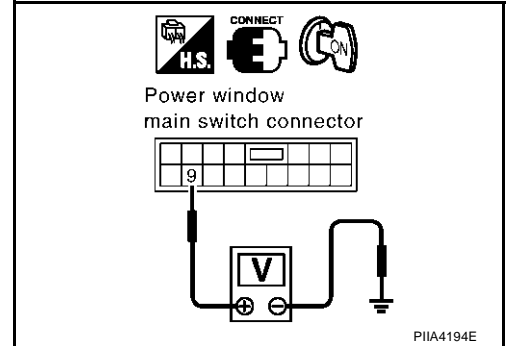
4. CHECK POWER WINDOW MAIN SWITCH OUTPUT SIGNAL

1. Turn ignition switch ON.
2. Check voltage between power window main switch connector D6 terminal 9 and ground.

9 (GY) – Ground : Approx. 5V

OK or NG

- OK >> GO TO 5.
 NG >> Replace power window main switch.



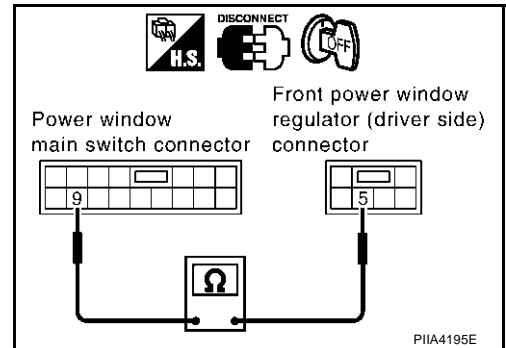
5. CHECK HARNESS CONTINUITY 2

1. Turn ignition switch OFF.
2. Disconnect power window main switch connector.
3. Check continuity between power window main switch connector D6 terminal 9 and front power window regulator connector D8 terminal 5.

9 (GY) – 5 (GY) : Continuity should exist.

OK or NG

- OK >> GO TO 6.
 NG >> Repair or replace harness between power window main switch and front power window regulator (driver side).



6. CHECK LIMIT SWITCH

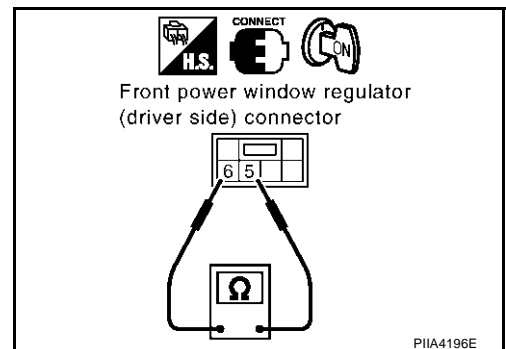
1. Connect front power window regulator (driver side) and power window main switch connector.
2. Turn ignition switch ON.
3. Check continuity between front power window regulator (driver side) connector D8 terminal 5 and 6.

| Connector | Terminals (Wire color) | | Condition | Continuity |
|-----------|------------------------|--------|--|------------|
| D8 | 5 (GY) | 6 (SB) | Driver side door window is between fully-open and just before fully-closed position (ON) | Yes* |
| | | | Driver side door window is between just before fully-closed position and fully-closed position (OFF) | No* |

*: When checking continuity, turn ignition switch OFF.

OK or NG

- OK >> Check condition of harness and connector.
 NG >> Replace front power window motor (driver side).



POWER WINDOW SYSTEM

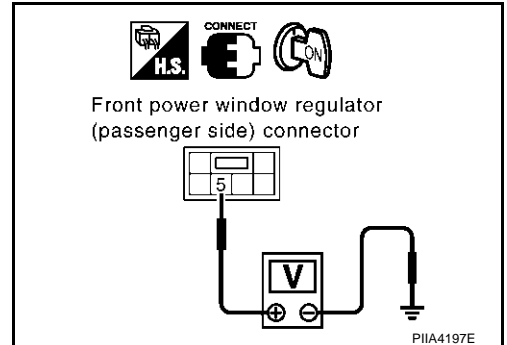
Limit Switch Circuit Check (Passenger Side)

AI5003E0

1. CHECK FRONT POWER WINDOW SWITCH (PASSENGER SIDE) LIMIT SIGNAL

1. Turn ignition switch ON.
2. Check voltage between front power window regulator (passenger side) connector and ground.

| Connector | Terminals (Wire color) | | Condition | Voltage (V) (Approx.) |
|-----------|------------------------|--------|---|--------------------------|
| | (+) | (-) | | |
| D38 | 5 (GY) | Ground | Passenger side door window is between fully-open and just before fully-closed position (ON) | 0 |
| | | | Passenger side door window is between just before fully-closed position and fully-closed position (OFF) | 5 |



OK or NG

- OK >> Limit switch circuit is OK.
 NG >> GO TO 2.

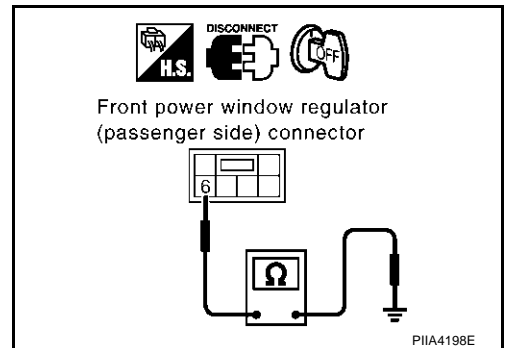
2. CHECK GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect front power window regulator (passenger side) connector.
3. Check continuity between front power window regulator (passenger side) connector D38 terminal 6 and ground.

6 (SB) – Ground : Continuity should exist.

OK or NG

- OK >> GO TO 4.
 NG >> GO TO 3.



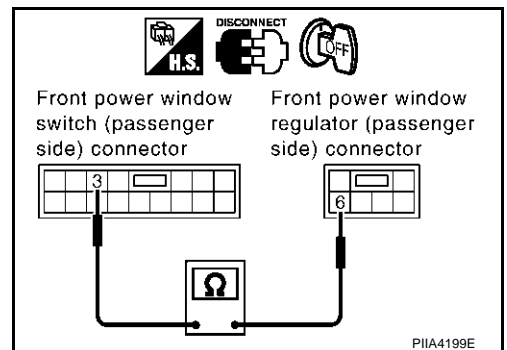
3. CHECK HARNESS CONTINUITY 1

1. Disconnect front power window switch (passenger side) connector.
2. Check continuity between front power window switch (passenger side) connector D36 terminal 3 and front power window regulator (passenger side) connector D38 terminal 6.

3 (SB) – 6 (SB) : Continuity should exist.

OK or NG

- OK >> Replace front power window switch (passenger side).
 NG >> Repair or replace harness between front power window switch (passenger side) and front power window regulator (passenger side).



POWER WINDOW SYSTEM

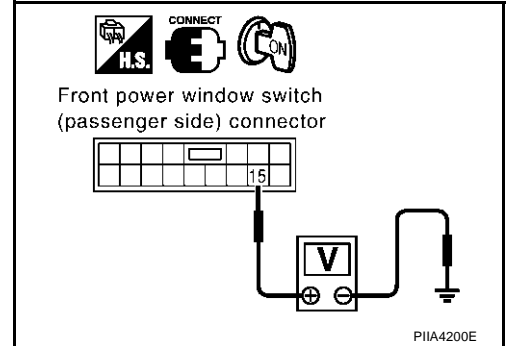
4. CHECK FRONT POWER WINDOW SWITCH (PASSENGER SIDE) OUTPUT SIGNAL

1. Turn ignition switch ON.
2. Check voltage between front power window switch (passenger side) connector D36 terminal 15 and ground.

15 (GY) – Ground : Approx. 5V

OK or NG

- OK >> GO TO 5
 NG >> Replace front power window switch (passenger side).



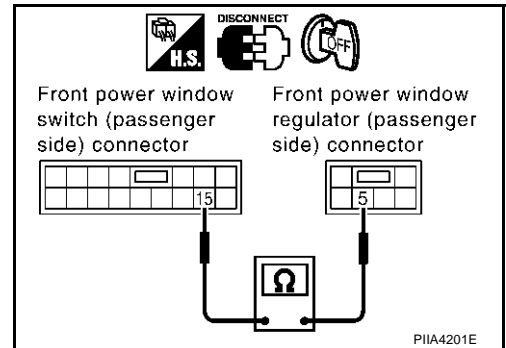
5. CHECK HARNESS CONTINUITY 2

1. Turn ignition switch OFF.
2. Disconnect front power window switch (passenger side) connector.
3. Check continuity between front power window switch (passenger side) connector D36 terminal 15 and front power window regulator (passenger side) connector D38 terminal 5.

15 (GY) – 5 (GY) : Continuity should exist.

OK or NG

- OK >> GO TO 6.
 NG >> Repair or replace harness between front power window switch (passenger side) and front power window regulator (passenger side).



6. CHECK LIMIT SWITCH

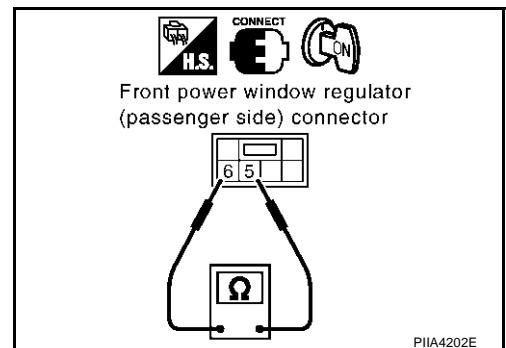
1. Connect front power window regulator (passenger side) and front power window switch (passenger side) connector.
2. Turn ignition switch ON.
3. Check continuity between front power window regulator (passenger side) connector D38 terminal 5 and 6.

| Connector | Terminals (Wire color) | | Condition | Continuity |
|-----------|------------------------|--------|---|------------|
| D38 | 5 (GY) | 6 (SB) | Passenger side door window is between fully-open and just before fully-closed position (ON) | Yes* |
| | | | Passenger side door window is between just before fully-closed position and fully-closed position (OFF) | No* |

*: When checking continuity, turn ignition switch OFF.

OK or NG

- OK >> Check condition of harness and connector.
 NG >> Replace front power window motor (passenger side).



POWER WINDOW SYSTEM

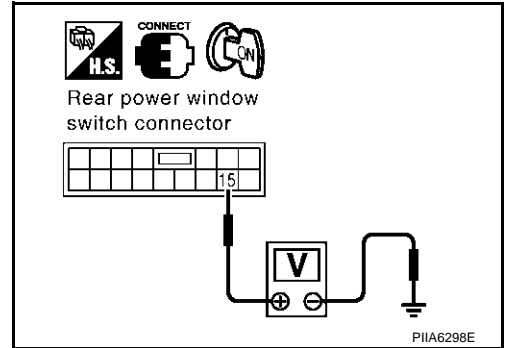
Limit Switch Circuit Check (Rear LH or RH) / With Front and Rear Anti-pinch System

AIS003E1

1. CHECK REAR POWER WINDOW SWITCH LIMIT SIGNAL

1. Turn ignition switch ON.
2. Check voltage between rear power window switch (LH or RH) connector and ground.

| Connector | Terminals (Wire color) | | Condition | Voltage (V) (Approx.) |
|----------------------|------------------------|--------|---|--------------------------|
| | (+) | (-) | | |
| D58 (LH) D78 (RH) | 15 (R) | Ground | Rear (LH or RH) side door window is between fully-open and just before fully-closed position (ON) | 0 |
| | | | Rear (LH or RH) side door window is between just before fully-closed position and fully-closed position (OFF) | 5 |



OK or NG

- OK >> Limit switch circuit is OK.
 NG >> GO TO 2.

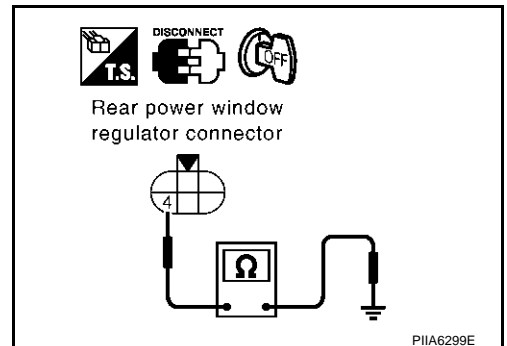
2. CHECK GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect rear power window regulator (LH or RH) connector.
3. Check continuity between rear power window regulator (LH or RH) connector D59 (LH), D79 (RH) terminal 4 and ground.

4 (OR) – Ground : Continuity should exist.

OK or NG

- OK >> GO TO 4.
 NG >> GO TO 3.



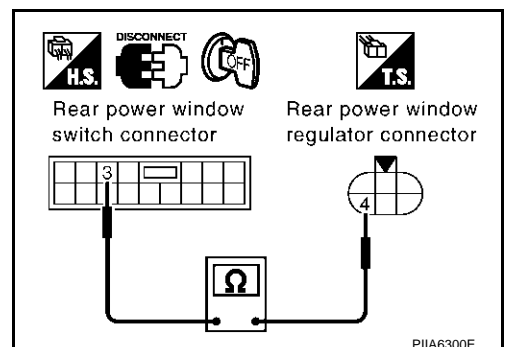
3. CHECK HARNESS CONTINUITY 1

1. Disconnect rear power window switch (LH or RH) connector.
2. Check continuity between rear power window switch (LH or RH) connector D58 (LH), D78 (RH) terminal 3 and rear power window regulator (LH or RH) connector D59 (LH), D79 (RH) terminal 4.

3 (OR) – 4 (OR) : Continuity should exist.

OK or NG

- OK >> Replace rear power window switch (LH or RH).
 NG >> Repair or replace harness between rear power window switch (LH or RH) and rear power window regulator (LH or RH).



POWER WINDOW SYSTEM

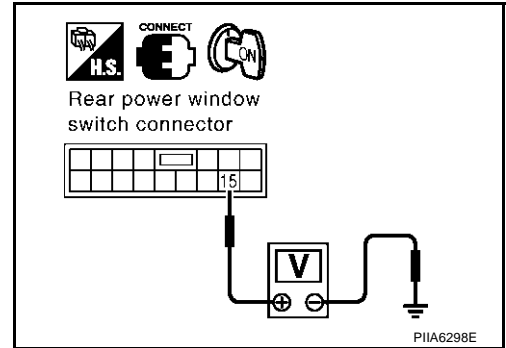
4. CHECK REAR POWER WINDOW SWITCH (LH OR RH) OUTPUT SIGNAL

1. Connect rear power window switch connector.
2. Turn ignition switch ON.
3. Check voltage between rear power window switch (LH or RH) connector D58 (LH) or D78 (RH) terminal 15 and ground.

15 (R) – Ground : Approx. 5V

OK or NG

- OK >> GO TO 5.
NG >> Replace rear power window switch (LH or RH).



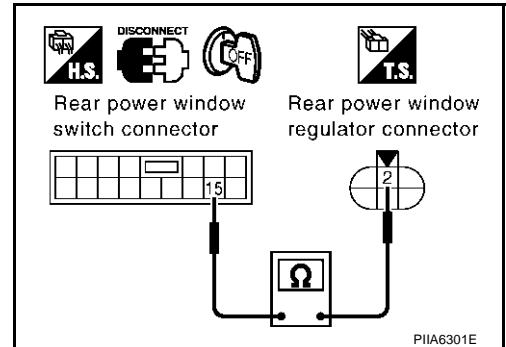
5. CHECK HARNESS CONTINUITY 2

1. Turn ignition switch OFF.
2. Disconnect rear power window switch (LH or RH) connector.
3. Check continuity between rear power window switch (LH or RH) connector D58 (LH), D78 (RH) terminal 15 and rear power window regulator (LH or RH) connector D59 (LH), D79 (RH) terminal 2.

15 (R) – 2 (R) : Continuity should exist.

OK or NG

- OK >> Check condition of harness and connector.
NG >> Repair or replace harness between rear power window switch (LH or RH) and rear power window regulator (LH or RH).



POWER WINDOW SYSTEM

Encoder Circuit Check (Driver Side)

AIS003E2

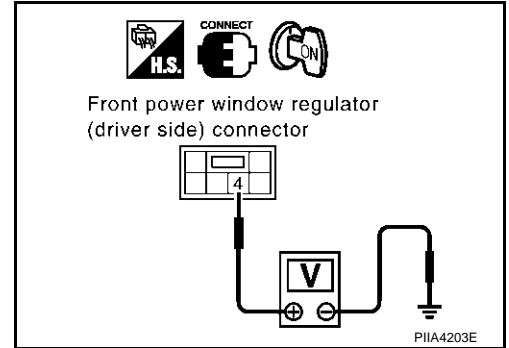
1. CHECK FRONT POWER WINDOW REGULATOR (DRIVER SIDE) POWER SUPPLY

1. Turn ignition switch ON.
2. Check voltage between front power window regulator (driver side) connector D8 terminal 4 and ground.

4 (W) – Ground : Approx.10V

OK or NG

- OK >> GO TO 3.
NG >> GO TO 2.



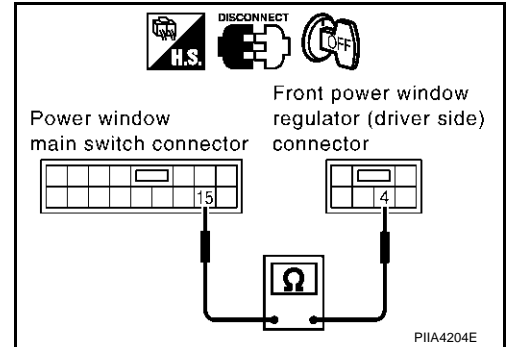
2. CHECK HARNESS CONTINUITY 1

1. Turn ignition switch OFF.
2. Disconnect power window main switch and front power window regulator (driver side).
3. Check continuity between power window main switch connector D6 terminal 15 and front power window regulator (driver side) connector D8 terminal 4.

15 (W) – 4 (W) : Continuity should exist.

OK or NG

- OK >> Replace power window main switch.
NG >> Repair or replace harness between power window main switch and front power window regulator (driver side).



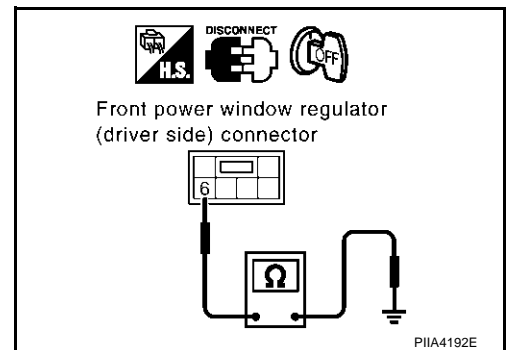
3. CHECK GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect front power window regulator (driver side) connector.
3. Check continuity between front power window regulator (driver side) connector D8 terminal 6 and ground.

6 (SB) – Ground : Continuity should exist.

OK or NG

- OK >> GO TO 5.
NG >> GO TO 4.



POWER WINDOW SYSTEM

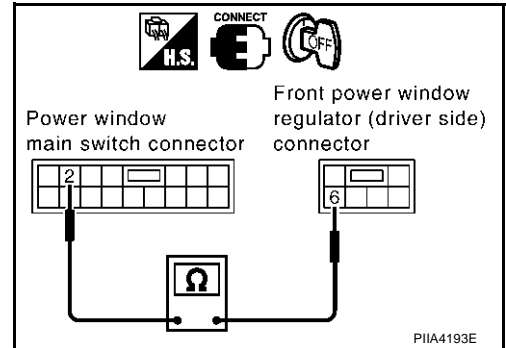
4. CHECK HARNESS CONTINUITY 2

1. Disconnect power window main switch connector.
2. Check continuity between power window main switch connector D6 terminal 2 and front power window regulator (driver side) connector D8 terminal 6.

2 (SB) – 6 (SB) : Continuity should exist.

OK or NG

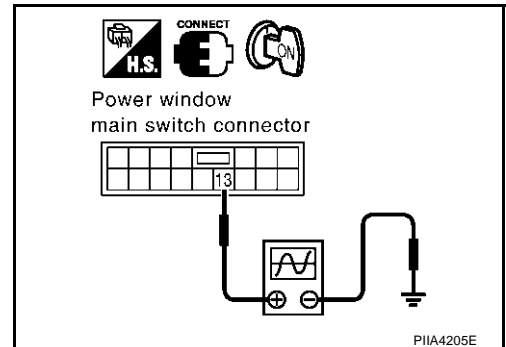
- OK >> Replace power window main switch.
 NG >> Repair or replace harness between power window main switch and front power window regulator (driver side).



5. CHECK ENCODER SIGNAL

1. Connect front power window regulator (driver side) connector.
2. Turn ignition switch ON.
3. Check signal between power window main switch connector and ground with oscilloscope.

| Connector | Terminals (Wire color) | | Condition | Signal (Reference value) |
|-----------|------------------------|--------|-------------|-----------------------------|
| | (+) | (-) | | |
| D6 | 13 (PU) | Ground | Window DOWN | |



OK or NG

- OK >> Replace power window main switch.
 NG >> GO TO 6.

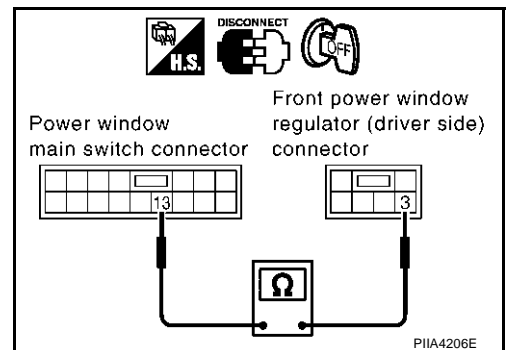
6. CHECK HARNESS CONTINUITY 3

1. Turn ignition switch OFF.
2. Disconnect power window main switch and front power window regulator (driver side) connector.
3. Check continuity between power window main switch connector D6 terminal 13 and front power window regulator (driver side) connector D8 terminal 3.

13 (PU) – 3 (PU) : Continuity should exist.

OK or NG

- OK >> Replace front power window regulator (driver side).
 NG >> Repair or replace harness between power window main switch and front power window regulator (driver side).



POWER WINDOW SYSTEM

Encoder Circuit Check (Passenger Side)

AIS003E4

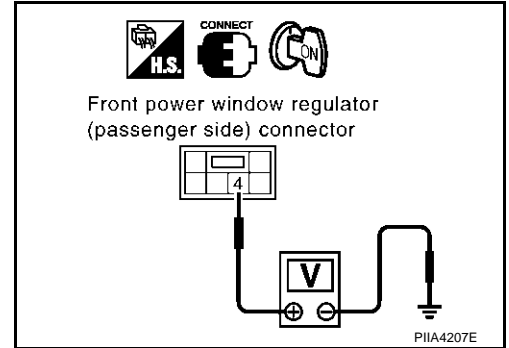
1. CHECK FRONT POWER WINDOW REGULATOR (PASSENGER SIDE) POWER SUPPLY

1. Turn ignition switch ON.
2. Check voltage between front power window regulator (passenger side) connector D38 terminal 4 and ground.

4 (R) – Ground : Approx.10V

OK or NG

- OK >> GO TO 3.
NG >> GO TO 2.



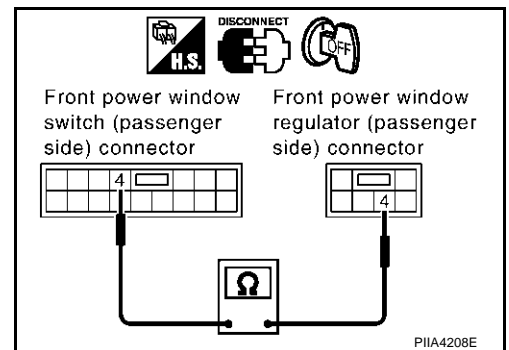
2. CHECK HARNESS CONTINUITY 1

1. Turn ignition switch OFF.
2. Disconnect front power window switch (passenger side) and front power window regulator (passenger side) connector.
3. Check continuity between front power window switch (passenger side) connector D36 terminal 4 and front power window regulator (passenger side) connector D38 terminal 4.

4 (R) – 4 (R) : Continuity should exist.

OK or NG

- OK >> Replace front power window switch (passenger side).
NG >> Repair or replace harness between front power window switch (passenger side) and front power window regulator (passenger side).



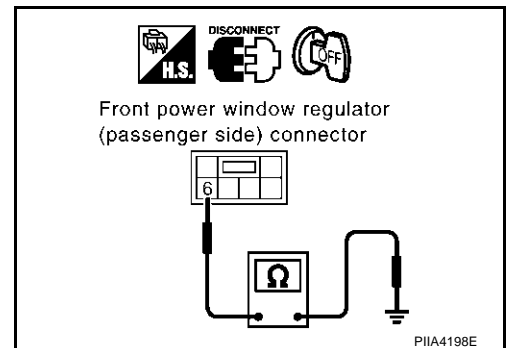
3. CHECK GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect front power window regulator (passenger side) connector.
3. Check continuity between front power window regulator (passenger side) connector D38 terminal 6 and ground.

6 (SB) – Ground : Continuity should exist.

OK or NG

- OK >> GO TO 5.
NG >> GO TO 4.



POWER WINDOW SYSTEM

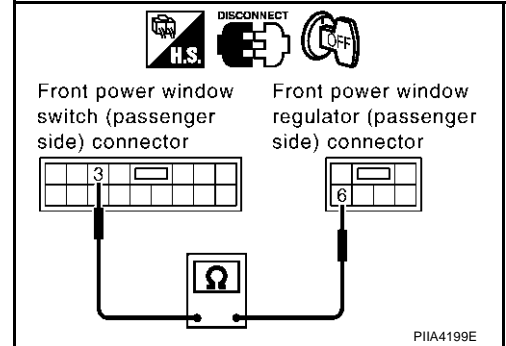
4. CHECK HARNESS CONTINUITY 2

1. Disconnect front power window switch (passenger side) connector.
2. Check continuity between front power window switch (passenger side) connector D36 terminal 3 and front power window regulator (passenger side) connector D38 terminal 6.

3 (SB) – 6 (SB) : Continuity should exist.

OK or NG

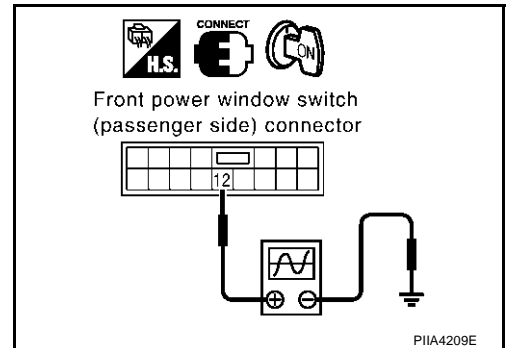
- OK >> Replace front power window switch (passenger side).
 NG >> Repair or replace harness between front power window switch (passenger side) and front power window regulator (passenger side).



5. CHECK ENCODER SIGNAL

1. Connect front power window regulator (passenger side) connector.
2. Turn ignition switch ON.
3. Check signal between front power window switch (passenger side) connector and ground with oscilloscope.

| Connector | Terminals (Wire color) | | Condition | Signal (Reference value) |
|-----------|------------------------|--------|-------------|-----------------------------|
| | (+) | (-) | | |
| D36 | 12 (PU) | Ground | Window DOWN | |



OK or NG

- OK >> Replace front power window switch (passenger side).
 NG >> GO TO 6.

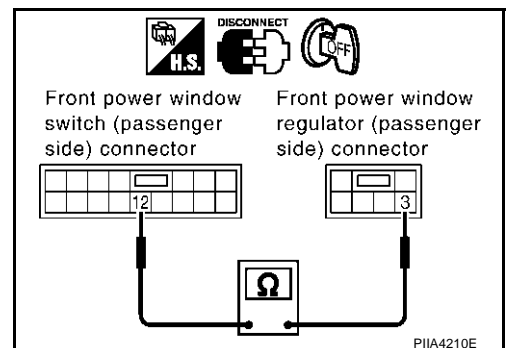
6. CHECK HARNESS CONTINUITY 3

1. Turn ignition switch OFF.
2. Disconnect front power window switch (passenger side) and front power window regulator (passenger side) connector.
3. Check continuity between front power window switch (passenger side) connector D36 terminal 12 and front power window regulator (passenger side) connector D38 terminal 3.

12 (PU) – 3 (PU) : Continuity should exist.

OK or NG

- OK >> Replace front power window motor (passenger side).
 NG >> Repair or replace harness between front power window switch (passenger side) and front power window regulator (passenger side).



POWER WINDOW SYSTEM

Encoder Circuit Check (Rear LH or RH) / With Front and Rear Power Window Anti-pinch System

AIS003E5

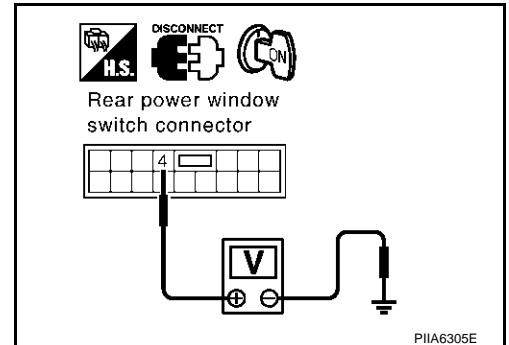
1. CHECK REAR POWER WINDOW REGULATOR (LH OR RH) POWER SUPPLY

1. Turn ignition switch ON.
2. Check voltage between rear power window switch connector D58 (LH), D78 (RH) terminal 4 and ground.

4 (PU) – Ground : Approx. 10V

OK or NG

- OK >> GO TO 2.
NG >> Replace rear power window switch (LH or RH).



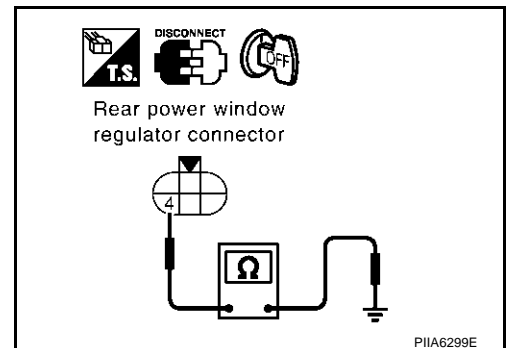
2. CHECK GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect rear power window regulator (LH or RH) connector.
3. Check continuity between rear power window regulator (LH or RH) connector D59 (LH), D79 (RH) terminal 4 and ground.

4 (OR) – Ground : Continuity should exist.

OK or NG

- OK >> GO TO 4.
NG >> GO TO 3.



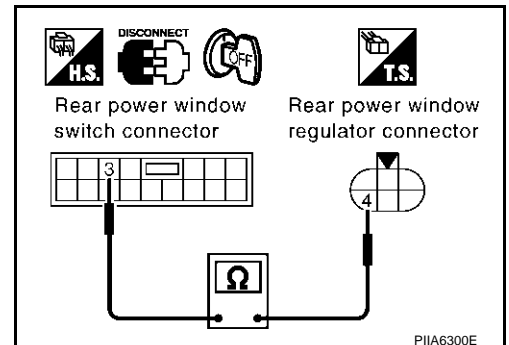
3. CHECK HARNESS CONTINUITY 1

1. Disconnect rear power window switch (LH or RH) connector.
2. Check continuity between rear power window switch (LH or RH) connector D58 (LH), D78 (RH) terminal 3 and rear power window regulator (LH or RH) connector D59 (LH), D79 (RH) terminal 4.

3 (OR) – 4 (OR) : Continuity should exist.

OK or NG

- OK >> Replace rear power window switch (LH or RH).
NG >> Repair or replace harness between rear power window switch (LH or RH) and rear power window regulator (LH or RH).



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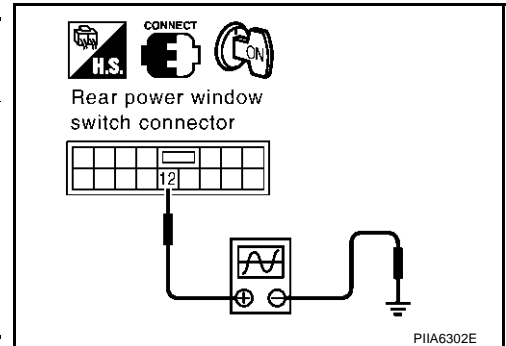
GW

POWER WINDOW SYSTEM

4. CHECK ENCODER SIGNAL

1. Connect rear power window regulator (LH or RH) connector.
2. Turn ignition switch ON.
3. Check signal between rear power window switch (LH or RH) connector and ground with oscilloscope.

| Connector | Terminals (Wire color) | | Condition | Signal (Reference value) |
|----------------------|------------------------|--------|----------------|-----------------------------|
| | (+) | (-) | | |
| D58 (LH) D78 (RH) | 12 (GY) | Ground | Window DOWN | |



OK or NG

- OK >> Replace rear power window switch (LH or RH).
 NG >> GO TO 5.

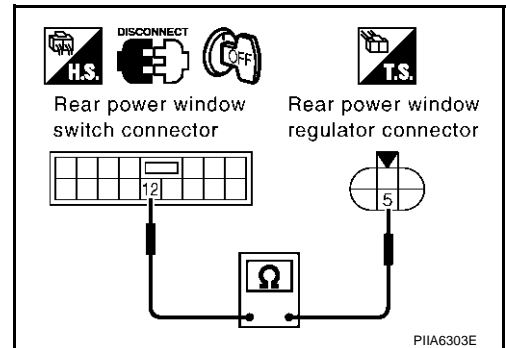
5. CHECK HARNESS CONTINUITY 2

1. Turn ignition switch OFF.
2. Disconnect rear power window switch (LH or RH) and rear power window regulator (LH or RH) connector.
3. Check continuity between rear power window switch (LH or RH) connector D58 (LH), D78 (RH) terminal 12 and rear power window regulator (LH or RH) connector D59 (LH), D79 (RH) terminal 5.

12 (GY) – 5 (GY) : Continuity should exist.

OK or NG

- OK >> Replace rear power window motor (LH or RH).
 NG >> Repair or replace harness between rear power window switch (LH or RH) and rear power window regulator (LH or RH).



POWER WINDOW SYSTEM

Door Switch Check

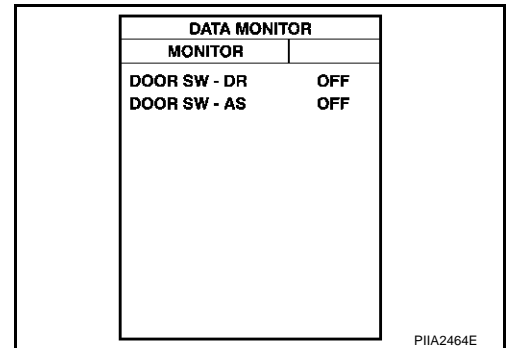
AIS003FO

1. CHECK DOOR SWITCH INPUT SIGNAL

With CONSULT-II

Check ("DOOR SW-DR" and "DOOR SW-AS") in "DATA MONITOR" mode with CONSULT-II.

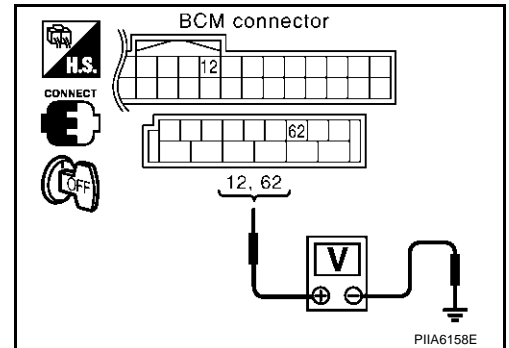
| Monitor item | Condition | |
|--------------|-----------|-------|
| DOOR SW-DR | OPEN | : ON |
| | CLOSE | : OFF |
| DOOR SW-AS | OPEN | : ON |
| | CLOSE | : OFF |



Without CONSULT-II

Check voltage between BCM connector M3, B14 terminals 12, 62 and ground.

| Item | Terminals (Wire color) | | Door condition | Voltage (V) (Approx.) |
|----------------------------|------------------------|--------|----------------|--------------------------|
| | (+) | (-) | | |
| Passenger side door switch | 12 (P/B) | Ground | OPEN | 0 |
| | | | CLOSE | Battery voltage |
| Driver side door switch | 62 (W) | | OPEN | 0 |
| | | | CLOSE | Battery voltage |



OK or NG

- OK >> Door switch is OK.
- NG >> GO TO 2.

POWER WINDOW SYSTEM

2. CHECK HARNESS CONTINUITY

1. Turn ignition switch OFF.
2. Disconnect door switch and BCM connector.
3. Check continuity between BCM connector M3, B14 terminal 12, 62 and door switch connector B26, B36 terminal 1.

Driver side door

62 (W) – 1 (W) : Continuity should exist.

Passenger side door

12 (P/B) – 1 (SB) : Continuity should exist.

4. Check continuity between BCM connector M3, B14 terminals 12, 62 and ground.

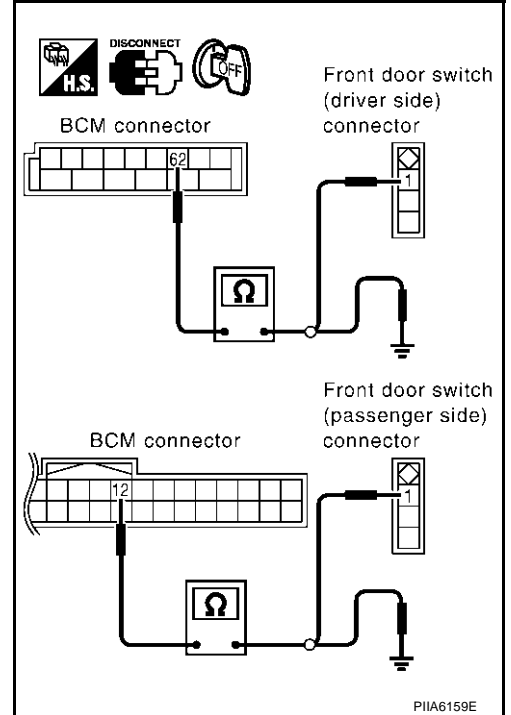
12 (P/B) – Ground : Continuity should not exist.

62 (W) – Ground : Continuity should not exist.

OK or NG

OK >> GO TO 3.

NG >> Repair or replace harness.



3. CHECK DOOR SWITCH

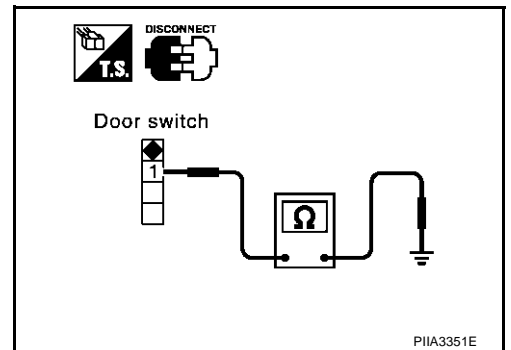
Check continuity between door switches terminal 1 and ground part of door switch.

| Terminal | | Door switch | Continuity |
|----------|----------------------------|-------------|------------|
| 1 | Ground part of door switch | Pushed | No |
| | | Released | Yes |

OK or NG

OK >> GO TO 4.

NG >> Replace malfunction door switch.



4. CHECK BCM OUTPUT SIGNAL

1. Connect BCM connector.
2. Check voltage between BCM connector M3, B14 terminal 12, 62 and ground.

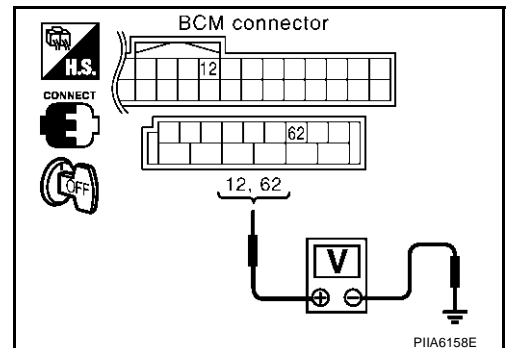
12 (P/B) – Ground : Battery voltage

62 (W) – Ground : Battery voltage

OK or NG

OK >> Further inspection is necessary, Refer to symptom chart.

NG >> Replace BCM.



POWER WINDOW SYSTEM

AIS003E8

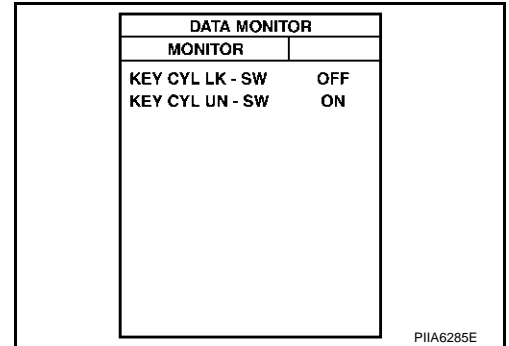
Front Door Key Cylinder Switch Check

1. CHECK DOOR KEY CYLINDER SWITCH INPUT SIGNAL

With CONSULT-II

Check ("KEY CYL LK-SW", "KEY CYL UN-SW") in "DATA MONITOR" mode for "POWER DOOR ROCK SYSTEM" with CONSULT-II. Refer to [BL-51, "Data Monitor"](#)

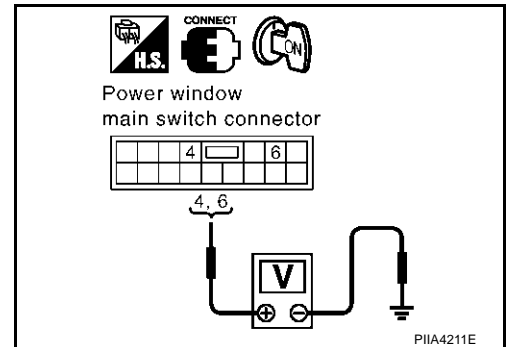
| Monitor item | Condition |
|---------------|------------------------|
| KEY CYL LK-SW | Lock : ON |
| | Neutral / Unlock : OFF |
| KEY CYL UN-SW | Unlock : ON |
| | Neutral / Lock : OFF |



Without CONSULT-II

Check voltage between power window main switch connector and ground.

| Connector | Terminals (Wire color) | | Key position | Voltage (V) (Approx.) |
|-----------|------------------------|--------|------------------|-----------------------|
| | (+) | (-) | | |
| D6 | 4 (P) | Ground | Lock | 0 |
| | | | Neutral / Unlock | 5 |
| | 6 (OR) | | Unlock | 0 |
| | | | Neutral / Lock | 5 |



OK or NG

- OK >> Further inspection is necessary. Refer to symptom chart.
NG >> GO TO 2.

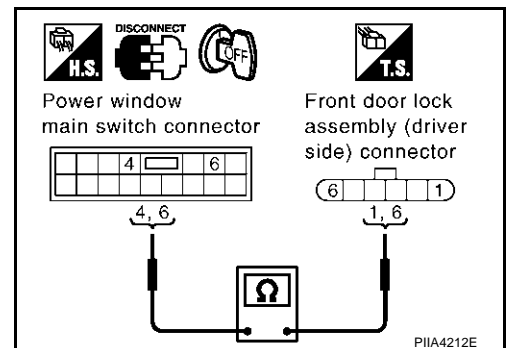
2. CHECK HARNESS CONTINUITY

- Turn ignition switch OFF.
- Disconnect power window main switch and front door key lock assembly (driver side) connector.
- Check continuity between power window main switch connector D6 terminal 4, 6 and front door lock assembly (driver side) connector D10 terminals 1, 6.

4 (P) – 1 (P) : Continuity should exist.
6 (OR) – 6 (OR) : Continuity should exist.

OK or NG

- OK >> GO TO 3.
NG >> Repair or replace harness between power window main switch and front door key lock assembly (driver side).



POWER WINDOW SYSTEM

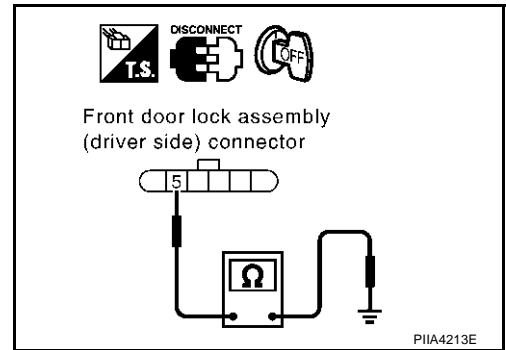
3. CHECK DOOR KEY CYLINDER SWITCH GROUND

Check continuity between front door lock assembly (driver side) connector D10 terminal 5 and ground.

5 (B) – Ground : Continuity should exist.

OK or NG

- OK >> GO TO 4.
- NG >> Repair or replace harness.



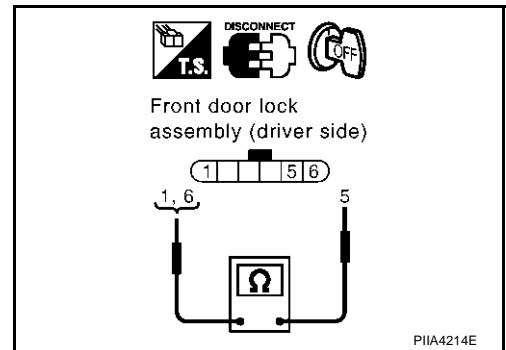
4. CHECK DOOR KEY CYLINDER SWITCH

Check continuity between door lock assembly terminal 1, 6 and 5.

| Terminals | Key position | Continuity |
|-----------|------------------|------------|
| 1 | Lock | Yes |
| | Neutral / Unlock | No |
| 6 | Unlock | Yes |
| | Neutral / Lock | No |

OK or NG

- OK >> Further inspection is necessary. Refer to symptom chart.
- NG >> Replace front door key cylinder (driver side) switch.



POWER WINDOW SYSTEM

Power Window Serial Link Check (Passenger Side)

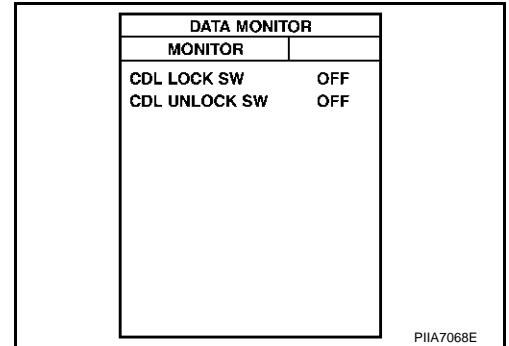
AIS003EA

1. CHECK POWER WINDOW SWITCH OUTPUT SIGNAL

With CONSULT-II

Check ("CDL LOCK SW", "CDL UNLOCK SW") in DATA MONITOR mode for "REMOTE KEYLESS ENTRY SYSTEM" with CONSULT-II. Refer to [BL-93, "Data Monitor"](#).

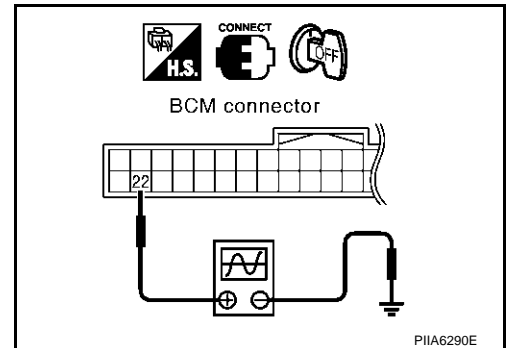
| Monitor item | Condition | |
|---------------|-----------|-------|
| CDL LOCK SW | LOCK | : ON |
| | UNLOCK | : OFF |
| CDL UNLOCK SW | LOCK | : OFF |
| | UNLOCK | : ON |



Without CONSULT-II

1. Remove key from ignition switch, and the door of driver side and passenger side is closed.
2. Check signal between BCM connector and ground with oscilloscope when door lock and unlock switch (driver side and passenger side) is turned "LOCK" or "UNLOCK".
3. Make sure signals which are shown in the figure below can be detected during 10 second just after door lock and unlock switch (driver side and passenger side) is turned "LOCK" or "UNLOCK".

| Connector | Terminals (Wire color) | | Signal (Reference value) |
|-----------|------------------------|--------|-----------------------------|
| | (+) | (-) | |
| M3 | 22 (Y/B) | Ground | <p>PIIA1297E</p> |



OK or NG

- OK >> GO TO 2.
 NG >> GO TO 3.

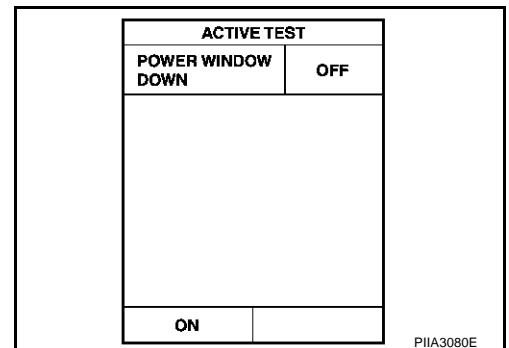
2. CHECK BCM OUTPUT SIGNAL

Check ("POWER WINDOW DOWN") in "ACTIVE TEST" mode for "REMOTE KEYLESS ENTRY SYSTEM" with CONSULT-II. Refer to [BL-93, "Active Test"](#).

When "ACTIVE TEST" is performed, is the window of driver side and passenger side lowered.

OK or NG

- OK >> Further inspection is necessary. Refer to symptom chart.
 NG >> Replace BCM.

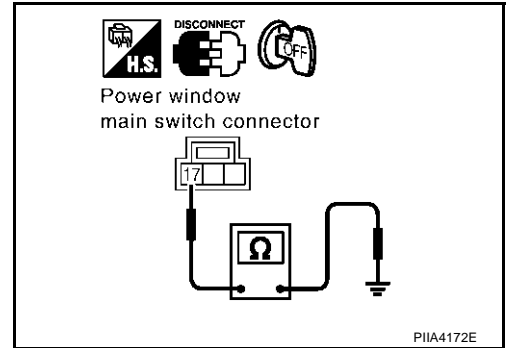


POWER WINDOW SYSTEM

3. CHECK POWER WINDOW SWITCH GROUND

1. Turn ignition switch OFF.
2. Disconnect power window main switch and front power window switch (passenger side) connector.
3. Check continuity between power window main switch connector D7 terminal 17 and ground.

17 (B) – Ground : Continuity should exist.



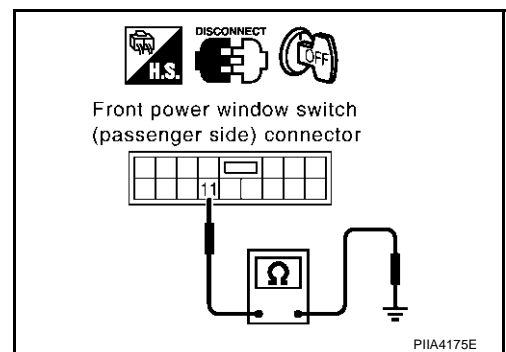
4. Check continuity between front power window switch (passenger side) connector D36 terminal 11 and ground.

11 (B) – Ground : Continuity should exist.

OK or NG

OK >> GO TO 4.

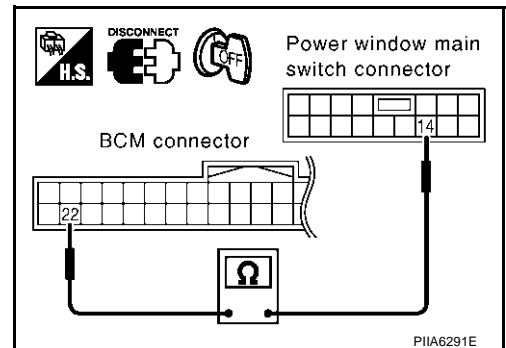
NG >> Repair or replace harness.



4. CHECK POWER WINDOW SERIAL LINK CIRCUIT

1. Disconnect BCM connector.
2. Check continuity between BCM connector M3 terminal 22 and power window main switch connector D6 terminal 14.

22 (Y/B) – 14 (Y) : Continuity should exist.



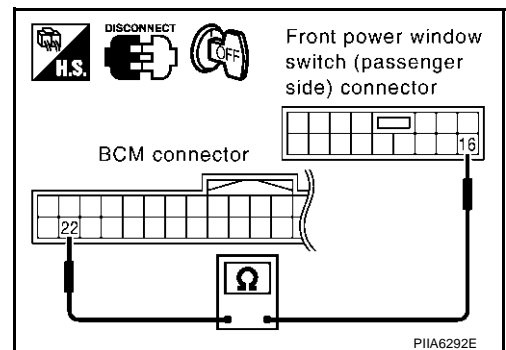
3. Check continuity between BCM connector M3 terminal 22 and front power window switch (passenger side) connector D36 terminal 16.

22 (Y/B) – 16 (Y) : Continuity should exist.

OK or NG

OK >> Replace power window main switch.

NG >> Repair or replace harness.



POWER WINDOW SYSTEM

Power Window Serial Link Check (Rear LH or RH) / With Front and Rear Power Window Anti-pinch System

AIS003EB

1. CHECK POWER WINDOW SWITCH

Change with operative rear power window switch (LH or RH).

Whether operates normally is confirmed?

- YES >> Replace rear power window switch (LH or RH).
- NO >> GO TO 2.

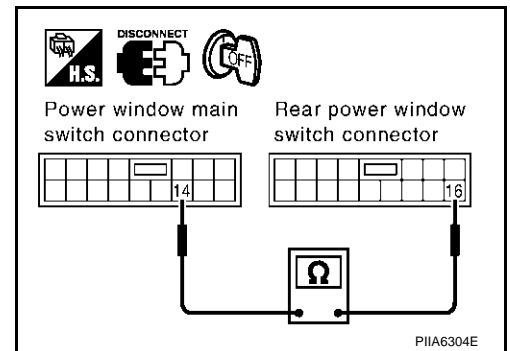
2. CHECK HARNESS CONTINUITY

1. Turn ignition switch OFF.
2. Disconnect power window main switch and rear power window switch (LH or RH) connector.
3. Check continuity between power window main switch connector D6 terminal 14 and rear power window switch (LH or RH) connector D58 (LH), D78 (RH) terminal 16.

14 (Y) – 16 (Y) : Continuity should exist.

OK or NG

- OK >> Replace power window main switch.
- NG >> Repair or replace harness between power window main switch and rear power window switch (LH or RH).



Power Window Lock Switch Check

AIS003EC

1. CHECK POWER WINDOW LOCK SIGNAL

Exchanges for a normal power window main switch, and operation is checked.

Does power window lock operate?

- YES >> Replace power window main switch.
- NO >> Check condition of harness and connector.

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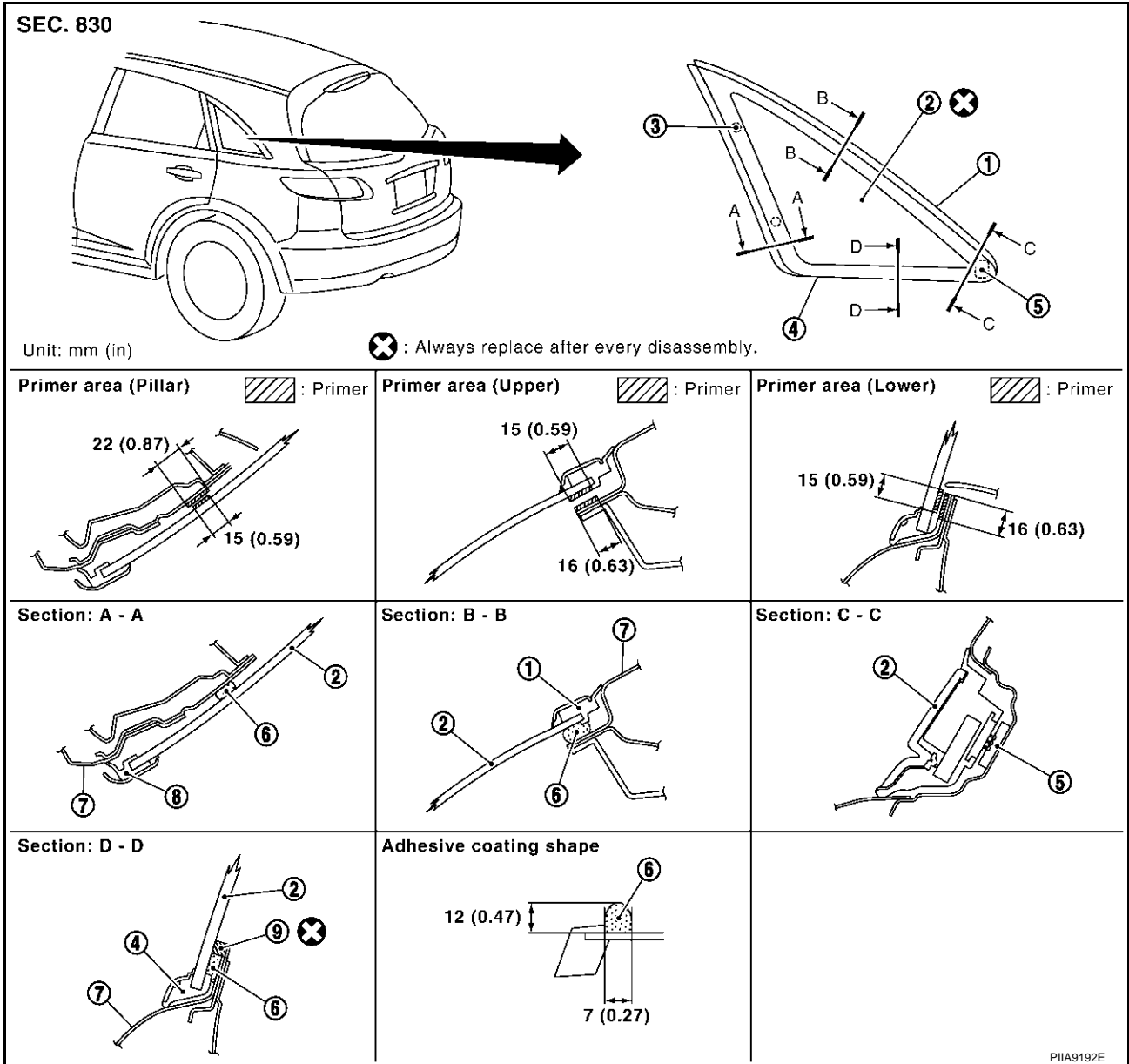
SIDE WINDOW GLASS

PFP:83300

AIS003A5

SIDE WINDOW GLASS

Removal and Installation



- | | | |
|--------------------------------------|---------------------------------------|---------------|
| 1. Side window glass molding (upper) | 2. Side window glass | 3. Clip |
| 4. Side window glass molding (lower) | 5. Fastener | 6. Adhesive |
| 7. Body side outer panel | 8. Side window glass molding (pillar) | 9. Dam rubber |

REMOVAL

1. Remove the roof rear garnish. Refer to [EI-44, "Removal and Installation"](#).
2. Remove the luggage side finisher. Refer to [EI-44, "Removal and Installation"](#).
3. Remove the rear pillar upper garnish. Refer to [EI-44, "Removal and Installation"](#).

WARNING:

When cutting the glass from the vehicle, always wear safety glasses and heavy gloves to help prevent glass splinters from entering your eyes or cutting your hands.

CAUTION:

- Be careful not to scratch the glass when removing.
- Do not set or stand the glass on its edge. Small chips may develop into cracks.

SIDE WINDOW GLASS

INSTALLATION

- Use a genuine Nissan Urethane Adhesive Kit or equivalent and follow the instructions furnished with it. A
- While the urethane adhesive is curing, open a door window. This will prevent the glass from being forced out by passenger room air pressure when a door is closed. B
- The molding must be installed securely so that it is in position and leaves no gap. B
- Inform the customer that the vehicle should remain stationary until the urethane adhesive has completely cured (preferably 24 hours). Curing time varies with temperature and humidity. C

WARNING:

- **Keep heat and open flames away as primers and adhesive are flammable.** C
- **The materials contained in the kit are harmful if swallowed, and may irritate skin and eyes. Avoid contact with the skin and eyes.** D
- **Use in an open, well ventilated location. Avoid breathing the vapors. They can be harmful if inhaled. If affected by vapor inhalation, immediately move to an area with fresh air.** E
- **Driving the vehicle before the urethane adhesive has completely cured may affect the performance of the side window in case of an accident.** E

CAUTION:

- **Do not use an adhesive which is past its usable term. Shelf life of this product is limited to six months after the date of manufacture. Carefully adhere to the expiration or manufacture date printed on the box.** F
- **Keep primers and adhesive in a cool, dry place. Ideally, they should be stored in a refrigerator.** G
- **Do not leave primers or adhesive cartridge unattended with their caps open or off.** G
- **The vehicle should not be driven for at least 24 hours or until the urethane adhesive has completely cured. Curing time varies depending on temperature and humidity. The curing time will increase under lower temperature and lower humidity.** H

Repairing Water Leaks

Leaks can be repaired without removing and reinstalling glass.

If water is leaking between the urethane adhesive material and body or glass, determine the extent of leakage.

This can be done by applying water to the side window area while pushing glass outward.

To stop the leak, apply primer (if necessary) and then urethane adhesive to the leak point.

GW

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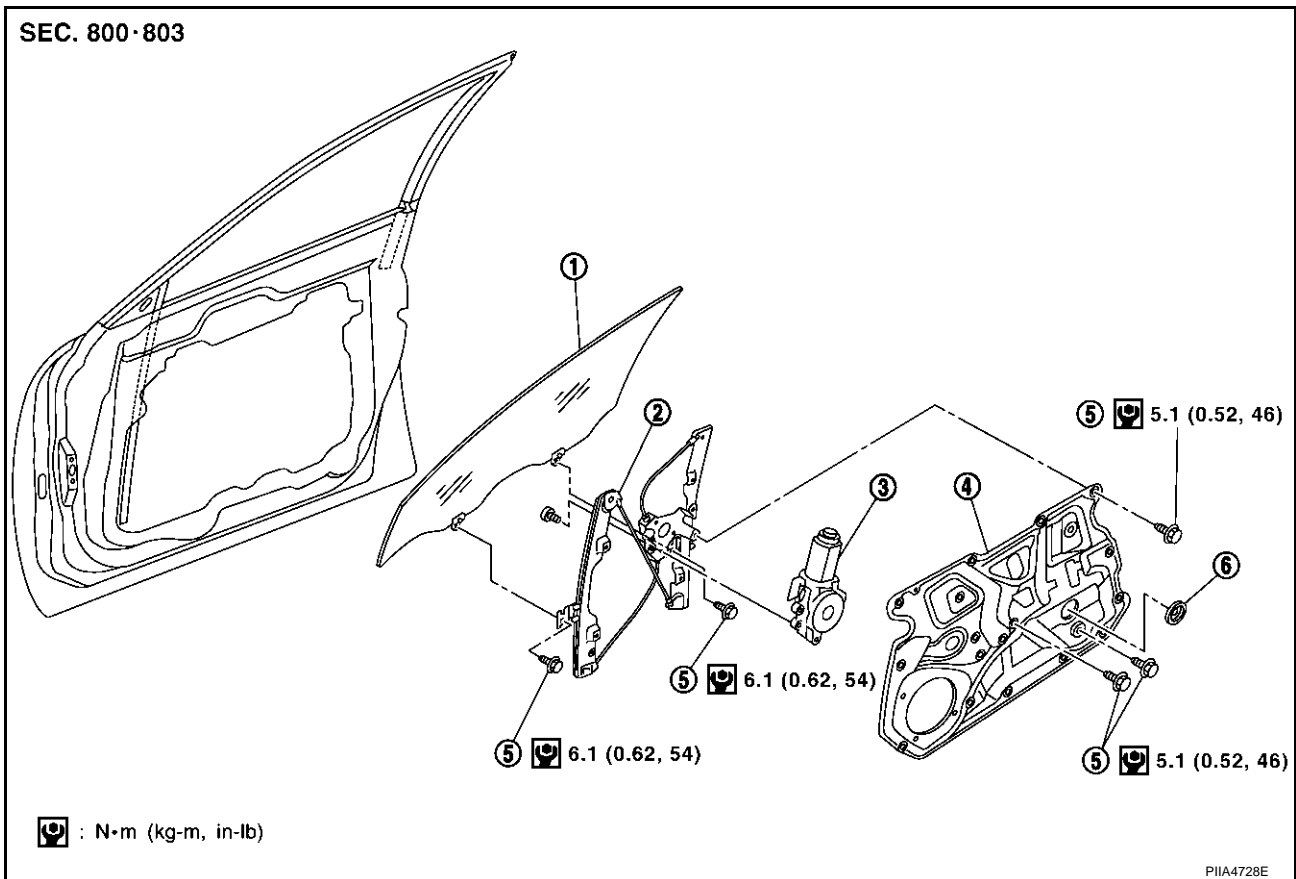
FRONT DOOR GLASS AND REGULATOR

PFP:80300

FRONT DOOR GLASS AND REGULATOR

Removal and Installation

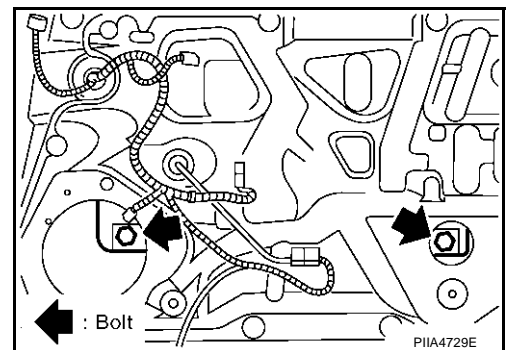
AIS003A6



- | | | |
|--------------------|-----------------------|-----------------------|
| 1. Door glass | 2. Regulator assembly | 3. Power window motor |
| 4. Module assembly | 5. Bolt | 6. Hole cover |

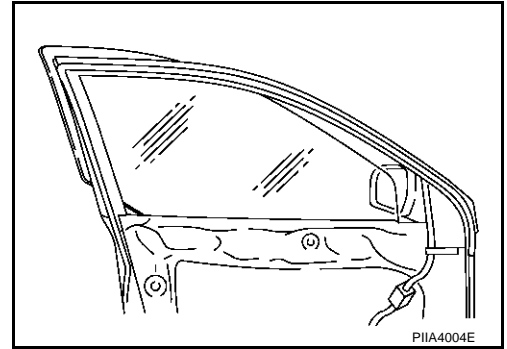
REMOVAL

1. Remove the front door finisher. Refer to [EI-35, "DOOR FINISHER"](#) .
2. Remove speaker unit. Refer to [AV-44, "Removal and Installation for Front Door Speaker"](#) .
3. Operate the power window main switch to raise/lower the door window until the glass mounting bolts can be seen.
4. Remove the glass mounting bolts.
5. Remove the module stop bolts.

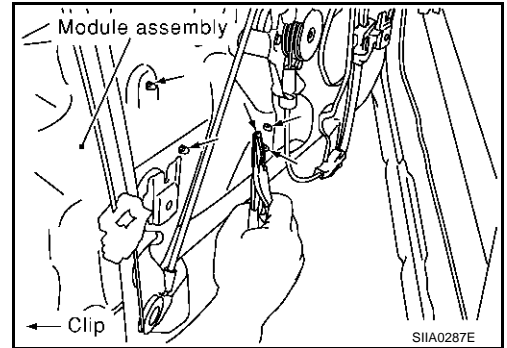


FRONT DOOR GLASS AND REGULATOR

6. While holding the door glass, raise it at the rear end to pull the glass out of the sash toward the outside of the door.



7. Remove the mounting bolts, and remove the module assembly.
8. Disconnect the harness connector for the module assembly, and unclip the harness from the back.



INSTALLATION

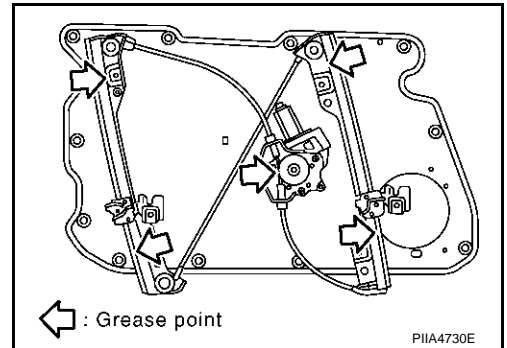
Install in the reverse order of removal.

INSPECTION AFTER REMOVAL

Check the regulator assembly for the following. If a malfunction is detected, replace or grease it.

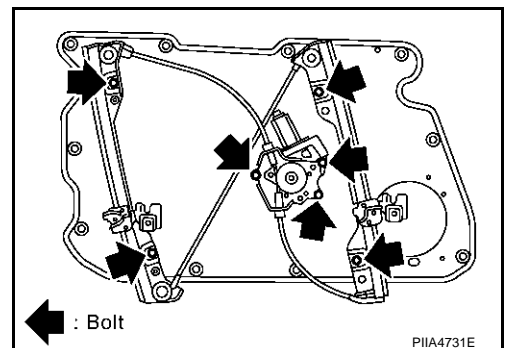
- Wire wear
- Regulator deformation
- Grease condition for each sliding part

The arrows in the figure show the application points of the multi-purpose grease.



DISASSEMBLY

Remove the power window motor and guide rail from the module assembly.



ASSEMBLY

Assemble in the reverse order of disassembly.

A
B
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FRONT DOOR GLASS AND REGULATOR

SETTING AFTER INSTALLATION

Setting of Limit Switch

If any of the following work has been done, set the limit switch (integrated in the motor).

- Removal and installation of the motor from the regulator.
- Operate the regulators as a unit.
- Installation of the new glass.
- Installation of the new glass run.

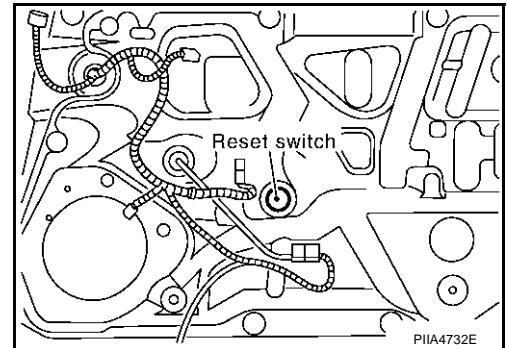
Resetting

After installing each component to the vehicle, follow the steps below.

1. Raise the glass to the top position.
2. While pressing and holding the reset switch, lower the glass to the bottom position.
3. Release the reset switch, and check the reset switch returns to the original position, and then raise the glass to the top position.

CAUTION:

Do not operate the glass automatically to raise the glass to the top position.



FITTING INSPECTION

- Make sure the glass is securely fit into the glass run groove.
- Lower the glass slightly [approx. 10 to 20 mm (0.39 to 0.79 in)] and make sure the clearance to the sash is parallel. If the clearance between the glass and sash is not parallel, loosen the regulator mounting bolts, guide rail mounting bolts, and glass and guide rail mounting bolts to correct the glass position.

REAR DOOR GLASS AND REGULATOR

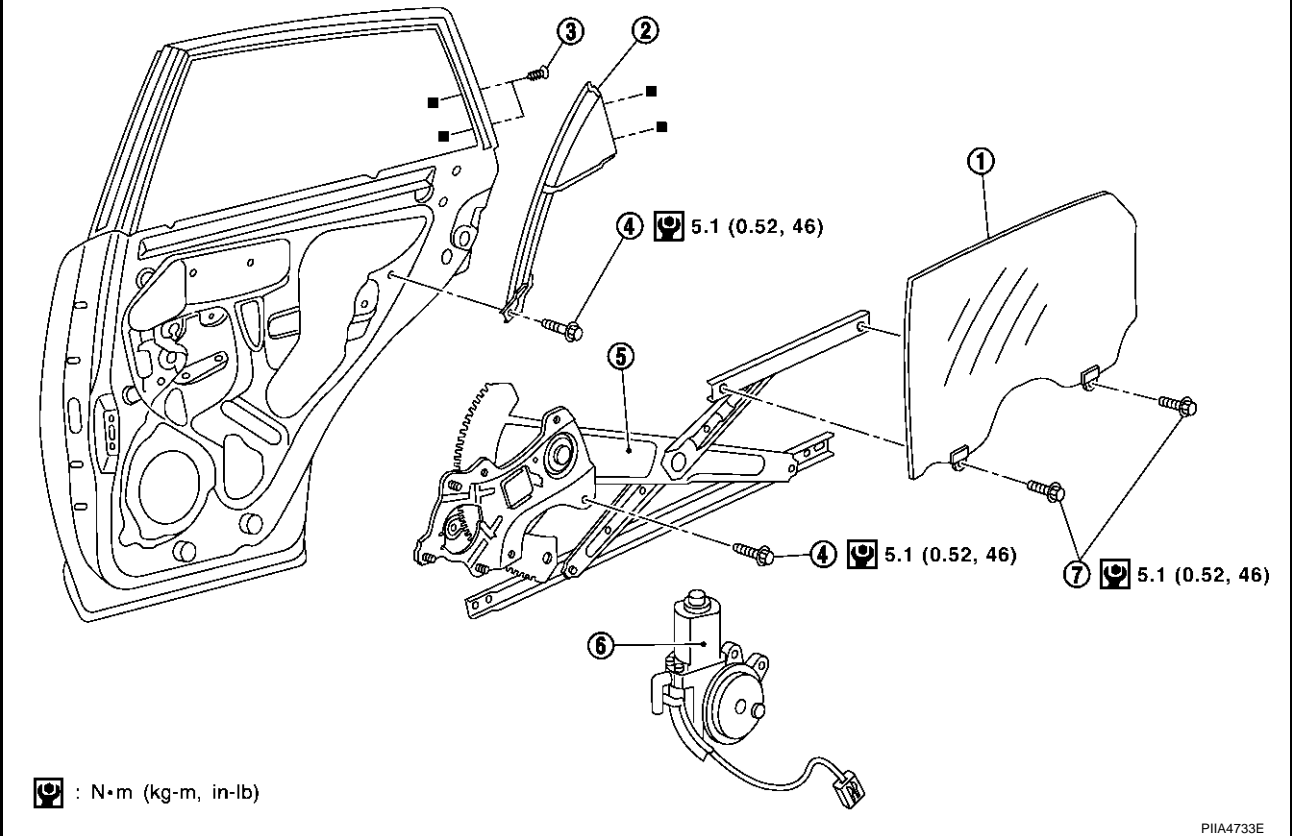
REAR DOOR GLASS AND REGULATOR

PFP:82300

Removal and Installation

AI/S003A7

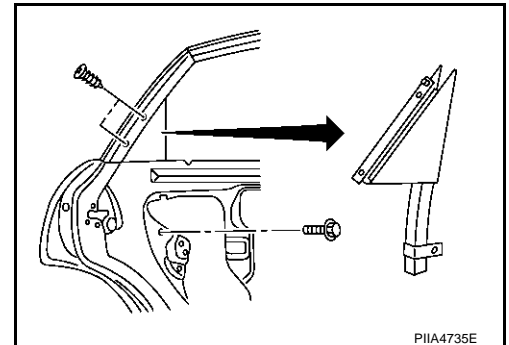
SEC. 820-823



- | | | |
|---------------|--------------------------|-----------------------|
| 1. Door glass | 2. Corner piece assembly | 3. Screw |
| 4. Bolt | 5. Regulator assembly | 6. Power window motor |
| 7. Bolt | | |

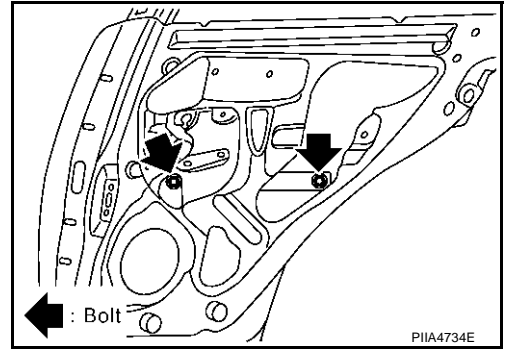
REMOVAL

1. Remove the rear door finisher. Refer to [EI-35, "DOOR FINISHER"](#) .
2. Remove the rear door outside molding. Refer to [EI-26, "DOOR OUTSIDE MOLDING"](#) .
3. Remove the sealing screen.
4. Lower the door glass.
5. Remove the corner piece screws and bolt.
6. Remove the corner piece assembly.

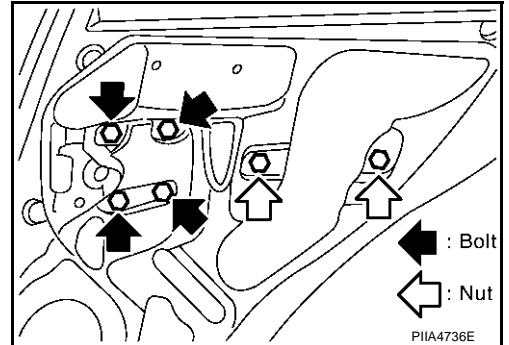


REAR DOOR GLASS AND REGULATOR

7. Operate the power window switch to raise/lower the door window until the glass mounting bolts can be seen.
8. Remove the glass mounting bolts, and place the glass on the inner bottom of the panel.



9. Remove the power window motor mounting bolts and nuts, and remove the regulator from the panel.
10. Disconnect the connector for the regulator assembly.



INSTALLATION

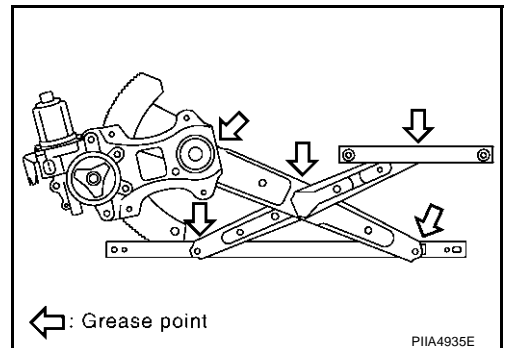
Install in the reverse order of removal.

INSPECTION AFTER REMOVAL

Check the regulator assembly for the following. If a malfunction is detected, replace or grease it.

- Gear wear
- Regulator deformation
- Spring damage
- Grease condition for each sliding part

The arrows in the figure show the application points of the multi-purpose grease.



REAR DOOR GLASS AND REGULATOR

SETTING AFTER INSTALLATION

Setting of Limit Switch (With Anti-pinch System Only)

If any of the following work has been done, set the limit switch (integrated in the motor).

- Removal and installation of the motor from the regulator.
- Operate the regulators as a unit.
- Installation of the new glass.
- Installation of the new glass run.

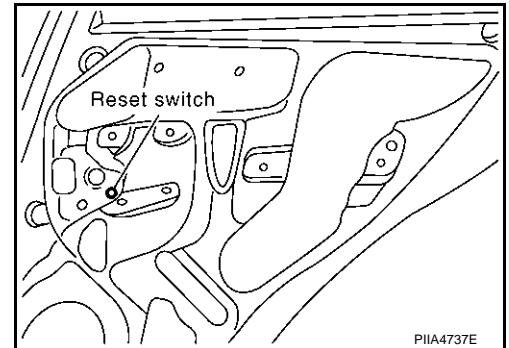
Resetting

After installing each component to the vehicle, follow the steps below.

1. Raise the glass to the top position.
2. While pressing and holding the reset switch, lower the glass to the bottom position.
3. Release the reset switch, and check the reset switch returns to the original position, and then raise the glass to the top position.

CAUTION:

Do not operate the glass automatically to raise the glass to the top position.



FITTING INSPECTION

- Make sure the glass is securely fit into the glass run groove.
- Lower the glass slightly [approx. 10 to 20 mm (0.39 to 0.79 in)], and make sure the clearance to the sash is parallel. If the clearance between the glass and sash is not parallel, loosen the regulator mounting bolts, guide rail mounting bolts, and glass and carrier plate mounting bolts to correct the glass position.

A

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INSIDE MIRROR

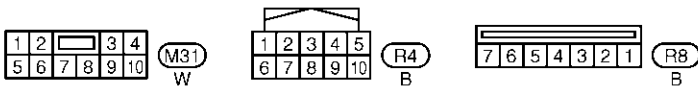
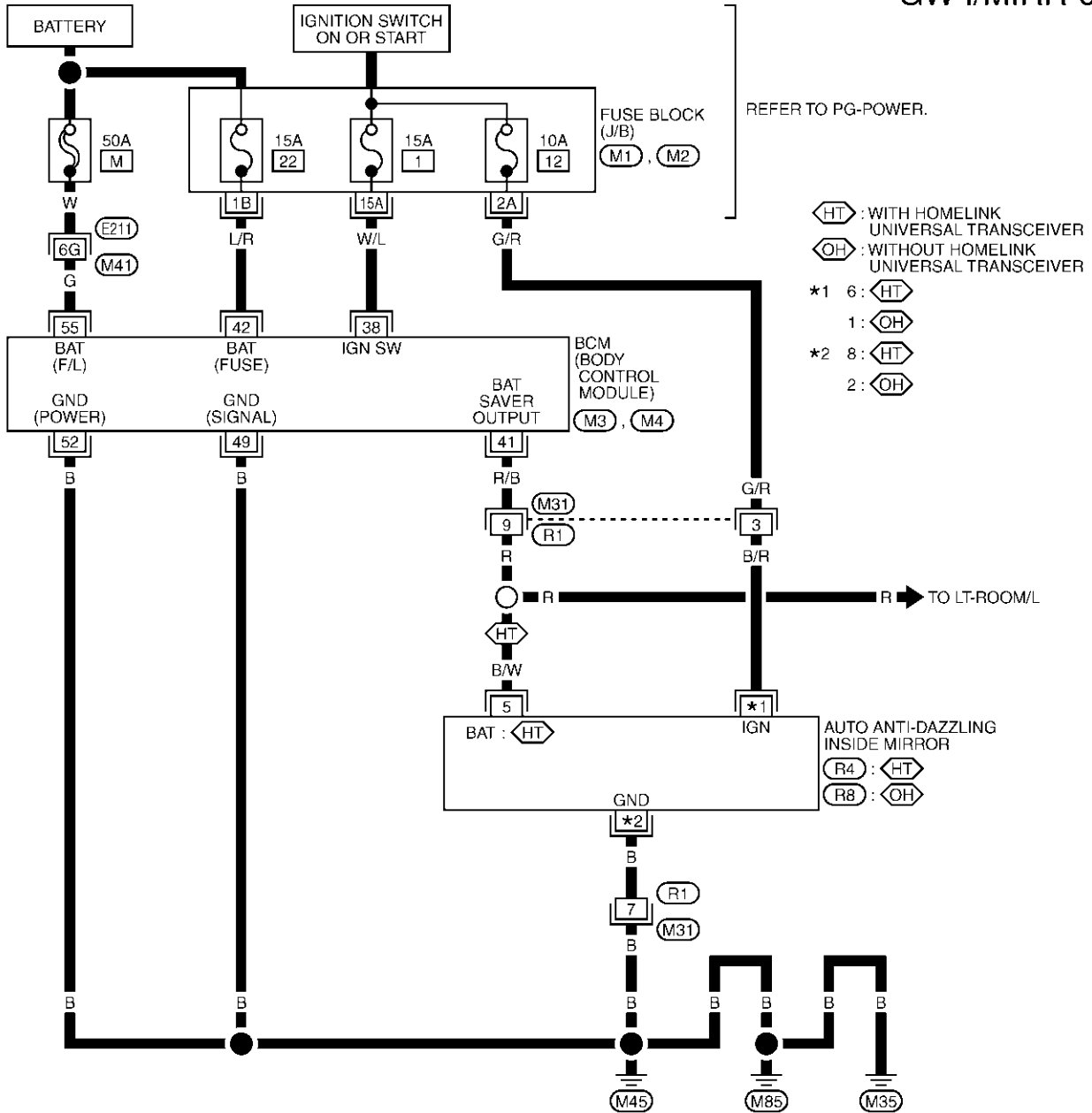
PFP:96321

AIS003A8

GW-I/MIRR-01

INSIDE MIRROR

Wiring Diagram -I/MIRR-



REFER TO THE FOLLOWING.

- (E21) -SUPER MULTIPLE JUNCTION (SMJ)
- (M1) , (M2) -FUSE BLOCK-JUNCTION BOX (J/B)
- (M3) , (M4) -ELECTRICAL UNITS

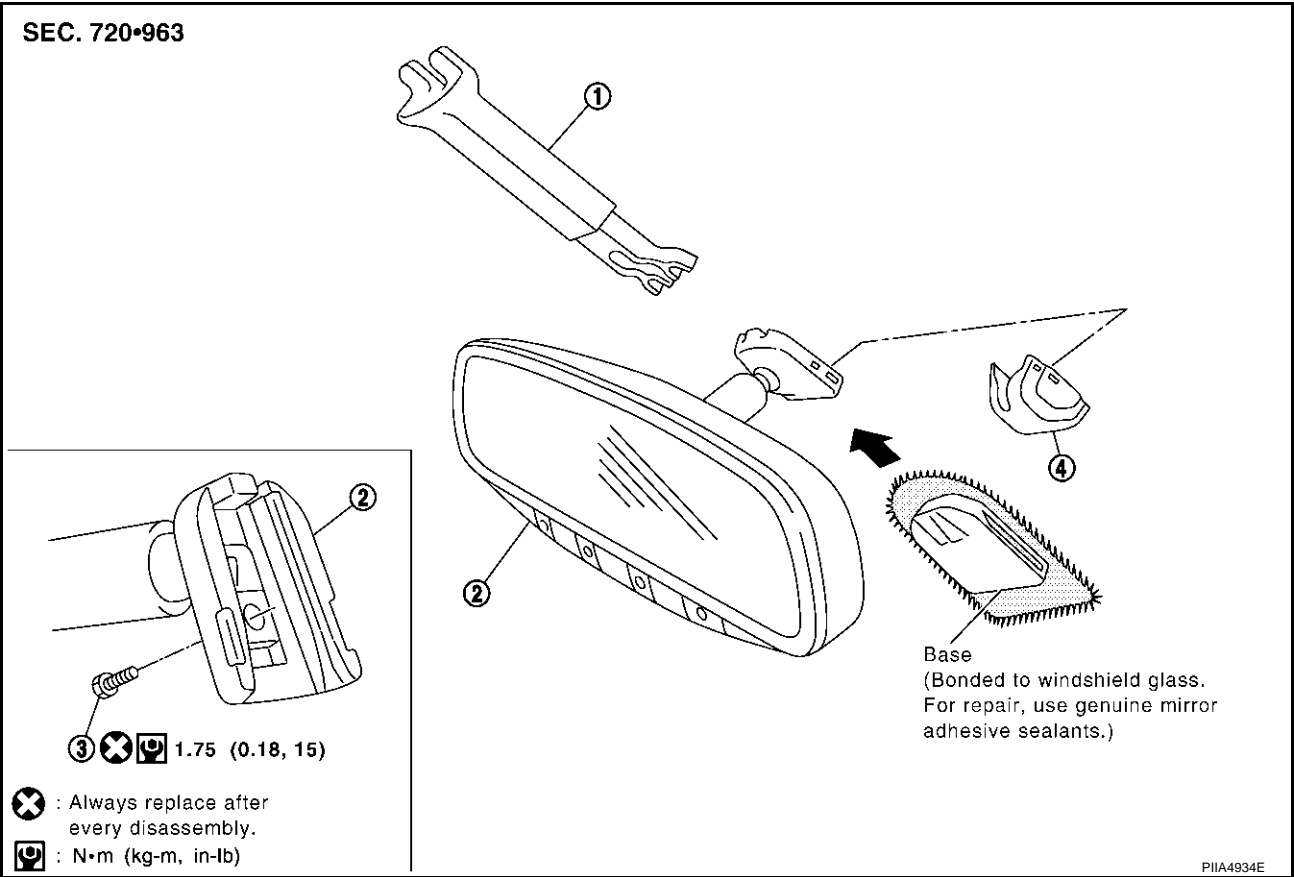
TIWM0356E

INSIDE MIRROR

Removal and Installation

AIS003A9

A
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E
F
G
H



- 1. Inside mirror finisher
- 2. Inside mirror
- 3. TORX bolt (T20)
- 4. Inside mirror cover

REMOVAL

1. Remove inside mirror cover.
2. Remove inside mirror finisher.
3. Remove TORX bolt (T20) of the mirror base.
4. Slide the mirror base upward to remove.
5. Disconnect the connector.

INSTALLATION

Install in the reverse order of removal.

COMPASS

Reset of compass Refer to [DI-52, "System Description"](#) .

CAUTION:

Apply Genuine Mirror Adhesive or equivalent to bonding surface of mounting bracket. Refer to [GI-48, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#) .

GW

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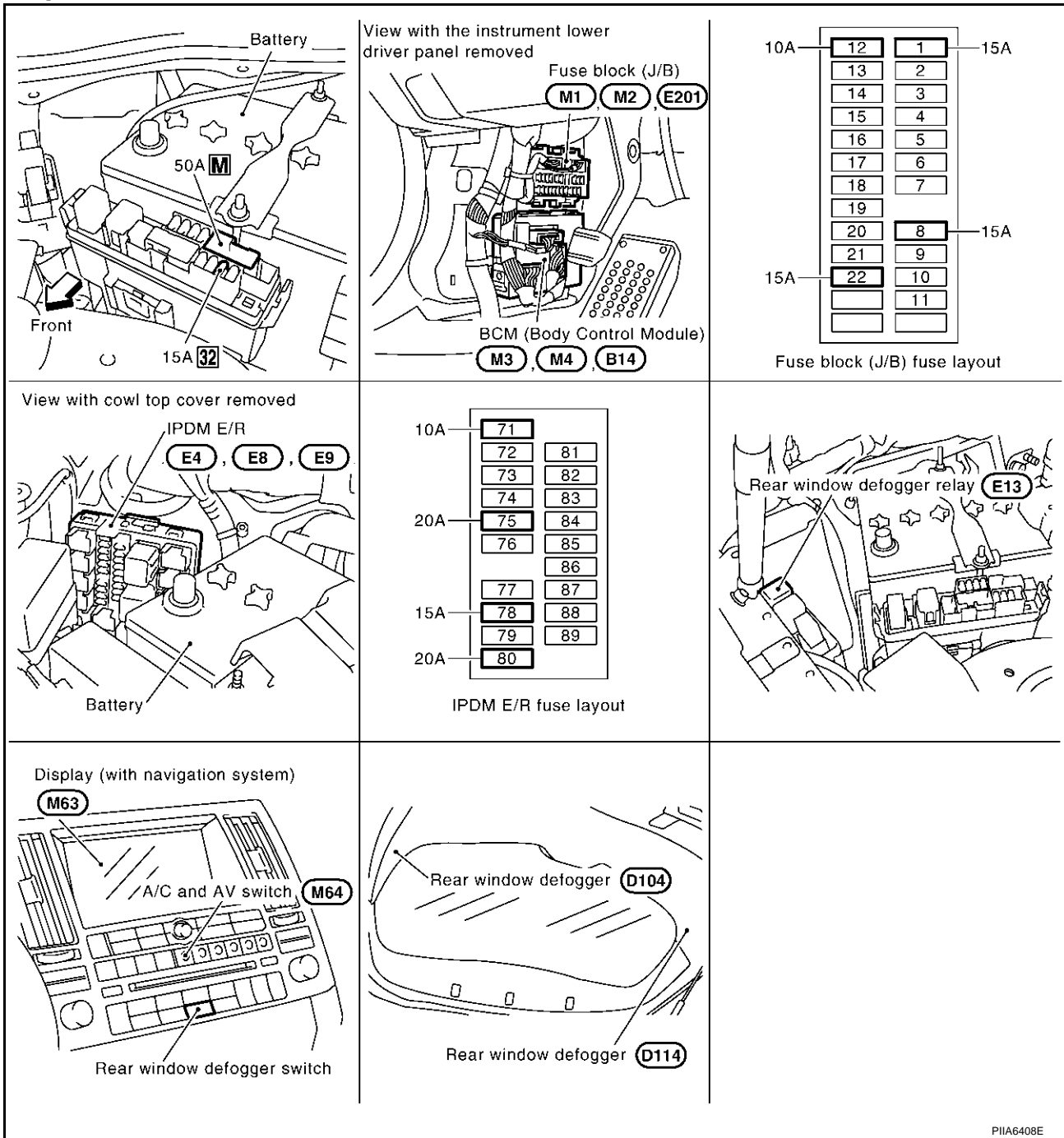
REAR WINDOW DEFOGGER

REAR WINDOW DEFOGGER

PFP:25350

Component Parts and Harness Connector Location

AIS003EE



PIIA6408E

System Description

AIS003EF

The rear window defogger system is controlled by BCM (Body Control Module) and IPDM E/R (Intelligent Power Distribution Module Engine Room).

The rear window defogger operates only for approximately 15 minutes.

Power is at all times supplied

- through 20A fuse [No. 75, and 80, located in the IPDM E/R]
- to rear window defogger relay terminals 3 and 6.
- through 10A fuse [No.12, located in the fuse block]
- to rear window defogger relay terminal 1.
- through 15A fuse [No. 32, located in the fuse block (J/B)]

REAR WINDOW DEFOGGER

- to A/C and AV switch terminal 1.
- through 50A fusible link [letter **M** , located in the fuse block (J/B)]
- to BCM terminal 55.
- through 15A fuse [No.22, located in the fuse block (J/B)]
- to BCM terminal 42.

With the ignition switch turned to ON or START position,
Power is supplied

- through 15A fuse [No.1, located in the fuse block (J/B)]
- to BCM terminal 38.

Ground is supplied

- to BCM terminal 49 and 52
- through body grounds M35, M45 and M85.
- to A/C and AV switch terminal 5
- through body grounds M35, M45 and M85.
- to IPDM E/R terminals 38 and 60
- through body grounds E21, E50 and E51.

When rear window defogger switch in A/C and AV switch is turned to ON,
Ground is supplied

- to BCM terminal 9
- through A/C and AV switch terminal 16
- through A/C and AV switch terminal 5
- through body grounds M35, M45 and M85.

Then rear window defogger switch is illuminated.

Then BCM recognizes that rear window defogger switch is turned to ON.

Then it sends rear window defogger switch signals to IPDM E/R and display control unit (with navigation) or display unit (without navigation) via DATA LINE (CAN H, CAN L).

When display control unit (with navigation) or display unit (without navigation) receives rear window defogger switch signals, and display on the screen.

When IPDM E/R receives rear window defogger switch signals,
Ground is supplied

- to rear window defogger relay terminal 2
- through IPDM E/R terminal 52
- through IPDM E/R terminal 38 and 60
- through body grounds E21, E50 and E51,

and then rear window defogger relay is energized.

When rear window defogger relay is turned ON,
Signals are transmitted,

- through rear window defogger relay terminals 5 and 7
- to rear window defogger terminal 1
- Rear window defogger terminal 2 is grounded through body grounds B15 and B45.

With power and ground supplied, rear window defogger filaments heat and defog the rear window.

When rear window defogger relay is turned to ON,
Power is supplied

- through rear window defogger relay terminal 7
- through fuse block (J/B) terminal 2C
- through 15A fuse [No. 8, located in the fuse block (J/B)]
- through fuse block (J/B) terminal 5B
- to door mirror defogger (driver side and passenger side) terminal 1.

Door mirror defogger (driver side and passenger side) terminal 2 is grounded through body grounds M35, M45 and M85.

With power and ground supplied, rear window defogger filaments heat and defog the rear window and door mirror defogger filaments heat and defog the mirror.

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REAR WINDOW DEFOGGER

CAN Communication System Description

AIS003LM

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

CAN Communication Unit

AIS003LN

| Body type | Wagon | | | | | |
|---|------------------------------------|---|-----------------------------|------------------------------------|---|-----------------------------|
| Axle | 2WD | | | AWD | | |
| Engine | VQ35DE | | | VQ35DE/VK45DE | | |
| Transmission | A/T | | | | | |
| Brake control | VDC | | | | | |
| Navigation system | | | × | | | × |
| Low tire pressure warning system | | | × | | | × |
| ICC system | | | × | | | × |
| Intelligent Key system | | | × | | | × |
| Automatic drive positioner | | × | × | | × | × |
| CAN communication unit | | | | | | |
| ECM | × | × | × | × | × | × |
| TCM | × | × | × | × | × | × |
| Display unit | × | × | | × | × | |
| Display control unit | | | × | | | × |
| Low tire pressure warning control unit | | | × | | | × |
| AWD control unit | | | | × | × | × |
| ICC unit | | | × | | | × |
| Intelligent Key unit | | | × | | | × |
| Data link connector | × | × | × | × | × | × |
| BCM | × | × | × | × | × | × |
| Steering angle sensor | × | × | × | × | × | × |
| Unified meter and A/C amp. | × | × | × | × | × | × |
| ICC sensor | | | × | | | × |
| ABS actuator and electric unit (control unit) | × | × | × | × | × | × |
| Driver seat control unit | | × | × | | × | × |
| IPDM E/R | × | × | × | × | × | × |
| CAN communication type | <u>GW-101, "TYPE 1/ TYPE2"</u> | | <u>GW-104, "TYPE 3"</u> | <u>GW-107, "TYPE 4/ TYPE5"</u> | | <u>GW-110, "TYPE 6"</u> |

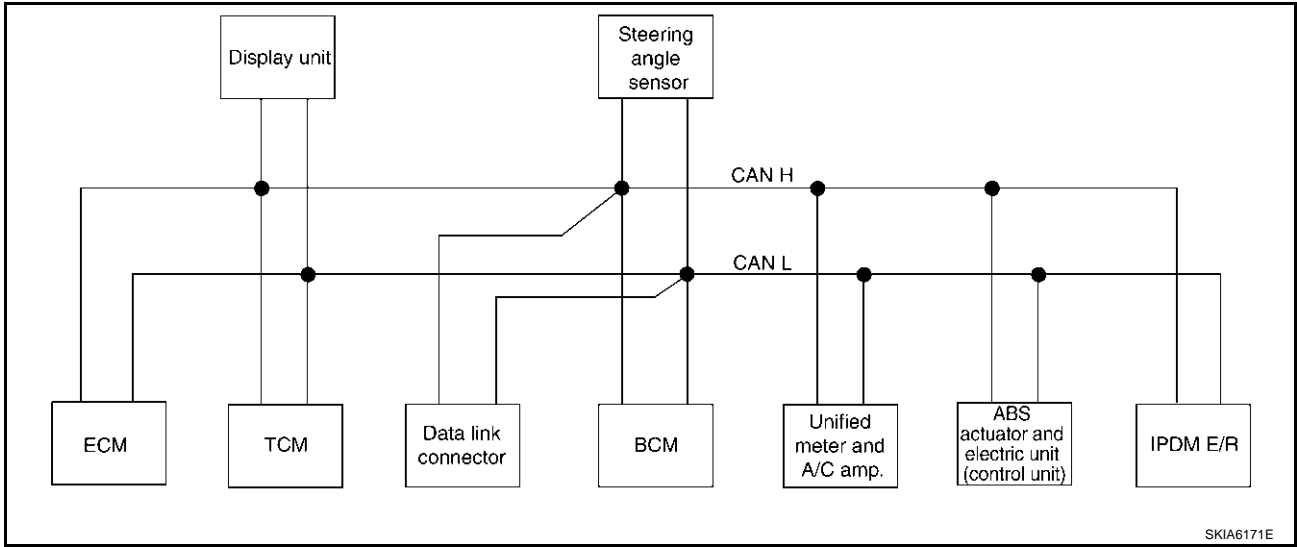
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REAR WINDOW DEFOGGER

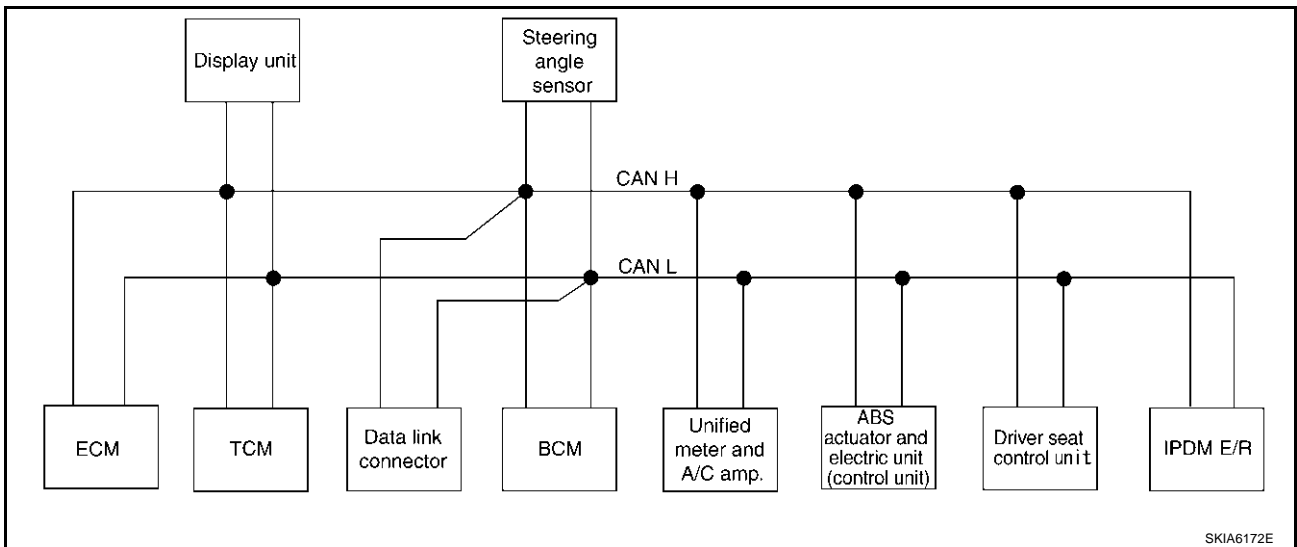
TYPE 1/TYPE2

System diagram

- Type1



- Type2



Input/output signal chart

T: Transmit R: Receive

| Signals | ECM | TCM | Display unit | BCM | Steering angle sensor | Unified meter and A/C amp. | ABS actuator and electric unit (control unit) | Driver seat control unit | IPDM E/R |
|------------------------------------|-----|-----|--------------|-----|-----------------------|----------------------------|---|--------------------------|----------|
| Engine speed signal | T | R | R | | | R | R | | |
| Engine status signal | T | | | R | | | | | |
| Engine coolant temperature signal | T | R | | | | R | | | |
| A/T self-diagnosis signal | R | T | | | | | | | |
| Accelerator pedal position signal | T | R | | | | | R | | |
| Closed throttle position signal | T | R | | | | | | | |
| Wide open throttle position signal | T | R | | | | | | | |

REAR WINDOW DEFOGGER

| Signals | ECM | TCM | Display unit | BCM | Steering angle sensor | Unified meter and A/C amp. | ABS actuator and electric unit (control unit) | Driver seat control unit | IPDM E/R |
|---------------------------------------|-----|-----|--------------|-----|-----------------------|----------------------------|---|--------------------------|----------|
| Battery voltage signal | T | R | | | | | | | |
| Key switch signal | | | | T | | | | R | |
| Ignition switch signal | | | | T | | | | R | R |
| P range signal | | T | | | | | R | R | |
| Stop lamp switch signal | | R | | | | T | | | |
| ABS operation signal | R | | | | | | T | | |
| TCS operation signal | R | | | | | | T | | |
| VDC operation signal | R | | | | | | T | | |
| Fuel consumption monitor signal | T | | R | | | R | | | |
| Input shaft revolution signal | R | T | | | | | | | |
| Output shaft revolution signal | R | T | | | | | | | |
| A/C switch signal | R | | | T | | | | | |
| A/C compressor request signal | T | | | | | | | | R |
| A/C relay status signal | R | | | | | | | | T |
| A/C compressor feedback signal | T | | | | | R | | | |
| Blower fan motor switch signal | R | | | T | | | | | |
| A/C control signal | | | T | | | R | | | |
| | | | R | | | T | | | |
| Cooling fan speed request signal | T | | | | | | | | R |
| Cooling fan speed signal | R | | | | | | | | T |
| Position light request signal | | | R | T | | R | | | R |
| Low beam request signal | | | | T | | | | | R |
| Low beam status signal | R | | | | | | | | T |
| High beam request signal | | | | T | | R | | | R |
| High beam status signal | R | | | | | | | | T |
| Front fog light request signal | | | | T | | | | | R |
| Day time running light request signal | | | | T | | R | | | |
| Turn LED burnout status signal | | | | R | | T | | | |
| Vehicle speed signal | | | | | | R | T | | |
| | R | R | R | R | | T | | R | |
| Sleep wake up signal | | | | T | | R | | R | R |
| Door switch signal | | | R | T | | R | | R | R |
| Turn indicator signal | | | | T | | R | | | |
| Key fob ID signal | | | | T | | | | R | |
| Key fob door unlock signal | | | | T | | | | R | |
| Oil pressure switch signal | | | | R | | | | | T |
| | | | | T | | R | | | |
| Buzzer output signal | | | | T | | R | | | |
| Fuel level sensor signal | R | | | | | T | | | |
| Fuel level low warning signal | | | R | | | T | | | |

REAR WINDOW DEFOGGER

| Signals | ECM | TCM | Dis- play unit | BCM | Steer- ing angle sensor | Unified meter and A/ C amp. | ABS actua- tor and electric unit (con- trol unit) | Driver seat control unit | IPDM E/R |
|---|-----|-----|----------------------|-----|----------------------------------|--------------------------------------|--|-----------------------------------|-------------|
| ASCD operation signal | T | R | | | | | | | |
| ASCD OD cancel request | T | R | | | | | | | |
| Front wiper request signal | | | | T | | | | | R |
| Front wiper stop position signal | | | | R | | | | | T |
| Rear window defogger switch signal | | | | T | | | | | R |
| Rear window defogger control signal | R | | R | R | | | | | T |
| Hood switch signal | | | | R | | | | | T |
| Theft warning horn request signal | | | | T | | | | | R |
| Horn chirp signal | | | | T | | | | | R |
| Steering angle sensor signal | | | | | T | | R | | |
| ABS warning lamp signal | | | | | | R | T | | |
| VDC OFF indicator lamp signal | | | | | | R | T | | |
| SLIP indicator lamp signal | | | | | | R | T | | |
| Brake warning lamp signal | | | | | | R | T | | |
| System setting signal | | | T | R | | | | R | |
| A/T CHECK indicator lamp signal | | T | | | | R | | | |
| A/T position indicator lamp signal | | T | | | | R | | | |
| A/T shift schedule change demand signal | | R | | | | | T | | |
| Manual mode signal | | R | | | | T | | | |
| Not manual mode signal | | R | | | | T | | | |
| Manual mode shift up signal | | R | | | | T | | | |
| Manual mode shift down signal | | R | | | | T | | | |
| Manual mode indicator signal | | T | | | | R | | | |
| Distance to empty signal | | | R | | | T | | | |
| Hand brake switch | | | | R | | T | | | |

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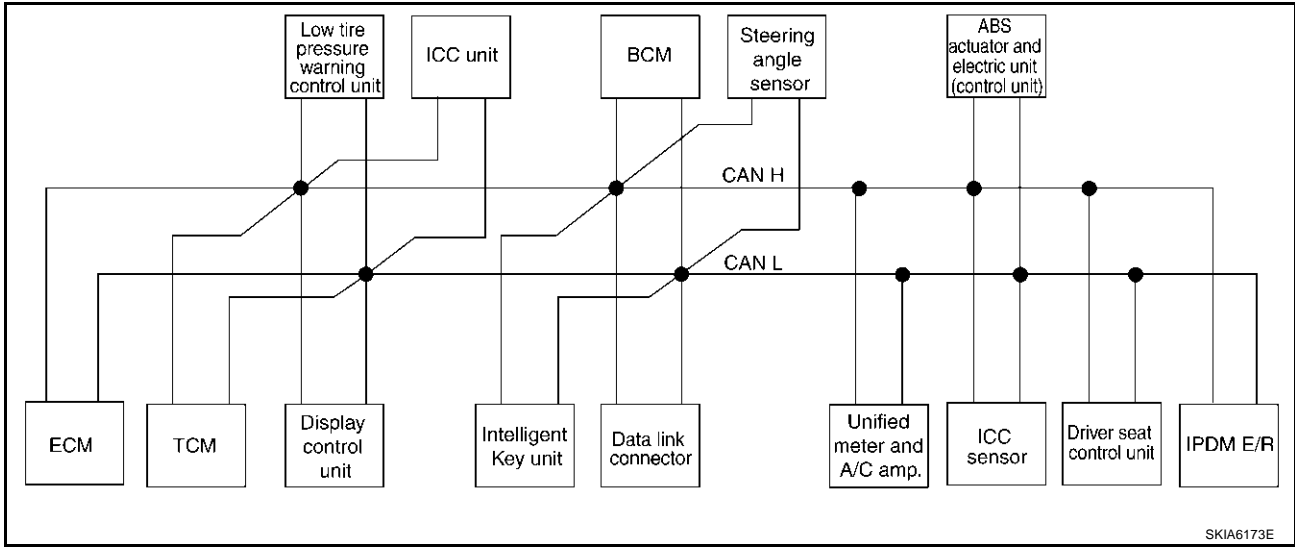
GW

REAR WINDOW DEFOGGER

TYPE 3

System diagram

- Type3



Input/output signal chart

T: Transmit R: Receive

| Signals | ECM | TCM | Display control unit | Low tire pressure warning control unit | ICC unit | Intelligent Key unit | BCM | Steering angle sensor | Unified meter and A/C amp. | ICC sensor | ABS actuator and electric unit (control unit) | Driver seat control unit | IPDM E/R |
|------------------------------------|-----|-----|----------------------|--|----------|----------------------|-----|-----------------------|----------------------------|------------|---|--------------------------|----------|
| Engine speed signal | T | R | R | | R | | | | R | | R | | |
| Engine status signal | T | | | | | | R | | | | | | |
| Engine coolant temperature signal | T | R | | | R | | | | R | | | | |
| A/T self-diagnosis signal | R | T | | | | | | | | | | | |
| Accelerator pedal position signal | T | R | | | R | | | | | | R | | |
| Closed throttle position signal | T | R | | | R | | | | | | | | |
| Wide open throttle position signal | T | R | | | | | | | | | | | |
| Battery voltage signal | T | R | | | | | | | | | | | |
| Key switch signal | | | | | | | T | | | | | R | |
| Ignition switch signal | | | | | | | T | | | | | R | R |
| P range signal | | T | | | R | | | | | | R | R | |
| Stop lamp switch signal | | R | | | | | | | T | | | | |
| ABS operation signal | R | | | | R | | | | | | T | | |
| TCS operation signal | R | | | | R | | | | | | T | | |
| VDC operation signal | R | | | | R | | | | | | T | | |
| Fuel consumption monitor signal | T | | R | | | | | | R | | | | |

REAR WINDOW DEFOGGER

| Signals | ECM | TCM | Display control unit | Low tire pressure warning control unit | ICC unit | Intelligent Key unit | BCM | Steering angle sensor | Unified meter and A/C amp. | ICC sensor | ABS actuator and electric unit (control unit) | Driver seat control unit | IPDM E/R | |
|---------------------------------------|-----|-----|----------------------|--|----------|----------------------|-----|-----------------------|----------------------------|------------|---|--------------------------|----------|----|
| Input shaft revolution signal | R | T | | | R | | | | | | | | | A |
| Output shaft revolution signal | R | T | | | R | | | | | | | | | B |
| A/C switch signal | R | | | | | | T | | | | | | | C |
| A/C compressor request signal | T | | | | | | | | | | | | R | D |
| A/C relay status signal | R | | | | | | | | | | | | T | E |
| A/C compressor feedback signal | T | | | | | | | | R | | | | | F |
| Blower fan motor switch signal | R | | | | | | T | | | | | | | G |
| A/C control signal | | | T | | | | | | R | | | | | H |
| | | | R | | | | | | T | | | | | |
| Cooling fan speed signal | R | | | | | | | | | | | | T | |
| Position light request signal | R | | | | | | T | | R | | | | R | GW |
| Low beam request signal | | | | | | | T | | | | | | R | |
| Low beam status signal | R | | | | | | | | | | | | T | J |
| High beam request signal | | | | | | | T | | R | | | | R | |
| High beam status signal | R | | | | | | | | | | | | T | K |
| Front fog light request signal | | | | | | | T | | | | | | R | L |
| Day time running light request signal | | | | | | | T | | R | | | | | |
| Turn LED burnout status signal | | | | | | | R | | T | | | | | M |
| Vehicle speed signal | | | | | R | | | | R | | T | | | |
| | R | R | R | R | | R | R | | T | R | | R | | |
| Sleep wake up signal | | | | | | | T | | R | | | R | R | |
| | | | | | | T | R | | | | | | | |
| Door switch signal | | | R | | | R | T | | R | | | R | R | |
| Turn indicator signal | | | | | | | T | | R | | | | | |
| Key fob ID signal | | | | | | | T | | | | | R | | |
| Key fob door unlock signal | | | | | | | T | | | | | R | | |
| Oil pressure switch signal | | | | | | | R | | | | | | T | |
| | | | | | | | T | | R | | | | | |
| Buzzer output signal | | | | | | | T | | R | | | | | |
| | | | | | | T | | | R | | | | | |
| | | | | | T | | | | R | | | | | |

REAR WINDOW DEFOGGER

| Signals | ECM | TCM | Display control unit | Low tire pressure warning control unit | ICC unit | Intelligent Key unit | BCM | Steering angle sensor | Unified meter and A/C amp. | ICC sensor | ABS actuator and electric unit (control unit) | Driver seat control unit | IPDM E/R |
|-------------------------------------|-----|-----|----------------------|--|----------|----------------------|-----|-----------------------|----------------------------|------------|---|--------------------------|----------|
| Fuel level sensor signal | R | | | | | | | | T | | | | |
| Fuel level low warning signal | | | R | | | | | | T | | | | |
| ICC operation signal | R | | | | T | | | | | | | | |
| Front wiper request signal | | | | | R | | T | | | | | | R |
| Front wiper stop position signal | | | | | | | R | | | | | | T |
| Rear window defogger switch signal | | | | | | | T | | | | | | R |
| Rear window defogger control signal | R | | R | | | | R | | | | | | T |
| Hood switch signal | | | | | | | R | | | | | | T |
| Theft warning horn request signal | | | | | | | T | | | | | | R |
| Horn chirp signal | | | | | | | T | | | | | | R |
| Steering angle sensor signal | | | | | | | | T | | | R | | |
| Tire pressure signal | | | | T | | | | | R | | | | |
| Tire pressure data signal | | | R | T | | | | | | | | | |
| ABS warning lamp signal | | | | | R | | | | R | | T | | |
| VDC OFF indicator lamp signal | | | | | R | | | | R | | T | | |
| SLIP indicator lamp signal | | | | | | | | | R | | T | | |
| Brake warning lamp signal | | | | | | | | | R | | T | | |
| System setting signal | | | T | | | R | | | | | | R | |
| Distance to empty signal | | | R | | | | | | T | | | | |
| Hand brake switch signal | | | | | | | R | | T | | | | |
| Door lock/unlock request signal | | | | | | T | R | | | | | | |
| Door lock/unlock status signal | | | | | | R | T | | | | | | |
| Starter permission signal | | | | | | T | R | | | | | | |
| Back door open request signal | | | | | | T | R | | | | | | |
| Power window open request signal | | | | | | T | R | | | | | | |
| Alarm request signal | | | | | | T | R | | | | | | |
| Key warning signal | | | | | | T | | | R | | | | |
| ICC sensor signal | | | | | R | | | | | T | | | |
| ICC warning lamp signal | | | | | T | | | | R | | | | |

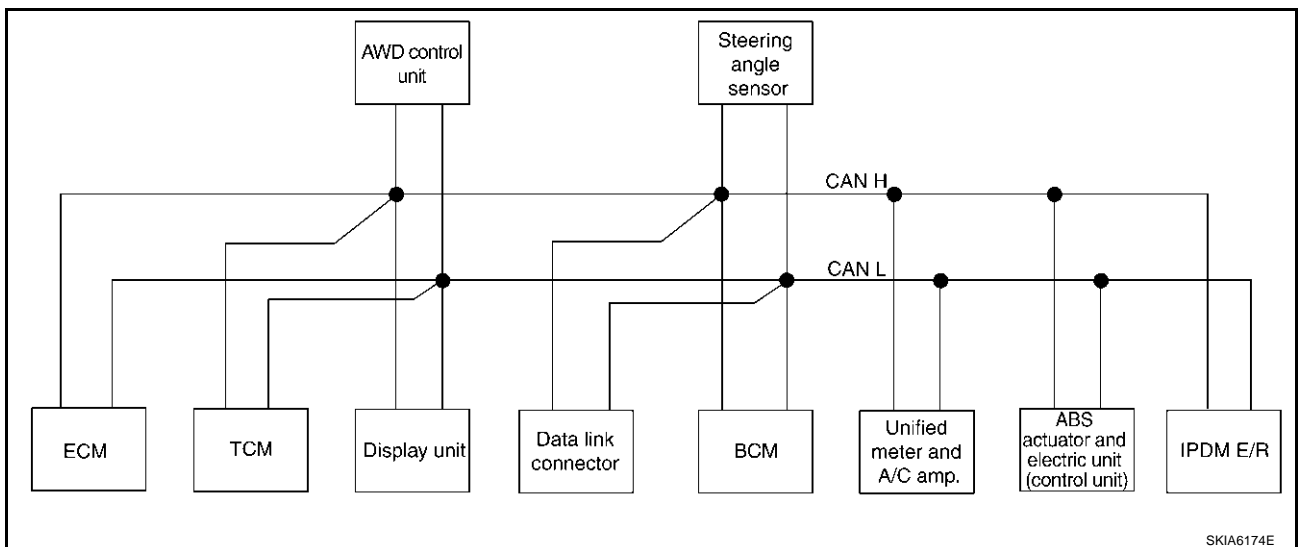
REAR WINDOW DEFOGGER

| Signals | ECM | TCM | Display control unit | Low tire pressure warning control unit | ICC unit | Intelligent Key unit | BCM | Steering angle sensor | Unified meter and A/C amp. | ICC sensor | ABS actuator and electric unit (control unit) | Driver seat control unit | IPDM E/R |
|---|-----|-----|----------------------|--|----------|----------------------|-----|-----------------------|----------------------------|------------|---|--------------------------|----------|
| ICC system display signal | | | | | T | | | | R | | | | |
| Current gear position signal | | T | | | R | | | | | | R | | |
| Steering switch signal | T | | | | R | | | | | | | | |
| ASCD operation signal | T | R | | | | | | | | | | | |
| ASCD OD cancel request | T | R | | | | | | | | | | | |
| ICC OD cancel request | R | R | | | T | | | | | | | | |
| A/T CHECK indicator lamp signal | | T | | | | | | | R | | | | |
| A/T position indicator lamp signal | | T | | | | | | | R | | | | |
| A/T shift schedule change demand signal | | R | | | | | | | | | T | | |
| Manual mode signal | | R | | | | | | | T | | | | |
| Not manual mode signal | | R | | | | | | | T | | | | |
| Manual mode shift up signal | | R | | | | | | | T | | | | |
| Manual mode shift down signal | | R | | | | | | | T | | | | |
| Manual mode indicator signal | | T | | | R | | | | R | | | | |
| Ignition knob switch signal | | | | | | T | R | | | | | | |

TYPE 4/TYPES

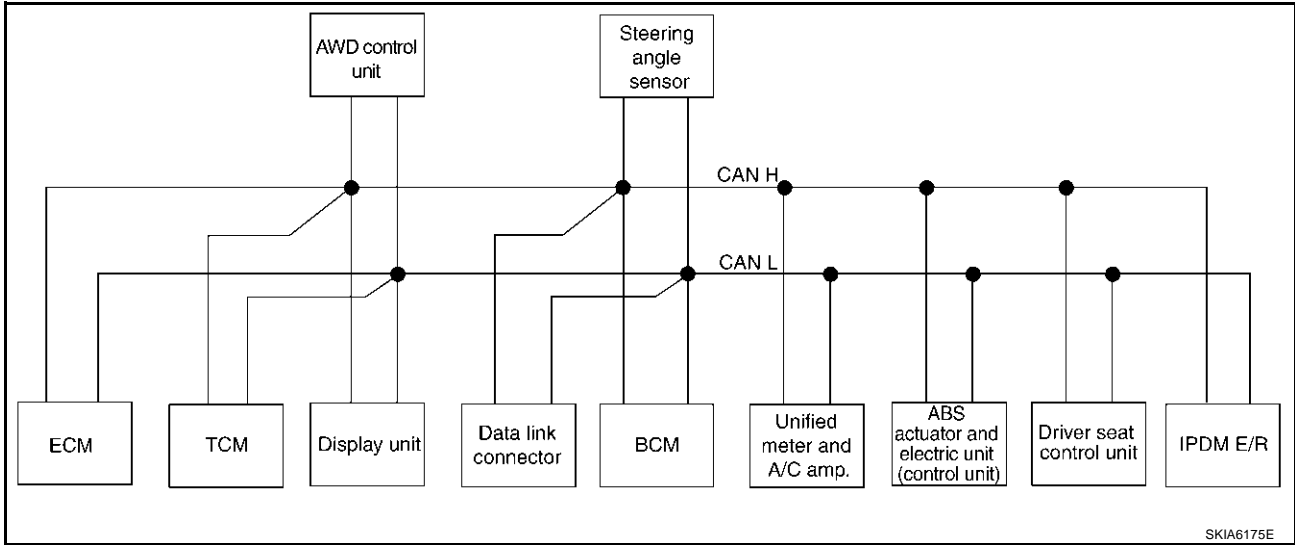
System diagram

- Type4



REAR WINDOW DEFOGGER

● Type5



Input/output signal chart

T: Transmit R: Receive

| Signals | ECM | TCM | Display unit | AWD control unit | BCM | Steering angle sensor | Unified meter and A/C amp. | ABS actuator and electric unit (control unit) | Driver seat control unit | IPDM E/R |
|------------------------------------|-----|-----|--------------|------------------|-----|-----------------------|----------------------------|---|--------------------------|----------|
| A/T self-diagnosis signal | R | T | | | | | | | | |
| ABS operation signal | R | | | R | | | | T | | |
| TCS operation signal | R | | | | | | | T | | |
| VDC operation signal | R | | | R | | | | T | | |
| Stop lamp switch signal | | R | | R | | | T | | | |
| Battery voltage signal | T | R | | | | | | | | |
| Key switch signal | | | | | T | | | | R | |
| Ignition switch signal | | | | | T | | | | R | R |
| P range signal | | T | | | | | | R | R | |
| Closed throttle position signal | T | R | | | | | | | | |
| Wide open throttle position signal | T | R | | | | | | | | |
| Engine speed signal | T | R | R | R | | | R | R | | |
| Engine status signal | T | | | | R | | | | | |
| Engine coolant temperature signal | T | R | | | | | R | | | |
| Accelerator pedal position signal | T | R | | R | | | | R | | |
| Fuel consumption monitor signal | T | | R | | | | R | | | |
| Input shaft revolution signal | R | T | | | | | | | | |
| Output shaft revolution signal | R | T | | | | | | | | |
| A/C switch signal | R | | | | T | | | | | |
| A/C compressor request signal | T | | | | | | | | | R |
| A/C relay status signal | R | | | | | | | | | T |
| A/C compressor feedback signal | T | | | | | | R | | | |

REAR WINDOW DEFOGGER

| Signals | ECM | TCM | Display unit | AWD control unit | BCM | Steering angle sensor | Unified meter and A/C amp. | ABS actuator and electric unit (control unit) | Driver seat control unit | IPDM E/R |
|---------------------------------------|-----|-----|--------------|------------------|-----|-----------------------|----------------------------|---|--------------------------|----------|
| Blower fan motor switch signal | R | | | | T | | | | | |
| A/C control signal | | | T | | | | R | | | |
| | | | R | | | | T | | | |
| Cooling fan speed signal | R | | | | | | | | | T |
| Position light request signal | | | R | | T | | R | | | R |
| Low beam request signal | | | | | T | | | | | R |
| Low beam status signal | R | | | | | | | | | T |
| High beam request signal | | | | | T | | R | | | R |
| High beam status signal | R | | | | | | | | | T |
| Front fog light request signal | | | | | T | | | | | R |
| Day time running light request signal | | | | | T | | R | | | |
| Turn LED burnout status signal | | | | | R | | T | | | |
| Vehicle speed signal | | | | | | | R | T | | |
| | R | R | R | | R | | T | | R | |
| Sleep wake up signal | | | | | T | | R | | R | R |
| Door switch signal | | | R | | T | | R | | R | R |
| Turn indicator signal | | | | | T | | R | | | |
| Key fob ID signal | | | | | T | | | | R | |
| Key fob door unlock signal | | | | | T | | | | R | |
| Oil pressure switch signal | | | | | R | | | | | T |
| | | | | | T | | R | | | |
| Buzzer output signal | | | | | T | | R | | | |
| Fuel level sensor signal | R | | | | | | T | | | |
| Fuel level low warning signal | | | R | | | | T | | | |
| Front wiper request signal | | | | | T | | | | | R |
| Front wiper stop position signal | | | | | R | | | | | T |
| Rear window defogger switch signal | | | | | T | | | | | R |
| Rear window defogger control signal | R | | R | | R | | | | | T |
| Hood switch signal | | | | | R | | | | | T |
| Theft warning horn request signal | | | | | T | | | | | R |
| Horn chirp signal | | | | | T | | | | | R |
| Steering angle sensor signal | | | | | | T | | R | | |
| ABS warning lamp signal | | | | | | | R | T | | |
| VDC OFF indicator lamp signal | | | | | | | R | T | | |
| SLIP indicator lamp signal | | | | | | | R | T | | |
| Brake warning lamp signal | | | | | | | R | T | | |
| System setting signal | | | T | | R | | | | R | |
| AWD warning lamp signal | | | | T | | | R | | | |

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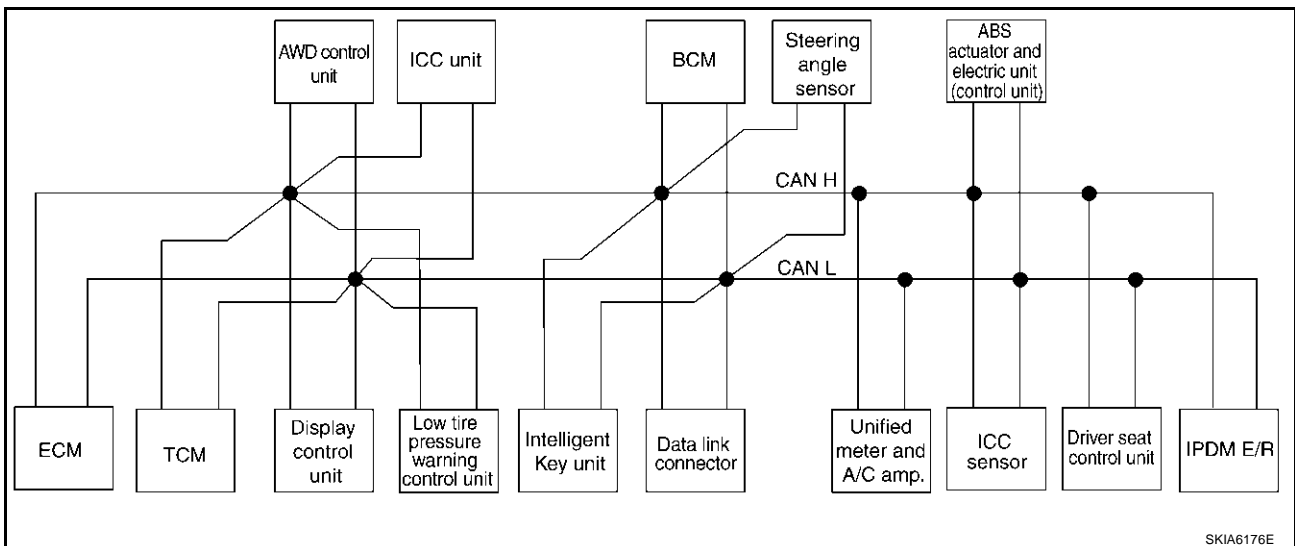
REAR WINDOW DEFOGGER

| Signals | ECM | TCM | Display unit | AWD control unit | BCM | Steering angle sensor | Unified meter and A/C amp. | ABS actuator and electric unit (control unit) | Driver seat control unit | IPDM E/R |
|---|-----|-----|--------------|------------------|-----|-----------------------|----------------------------|---|--------------------------|----------|
| AWD lock indicator lamp signal | | | | T | | | R | | | |
| Distance to empty signal | | | R | | | | T | | | |
| Hand brake switch signal | | | | R | R | | T | | | |
| ASCOD operation signal | T | R | | | | | | | | |
| ASCOD OD cancel request | T | R | | | | | | | | |
| A/T CHECK indicator lamp signal | | T | | | | | R | | | |
| A/T position indicator lamp signal | | T | | | | | R | | | |
| A/T shift schedule change demand signal | | R | | | | | | T | | |
| Manual mode signal | | R | | | | | T | | | |
| Not manual mode signal | | R | | | | | T | | | |
| Manual mode shift up signal | | R | | | | | T | | | |
| Manual mode shift down signal | | R | | | | | T | | | |
| Manual mode indicator signal | | T | | | | | R | | | |

TYPE 6

System diagram

- Type6



REAR WINDOW DEFOGGER

Input/output signal chart

T: Transmit R: Receive

| Signals | ECM | TCM | Display control unit | Low tire pressure warning control unit | AWD control unit | ICC unit | Intelligent Key unit | BCM | Steering angle sensor | Unified meter and A/C amp. | ICC sensor | ABS actuator and electric unit (control unit) | Driver seat control unit | IPD M E/R |
|------------------------------------|-----|-----|----------------------|--|------------------|----------|----------------------|-----|-----------------------|----------------------------|------------|---|--------------------------|-----------|
| A/T self-diagnosis signal | R | T | | | | | | | | | | | | |
| ABS operation signal | R | | | | R | R | | | | | | T | | |
| TCS operation signal | R | | | | | R | | | | | | T | | |
| VDC operation signal | R | | | | R | R | | | | | R | T | | |
| Stop lamp switch signal | | R | | | R | | | | | T | | | | |
| Battery voltage signal | T | R | | | | | | | | | | | | |
| Key switch signal | | | | | | | | T | | | | | R | |
| Ignition switch signal | | | | | | | | T | | | | | R | R |
| P range signal | | T | | | | R | | | | | | R | R | |
| Closed throttle position signal | T | R | | | | R | | | | | | | | |
| Wide open throttle position signal | T | R | | | | | | | | | | | | |
| Engine speed signal | T | R | R | | R | R | | | | R | | R | | |
| Engine status signal | T | | | | | | | R | | | | | | |
| Engine coolant temperature signal | T | R | | | | R | | | | R | | | | |
| Accelerator pedal position signal | T | R | | | R | R | | | | | | R | | |
| Fuel consumption monitor signal | T | | R | | | | | | | R | | | | |
| A/T self-diagnosis signal | R | T | | | | | | | | | | | | |
| Input shaft revolution signal | R | T | | | | R | | | | | | | | |
| Output shaft revolution signal | R | T | | | | R | | | | | | | | |
| A/C switch signal | R | | | | | | | T | | | | | | |
| A/C compressor request signal | T | | | | | | | | | | | | | R |
| A/C relay status signal | R | | | | | | | | | | | | | T |
| A/C compressor feedback signal | T | | | | | | | | | R | | | | |
| Blower fan motor switch signal | R | | | | | | | T | | | | | | |
| A/C control signal | | | T | | | | | | | R | | | | |
| | | | R | | | | | | | T | | | | |
| Cooling fan speed signal | R | | | | | | | | | | | | | T |
| Position light request signal | | | R | | | | | T | | R | | | | R |
| Low beam request signal | | | | | | | | T | | | | | | R |
| Low beam status signal | R | | | | | | | | | | | | | T |
| High beam request signal | | | | | | | | T | | R | | | | R |

REAR WINDOW DEFOGGER

| Signals | ECM | TCM | Display control unit | Low tire pressure warning control unit | AWD control unit | ICC unit | Intelligent Key unit | BCM | Steering angle sensor | Unified meter and A/C amp. | ICC sensor | ABS actuator and electric unit (control unit) | Driver seat control unit | IPD M E/R |
|---------------------------------------|-----|-----|----------------------|--|------------------|----------|----------------------|-----|-----------------------|----------------------------|------------|---|--------------------------|-----------|
| High beam status signal | R | | | | | | | | | | | | | T |
| Front fog light request signal | | | | | | | | T | | | | | | R |
| Day time running light request signal | | | | | | | | T | | R | | | | |
| Turn LED burnout status signal | | | | | | | | R | | T | | | | |
| Vehicle speed signal | | | | | | R | | | | R | | T | | |
| | R | R | R | R | | | R | R | | T | R | | R | |
| Sleep wake up signal | | | | | | | | T | | R | | | R | R |
| | | | | | | | T | R | | | | | | |
| Door switch signal | | | R | | | | R | T | | R | | | R | R |
| Key fob ID signal | | | | | | | | T | | | | | R | |
| Key fob door unlock signal | | | | | | | | T | | | | | R | |
| Oil pressure switch signal | | | | | | | | R | | | | | | T |
| | | | | | | | | T | | R | | | | |
| Buzzer output signal | | | | | | | T | | | R | | | | |
| | | | | | | T | | | | R | | | | |
| Fuel level sensor signal | R | | | | | | | | | T | | | | |
| Fuel level low warning signal | | | R | | | | | | | T | | | | |
| ICC operation signal | R | | | | | T | | | | | | | | |
| Front wiper request signal | | | | | | R | | T | | | | | | R |
| Front wiper stop position signal | | | | | | | | R | | | | | | T |
| Rear window defogger switch signal | | | | | | | | T | | | | | | R |
| Rear window defogger control signal | R | | R | | | | | R | | | | | | T |
| Hood switch signal | | | | | | | | R | | | | | | T |
| Theft warning horn request signal | | | | | | | | T | | | | | | R |
| Horn chirp signal | | | | | | | | T | | | | | | R |
| Steering angle sensor signal | | | | | | | | | T | | | R | | |
| Tire pressure signal | | | | T | | | | | | R | | | | |
| Tire pressure data signal | | | R | T | | | | | | | | | | |
| ABS warning lamp signal | | | | | | R | | | | R | | T | | |
| VDC OFF indicator lamp signal | | | | | | R | | | | R | | T | | |
| SLIP indicator lamp signal | | | | | | | | | | R | | T | | |

REAR WINDOW DEFOGGER

| Signals | ECM | TCM | Display control unit | Low tire pressure warning control unit | AWD control unit | ICC unit | Intelligent Key unit | BCM | Steering angle sensor | Unified meter and A/C amp. | ICC sensor | ABS actuator and electric unit (control unit) | Driver seat control unit | IPD M E/R |
|---|-----|-----|----------------------|--|------------------|----------|----------------------|-----|-----------------------|----------------------------|------------|---|--------------------------|-----------|
| Brake warning lamp signal | | | | | | | | | | R | | T | | |
| System setting signal | | | T | | | | R | | | | | | R | |
| AWD warning lamp signal | | | | | T | | | | | R | | | | |
| AWD lock indicator lamp signal | | | | | T | | | | | R | | | | |
| Distance to empty signal | | | R | | | | | | | T | | | | |
| Hand brake switch signal | | | | | R | | | R | | T | | | | |
| Door lock/unlock request signal | | | | | | | T | R | | | | | | |
| Door lock/unlock status signal | | | | | | | R | T | | | | | | |
| Starter permission signal | | | | | | | T | R | | | | | | |
| Back door open request signal | | | | | | | T | R | | | | | | |
| Power window open request signal | | | | | | | T | R | | | | | | |
| Alarm request signal | | | | | | | T | R | | | | | | |
| Key warning signal | | | | | | | T | | | R | | | | |
| ICC sensor signal | | | | | | R | | | | | T | | | |
| ICC warning lamp signal | | | | | | T | | | | R | | | | |
| ICC system display signal | | | | | | T | | | | R | | | | |
| Current gear position signal | | T | | | | R | | | | | | R | | |
| Steering switch signal | T | | | | | R | | | | | | | | |
| ASCD operation signal | T | R | | | | | | | | | | | | |
| ASCD OD cancel request | T | R | | | | | | | | | | | | |
| ICC OD cancel request | R | R | | | | T | | | | | | | | |
| A/T CHECK indicator lamp signal | | T | | | | | | | | R | | | | |
| A/T position indicator lamp signal | | T | | | | | | | | R | | | | |
| A/T shift schedule change demand signal | | R | | | | | | | | | | T | | |
| Manual mode signal | | R | | | | | | | | T | | | | |
| Not manual mode signal | | R | | | | | | | | T | | | | |
| Manual mode shift up signal | | R | | | | | | | | T | | | | |
| Manual mode shift down signal | | R | | | | | | | | T | | | | |
| Manual mode indicator signal | | T | | | | | | | | R | | | | |
| Ignition knob switch signal | | | | | | | T | R | | | | | | |

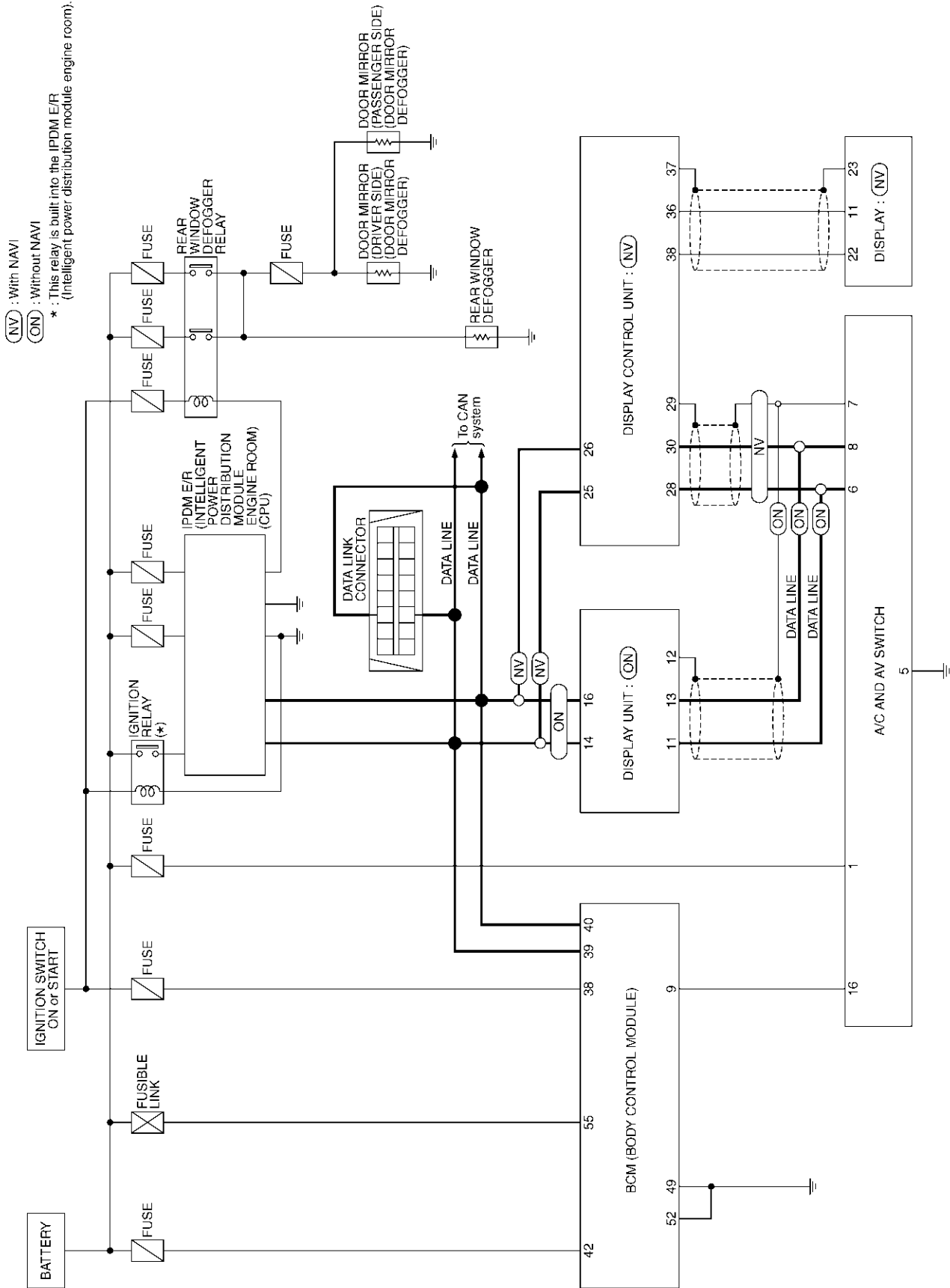
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REAR WINDOW DEFOGGER

Schematic – DEF –

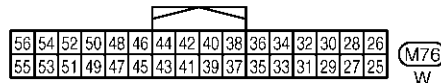
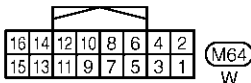
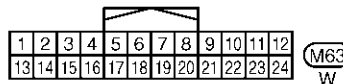
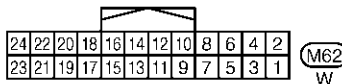
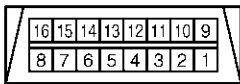
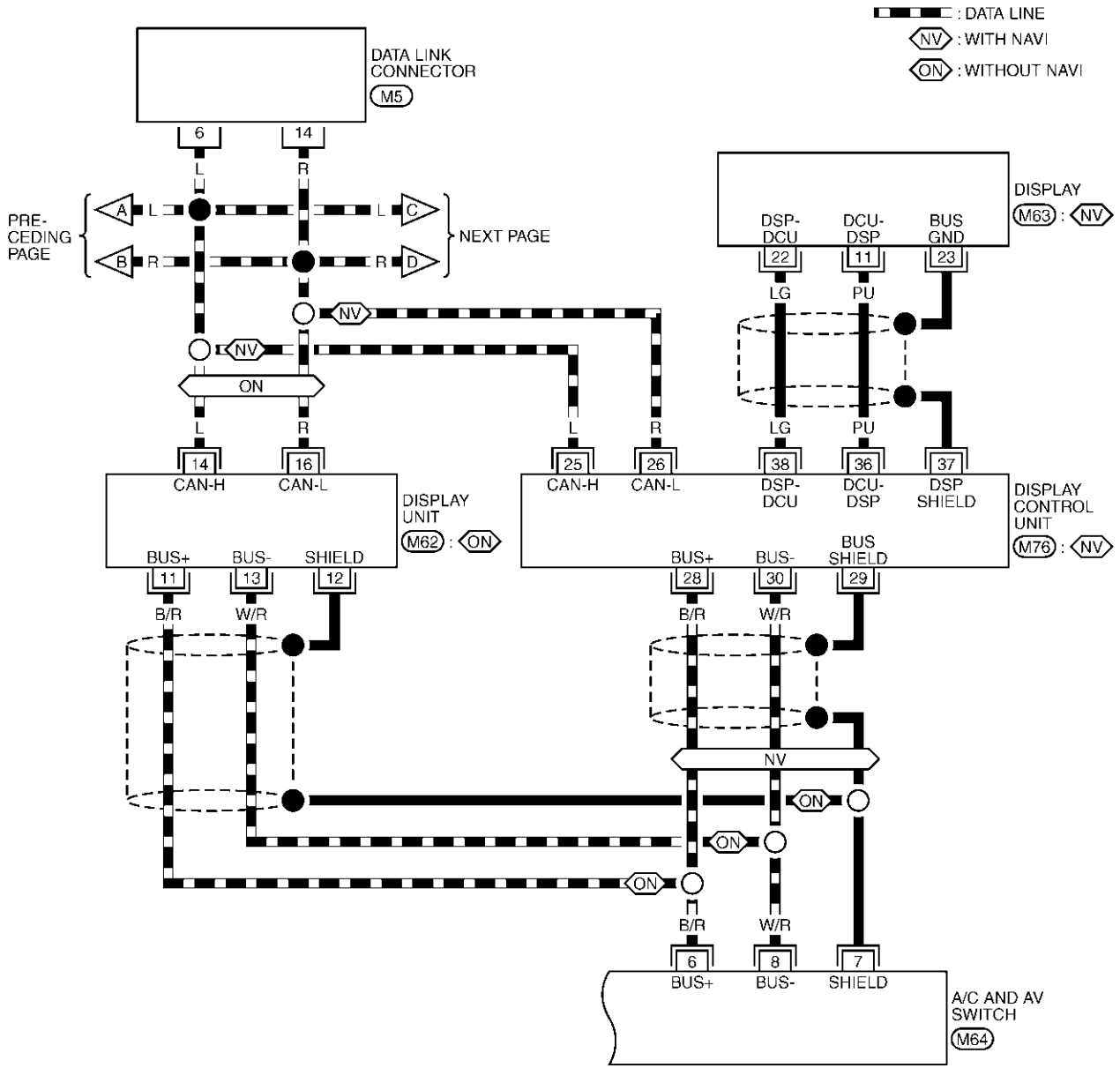
AIS003EH



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REAR WINDOW DEFOGGER

GW-DEF-02

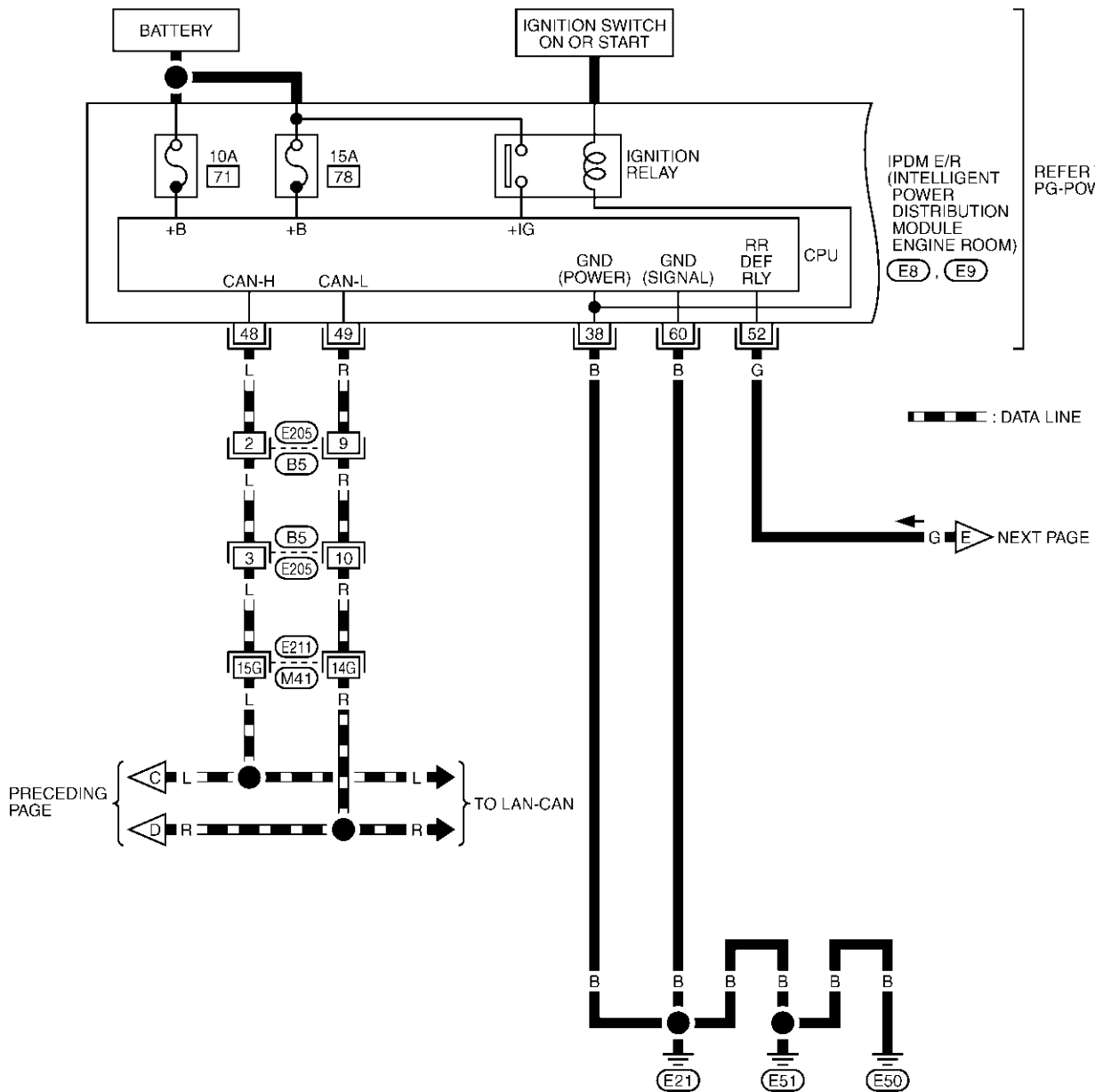


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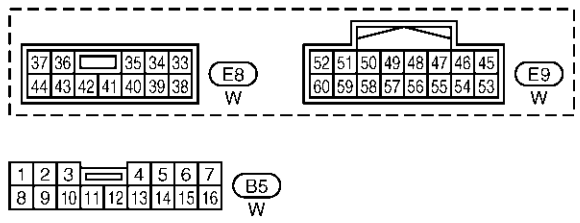
REAR WINDOW DEFOGGER

GW-DEF-03

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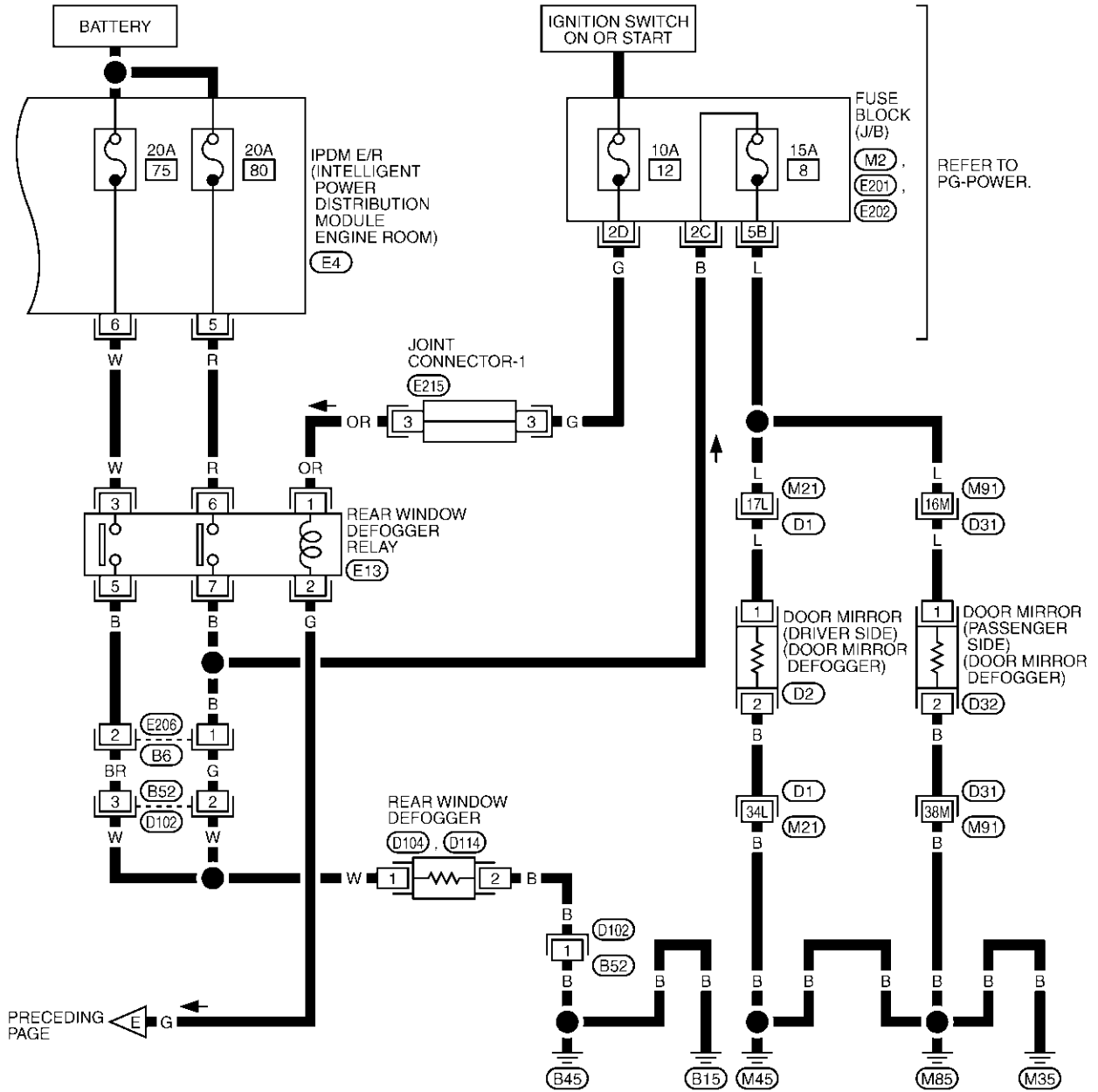


REFER TO THE FOLLOWING.
 (E21) -SUPER MULTIPLE JUNCTION (SMJ)

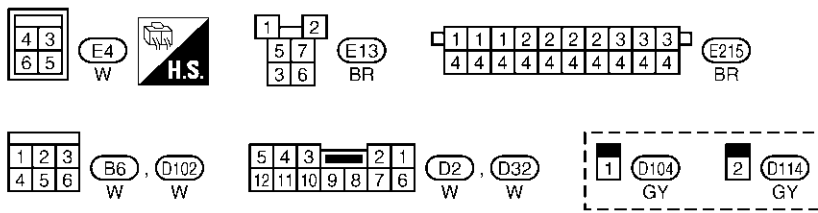
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REAR WINDOW DEFOGGER

GW-DEF-04



PRECEDING PAGE



REFER TO THE FOLLOWING.
(D1), (D31) -SUPER MULTIPLE JUNCTION (SMJ)
(M2), (E201), (E202) -FUSE BLOCK-JUNCTION BOX (J/B)

TIWM0361E

REAR WINDOW DEFOGGER

Terminal and Reference Value for BCM

AIS003EJ

| Terminal | Wire color | Item | Condition | Voltage (V) (Approx.) |
|----------|------------|------------------------------------|--|--------------------------|
| 9 | L/W | Rear window defogger switch signal | When rear window defogger switch is pressed. | 0 |
| | | | When rear window defogger switch is OFF. | 5 |
| 38 | W/L | Ignition switch ON or START | Ignition switch (ON or START position) | Battery voltage |
| 39 | L | CAN- H | — | — |
| 40 | R | CAN- L | — | — |
| 42 | L/R | Battery power supply | — | Battery voltage |
| 49 | B | Ground (signal) | — | 0 |
| 52 | B | Ground (power) | — | 0 |
| 55 | G | Battery power supply | — | Battery voltage |

Terminal and Reference Value for IPDM E/R

AIS003EK

| Terminal | Wire color | Item | Condition | Voltage (V) (Approx.) |
|----------|------------|---|--|--------------------------|
| 5 | R | Battery power supply | — | Battery voltage |
| 6 | W | Battery power supply | — | Battery voltage |
| 38 | B | Ground (Power) | — | 0 |
| 48 | L | CAN- H | — | — |
| 49 | R | CAN- L | — | — |
| 52 | G | Rear window defogger relay control signal | When rear window defogger switch is ON. | 0 |
| | | | When rear window defogger switch is OFF. | Battery voltage |
| 60 | B | Ground (Signal) | — | 0 |

Work Flow

AIS003EL

1. Check the symptom and customer's requests.
2. Understand the outline of system. Refer to [GW-98, "System Description"](#) .
3. According to the trouble diagnosis chart, repair or replace the cause of the malfunction. Refer to [GW-122, "Trouble Diagnoses Symptom Chart"](#) .
4. Does rear window defogger operate normally? YES: GO TO 5, NO: GO TO 3.
5. INSPECTION END.

REAR WINDOW DEFOGGER

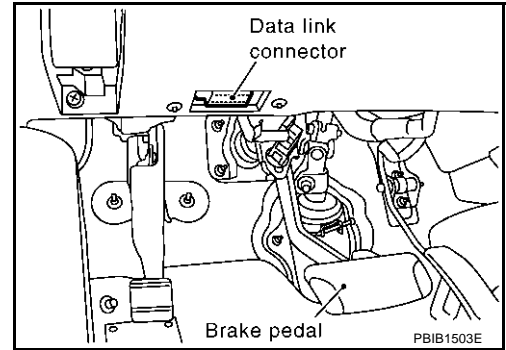
AIS003EM

CONSULT-II Inspection Procedure

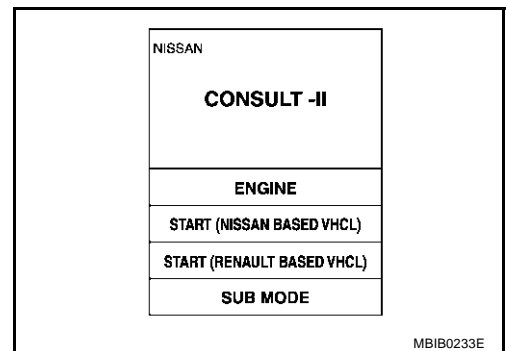
CAUTION:

If CONSULT-II is used with no connection of CONSULT-II CONVERTER, malfunctions might be detected in self-diagnosis depending on control unit which carry out CAN communication.

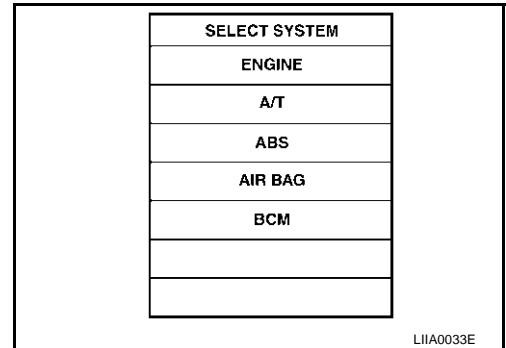
1. Turn ignition switch "OFF".
2. Connect "CONSULT-II" and CONSULT-II CONVERTER to data link connector.



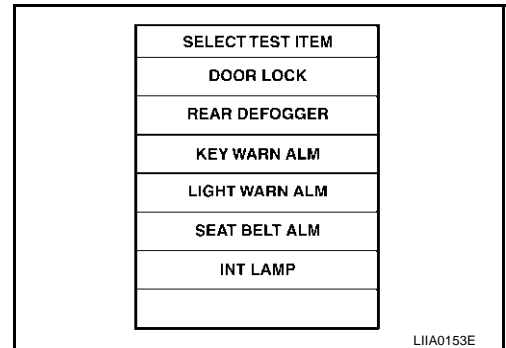
3. Turn ignition switch "ON".
4. Touch "START (NISSAN BASED VHCL)".



5. Touch "BCM".
If "BCM" is not indicated, go to [GI-40](#) , "CONSULT-II Date Link Connector (DLC) Circuit"

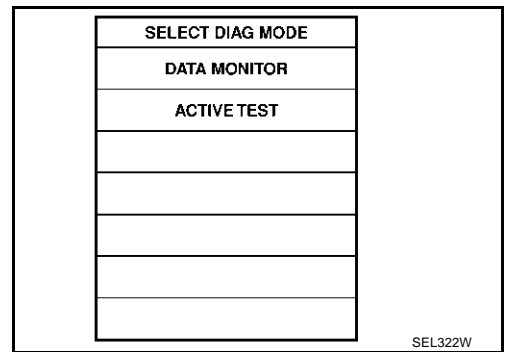


6. Touch "REAR DEFOGGER".



REAR WINDOW DEFOGGER

7. Select diagnosis mode, "DATA MONITOR" and "ACTIVE TEST".



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DATA MONITOR

Display Item List

| Monitor item "Operation" | | Content |
|--------------------------|----------|--|
| REAR DEF SW | "ON/OFF" | Displays "Press (ON)/others (OFF)" status determined with the rear window defogger switch. |
| IGN ON SW | "ON/OFF" | Displays "IGN (ON)/OFF" status determined with the ignition switch signal. |

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ACTIVE TEST

Display Item List

| Test item | Content |
|---------------|--|
| REAR DEFOGGER | Gives a drive signal to the rear window defogger relay to activate it. |

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REAR WINDOW DEFOGGER

AIS003EN

Trouble Diagnoses Symptom Chart

- Make sure other systems using the signal of the following systems operate normally.

| Symptom | Diagnoses / Service procedure | Refer to page |
|---|--|------------------------|
| Rear window defogger and door mirror defogger do not operate. | 1. BCM power supply and ground circuit check. | GW-122 |
| | 2. IPDM E/R auto active test check | PG-39 |
| | 3. Rear window defogger switch circuit check | GW-123 |
| | 4. Rear window defogger power supply circuit check | GW-125 |
| | 5. Replace IPDM E/ R | PG-45 |
| Rear window defogger does not operate but both of door mirror defogger operate. | 1. Rear window defogger circuit check | GW-127 |
| | 2. Filament check | GW-132 |
| Door mirror defogger does not operated but both of rear window defogger operate. | 1. Door mirror defogger power supply circuit check | GW-128 |
| Driver side door mirror defogger does not operate. | 1. Driver side door mirror defogger circuit check | GW-129 |
| Passenger side door mirror defogger does not operate. | 1. Passenger side door mirror defogger circuit check | GW-130 |
| Rear window defogger switch does not light, and rear window defogger is not displayed on the display. But rear window defogger operates. | 1. Rear window defogger signal check | GW-131 |

BCM Power Supply and Ground Circuit Check

AIS003EY

First perform the "SELF-DIAG RESULTS" in "BCM" with CONSULT-II, when perform the each trouble diagnosis. Refer to [BCS-27, "CAN Communication Inspection Using CONSULT-II \(Self-Diagnosis\)"](#).

1. CHECK FUSE

- Check 15A fuse [No.1, located in fuse block (J/B)]
- Check 15A fuse [No.22, located in fuse block (J/B)]
- Check 50A fusible link (letter **M** located in the fuse and fusible link box).

NOTE:

Refer to [GW-98, "Component Parts and Harness Connector Location"](#).

OK or NG

OK >> GO TO 2.

NG >> If fuse is blown out, be sure to eliminate cause of malfunction before installing new fuse. Refer to [PG-3, "POWER SUPPLY ROUTING CIRCUIT"](#).

2. CHECK POWER SUPPLY CIRCUIT

1. Turn ignition switch ON.
2. Check voltage between BCM connector M3, M4 terminal 38, 42, 55 and ground.

38 (W/L) – Ground : Battery voltage

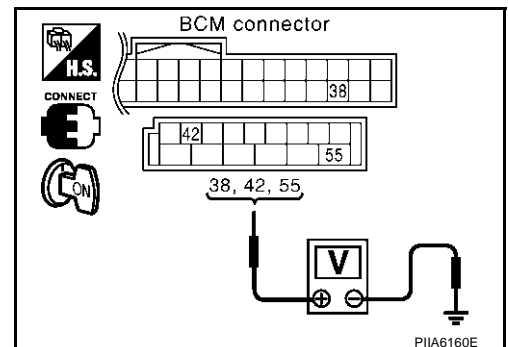
42 (L/R) – Ground : Battery voltage

55 (G) – Ground : Battery voltage

OK or NG

OK >> GO TO 3.

NG >> Check BCM power supply circuit for open or short.



REAR WINDOW DEFOGGER

3. CHECK GROUND CIRCUIT

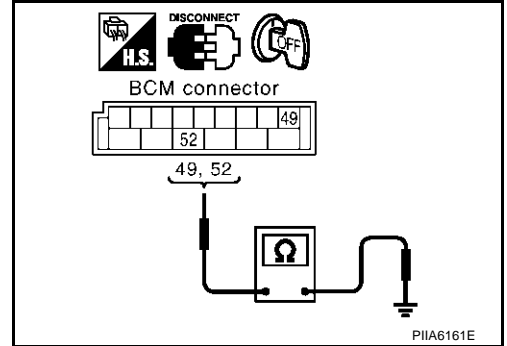
1. Turn ignition switch OFF.
2. Disconnect BCM connector.
3. Check continuity between BCM connector M4 terminal 49, 52 and ground.

49 (B) – Ground : Continuity should exist.

52 (B) – Ground : Continuity should exist.

OK or NG

- OK >> Power supply and ground circuit are OK.
 NG >> Check BCM ground circuit for open or short.



Rear Window Defogger Switch Circuit Check

1. CHECK REAR WINDOW DEFOGGER SWITCH OPERATION

With CONSULT-II

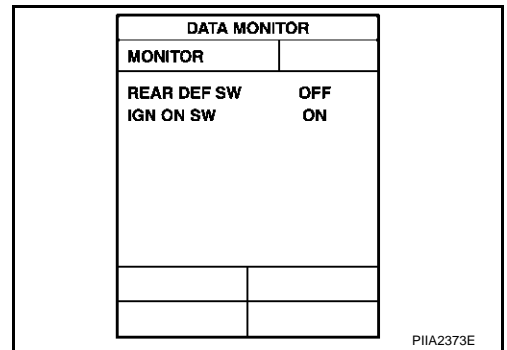
Check ("REAR DEF SW", "IGN ON SW") in DATA MONITOR mode with CONSULT-II.

When rear window defogger switch is turned to ON

REAR DEF SW : ON

When ignition switch is turned to ON

IGN ON SW : ON



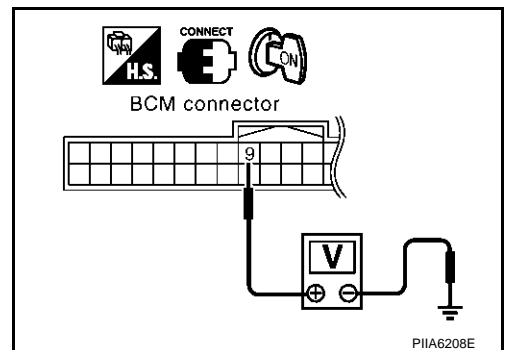
Without CONSULT-II

1. Turn ignition switch ON.
2. Check voltage between BCM connector ground.

| Connector | Terminal (Wire color) | | Condition | Voltage (V) (Approx.) |
|-----------|-----------------------|--------|---|-----------------------|
| | (+) | (-) | | |
| M3 | 9 (L/W) | Ground | Rear window defogger switch is pressed. | 0 |
| | | | Rear window defogger switch is OFF. | 5 |

OK or NG

- OK >> Rear window defogger switch is OK.
 NG >> GO TO 2.



REAR WINDOW DEFOGGER

2. CHECK HARNESS CONTINUITY

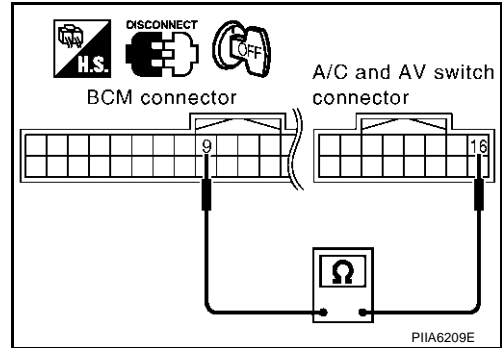
1. Turn ignition switch OFF.
2. Disconnect BCM and A/C and AV switch connector.
3. Check continuity between BCM connector M3 terminal 9 and A/C and AV switch connector M64 terminal 16.

9 (L/W) – 16 (L/W) : Continuity should exist.

OK or NG

OK >> GO TO 3.

NG >> Repair or replace harness between BCM and A/C and AV switch.



3. CHECK BCM OUTPUT SIGNAL

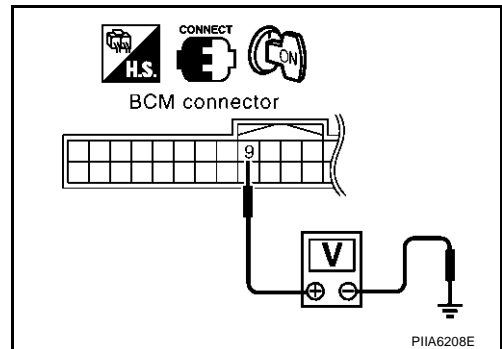
1. Connect BCM connector.
2. Turn ignition switch ON.
3. Check voltage between BCM connector M3 terminal 9 and ground.

9 (L/W) – Ground : Approx. 5

OK or NG

OK >> Replace A/C and AV switch.

NG >> Replace BCM.



REAR WINDOW DEFOGGER

AIS003EQ

Rear Window Defogger Power Supply Circuit Check

1. CHECK FUSE

- Check 10A fuse [No.12, located in fuse block (J/B)]
- Check 20A fuse (No.75, located in the IPDM E/R)
- Check 20A fuse (No.80, located in the IPDM E/R)

NOTE:

Refer to [GW-98, "Component Parts and Harness Connector Location"](#).

OK or NG

OK >> GO TO 2.

NG >> If fuse is blown out, be sure to eliminate cause of malfunction before installing new fuse, refer to [PG-3, "POWER SUPPLY ROUTING CIRCUIT"](#).

2. CHECK POWER SUPPLY CIRCUIT

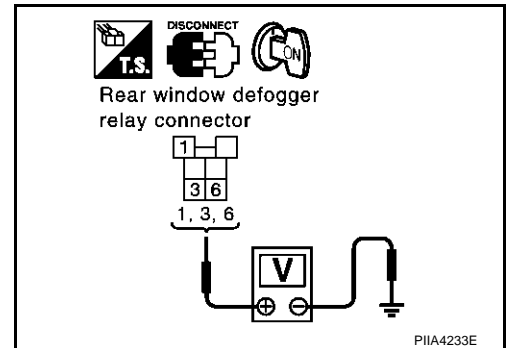
1. Turn ignition switch OFF.
2. Remove rear window defogger relay.
3. Turn ignition switch ON.
4. Check voltage between rear window defogger relay connector and ground.

| Connector | Terminals (Wire color) | | Voltage (V) (Approx.) |
|-----------|------------------------|--------|--------------------------|
| | (+) | (-) | |
| E13 | 1 (OR) | Ground | Battery voltage |
| | 3 (W) | | |
| | 6 (R) | | |

OK or NG

OK >> GO TO 3.

NG >> Repair or replace harness between fuse block (J/B) and rear window defogger relay.



3. CHECK REAR WINDOW DEFOGGER RELAY

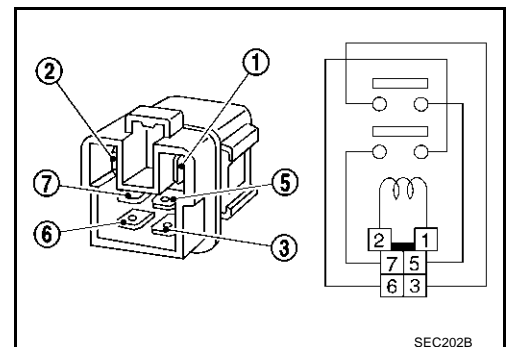
Check continuity between rear window defogger terminals 3 and 5, 6 and 7.

| Terminal | Condition | Continuity |
|----------|---|------------|
| 3 | 12V direct current supply between terminals 1 and 2 | Yes |
| | No current supply | No |
| 6 | 12V direct current supply between terminals 1 and 2 | Yes |
| | No current supply | No |

OK or NG

OK >> GO TO 4.

NG >> Replace rear window defogger relay.



REAR WINDOW DEFOGGER

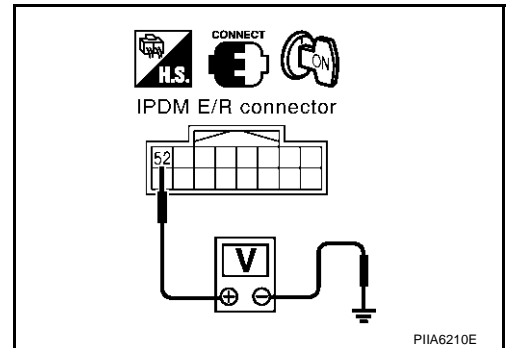
4. CHECK REAR WINDOW DEFOGGER RELAY GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Install rear window defogger relay.
3. Turn ignition switch ON.
4. Check voltage between IPDM E/R connector and ground.

| Connector | Terminals (Wire color) | | Condition | Voltage (V) (Approx.) |
|-----------|------------------------|--------|--------------------------------------|--------------------------|
| | (+) | (-) | | |
| E9 | 52 (G) | Ground | When rear window defogger switch ON | 0 |
| | | | When rear window defogger switch OFF | Battery voltage |

OK or NG

- OK >> Rear window defogger power supply circuit is OK.
 NG >> GO TO 5.



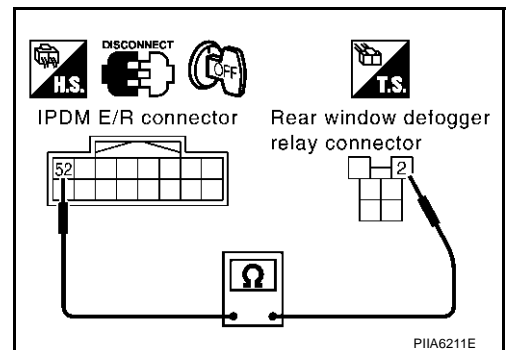
5. CHECK HARNESS CONTINUITY

1. Turn ignition switch OFF.
2. Disconnect IPDM E/R connector and rear window defogger relay.
3. Check continuity between IPDM E/R connector E9 terminal 52 and rear window defogger relay connector E13 terminal 2.

52 (G) – 2 (G) : Continuity should exist.

OK or NG

- OK >> GO TO 6.
 NG >> Repair or replace harness between IPDM E/R and rear window defogger relay.



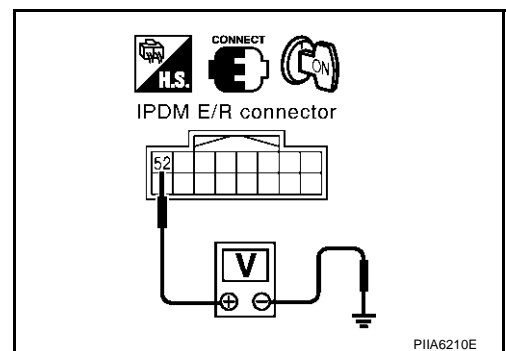
6. CHECK REAR WINDOW DEFOGGER RELAY OUTPUT SIGNAL

1. Connect IPDM E/R and rear window defogger relay.
2. Turn ignition switch ON.
3. Check voltage between IPDM E/R connector E9 terminal 52 and ground.

52 (G) – Ground : Battery voltage

OK or NG

- OK >> Replace IPDM E/R.
 NG >> Check condition of harness and connector.



REAR WINDOW DEFOGGER

AIS003ER

Rear Window Defogger Circuit Check

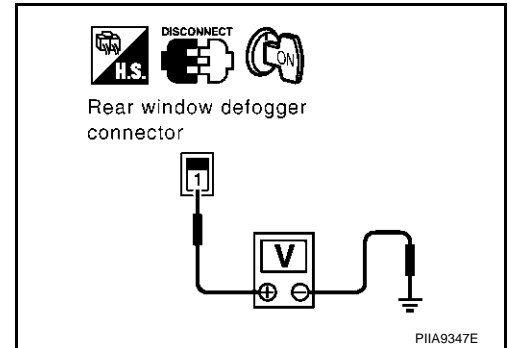
1. CHECK POWER SUPPLY CIRCUIT 1

1. Turn ignition switch OFF.
2. Disconnect rear window defogger connector.
3. Turn ignition switch ON.
4. Check voltage between rear window defogger connector and ground.

| Connector | Terminal (Wire color) | | Condition | Voltage (V) (Approx.) |
|-----------|-----------------------|--------|----------------------------------|--------------------------|
| | (+) | (-) | | |
| D104 | 1(W) | Ground | Rear window defogger switch ON. | Battery voltage |
| | | | Rear window defogger switch OFF. | 0 |

OK or NG

- OK >> GO TO 2.
NG >> GO TO 3.



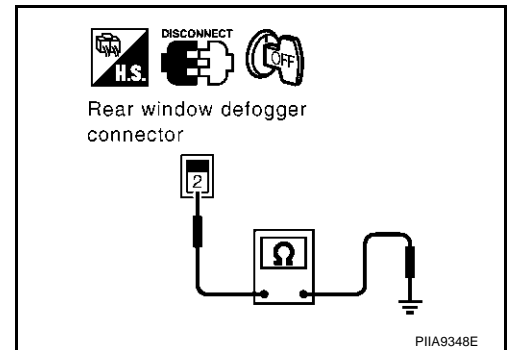
2. CHECK GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Check continuity between rear window defogger connector D114 terminal 2 and ground.

2 (B) – Ground : Continuity should exist.

OK or NG

- OK >> Check filament. Refer to [GW-132, "Filament Check"](#)
- If filament is OK, check condition of harness and connector.
 - If filament is NG, repair filament.
- NG >> Repair or replace harness between rear window defogger and ground.



3. CHECK HARNESS CONTINUITY

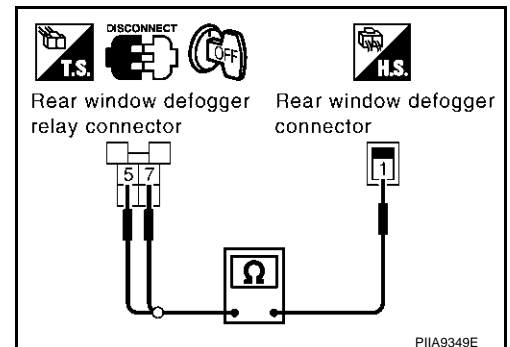
1. Turn ignition switch OFF.
2. Remove rear window defogger relay.
3. Check continuity between rear window defogger relay connector E13 terminal 5, 7 and rear window defogger connector D104 terminal 1.

5 (B) – 1 (W) : Continuity should exist.

7 (B) – 1 (W) : Continuity should exist.

OK or NG

- OK >> Check condition of harness and connector.
NG >> Repair or replace harness rear window defogger relay and condenser.



REAR WINDOW DEFOGGER

AIS003ES

Door Mirror Defogger Power Supply Circuit Check

1. CHECK FUSE

- Check 15A fuse [No.8, located in fuse block (J/B)]

NOTE:

Refer to [GW-98, "Component Parts and Harness Connector Location"](#).

OK or NG

OK >> GO TO 2.

NG >> If fuse is blown out, be sure to eliminate cause of malfunction before installing new fuse. Refer to [PG-3, "POWER SUPPLY ROUTING CIRCUIT"](#).

2. CHECK POWER SUPPLY CIRCUIT 1

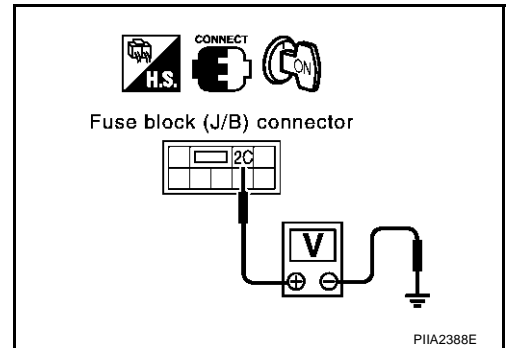
1. Turn ignition switch ON.
2. Check voltage between fuse block (J/B) connector and ground.

| Connector | Terminal (Wire color) | | Condition | Voltage (V) (Approx.) |
|-----------|-----------------------|--------|---------------------------------|--------------------------|
| | (+) | (-) | | |
| E201 | 2C (B) | Ground | Rear window defogger switch ON | Battery voltage |
| | | | Rear window defogger switch OFF | 0 |

OK or NG

OK >> GO TO 3.

NG >> Repair or replace harness between rear window defogger relay and fuse block (J/B).



3. CHECK POWER SUPPLY CIRCUIT 2

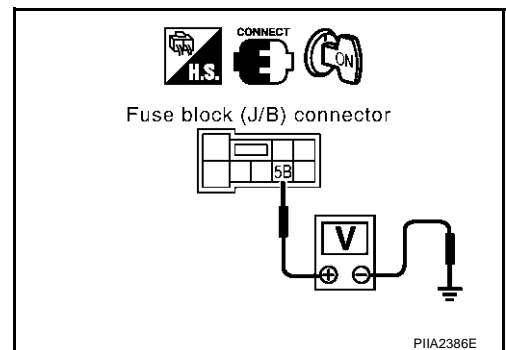
Check voltage between fuse block (J/B) connector and ground.

| Connector | Terminal (Wire color) | | Condition | Voltage (V) (Approx.) |
|-----------|-----------------------|--------|---------------------------------|--------------------------|
| | (+) | (-) | | |
| M2 | 5B (L) | Ground | Rear window defogger switch ON | Battery voltage |
| | | | Rear window defogger switch OFF | 0 |

OK or NG

OK >> GO TO 4.

NG >> Replace fuse block (J/B).



4. CHECK HARNESS CONTINUITY

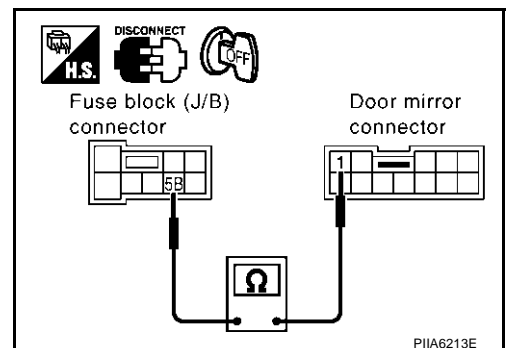
1. Turn ignition switch OFF.
2. Disconnect fuse block (J/B) and door mirror connector.
3. Check continuity between fuse block (J/B) connector M2 terminal 5B and door mirror connector D2 (driver side) or D32 (passenger side) terminal 1.

5B (L) – 1 (L) : Continuity should exist.

OK or NG

OK >> GO TO 5.

NG >> Repair or replace harness between fuse block (J/B) and malfunction door mirror connector.



REAR WINDOW DEFOGGER

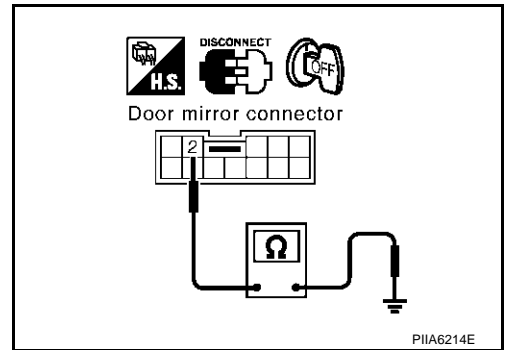
5. CHECK GROUND CIRCUIT

Check continuity between each door mirror connector D2 (driver side), D32 (passenger side) terminal 2 and ground.

2 (B) – Ground : Continuity should exist.

OK or NG

- OK >> GO TO 6.
- NG >> Repair or replace harness.



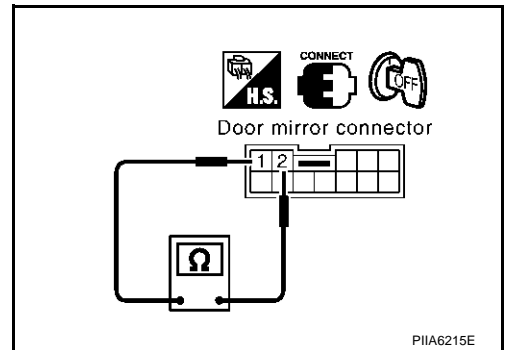
6. CHECK DOOR MIRROR DEFOGGER

1. Connect door mirror connector.
2. Check continuity between each door mirror connector D2 (driver side), D32 (passenger side) terminals 1 and 2.

1 (L) – 2 (B) : Continuity should exist.

OK or NG

- OK >> Check condition of harness and connector.
- NG >> Replace malfunctioning door mirror.



Driver Side Door Mirror Defogger Circuit Check

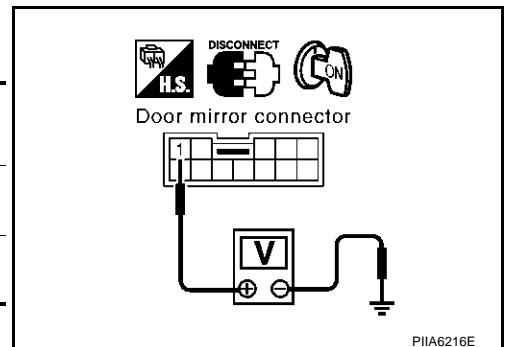
1. CHECK POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect door mirror (driver side) connector.
3. Turn ignition switch ON.
4. Check voltage between door mirror (driver side) connector and ground.

| Connector | Terminal (Wire color) | | Condition | Voltage (V) (Approx.) |
|-----------|-----------------------|--------|---------------------------------|--------------------------|
| | (+) | (-) | | |
| D2 | 1 (L) | Ground | Rear window defogger switch ON | Battery voltage |
| | | | Rear window defogger switch OFF | 0 |

OK or NG

- OK >> GO TO 2.
- NG >> Repair or replace harness between fuse block (J/B) and door mirror (driver side).



REAR WINDOW DEFOGGER

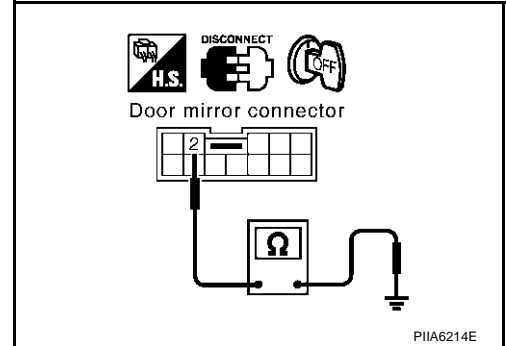
2. CHECK GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Check continuity between door mirror (driver side) connector D2 terminal 2 and ground.

2 (B) – Ground : Continuity should exist.

OK or NG

- OK >> GO TO 3.
 NG >> Repair or replace harness between door mirror (driver side) and ground.



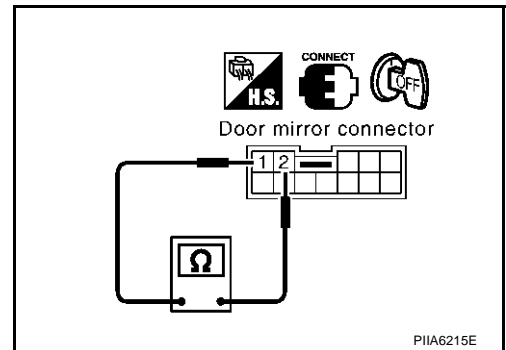
3. CHECK DOOR MIRROR DEFOGGER

1. Connector door mirror connector.
2. Check continuity between each door mirror connector D2 (driver side) terminals 1 and 2.

1 (L) – 2 (B) : Continuity should exist.

OK or NG

- OK >> Check condition of harness and connector.
 NG >> Replace door mirror (driver side).



Passenger Side Door Mirror Defogger Circuit Check

AIS003EU

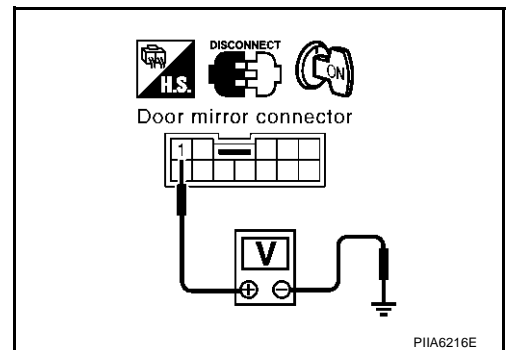
1. CHECK POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect door mirror (passenger side) connector.
3. Turn ignition switch ON.
4. Check voltage between door mirror (passenger side) connector and ground.

| Connector | Terminal (Wire color) | | Condition | Voltage (V) (Approx.) |
|-----------|-----------------------|--------|---------------------------------|--------------------------|
| | (+) | (-) | | |
| D32 | 1 (L) | Ground | Rear window defogger switch ON | Battery voltage |
| | | | Rear window defogger switch OFF | 0 |

OK or NG

- OK >> GO TO 2.
 NG >> Repair or replace harness between fuse block (J/B) and door mirror (passenger side).



REAR WINDOW DEFOGGER

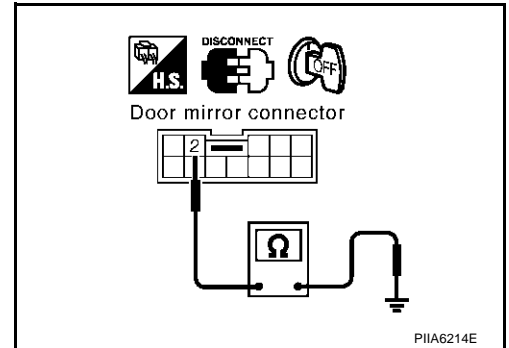
2. CHECK GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Check continuity between door mirror (passenger side) connector D32 terminal 2 and ground.

2 (B) – Ground : Continuity should exist.

OK or NG

- OK >> GO TO 3.
NG >> Repair or replace harness between door mirror (passenger side) and ground.



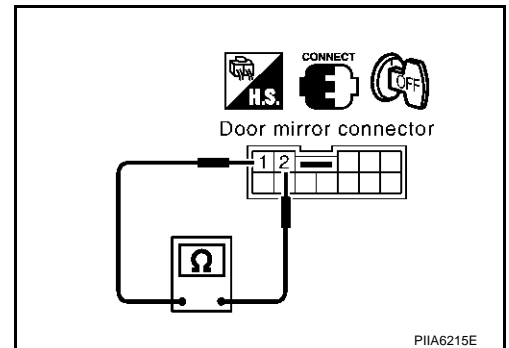
3. CHECK DOOR MIRROR DEFOGGER

1. Connector door mirror connector.
2. Check continuity between each door mirror connector D32 (passenger side) terminals 1 and 2.

1 (L) – 2 (B) : Continuity should exist.

OK or NG

- OK >> Check condition of harness and connector.
NG >> Replace door mirror (passenger side).



Rear Window Defogger Signal Check

1. CHECK REAR WINDOW DEFOGGER SWITCH LAMP

A/C and AV switch self-diagnosis is performed. Refer to [AV-33, "A/C and AV Switch Self-Diagnosis Function"](#)

Does rear window defogger switch light?

- YES >> GO TO 2.
NO >> Replace A/C and AV switch.

2. CHECK AV COMMUNICATION LINE

AV communication line check is performed. Refer to [AV-96, "A/C and AV Switch Does Not Operate"](#)

Is rear window defogger displayed on the display?

- YES >> GO TO 3.
NO >> Replace display control unit.

3. CHECK CAN COMMUNICATION LINE

CAN communication line check is performed. Refer to [AV-97, "CAN Communication Line Inspection"](#)

OK or NG

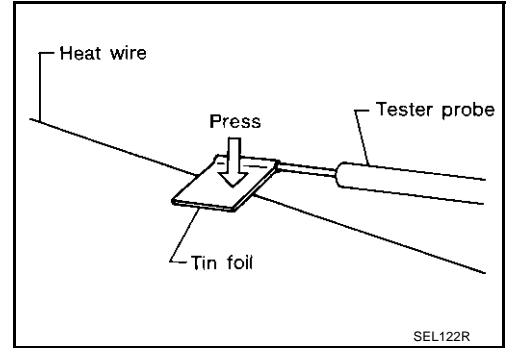
- OK >> Check condition of harness and connector.
NG >> In addition, it is necessary to check CAN communication line. Refer to [AV-97, "CAN Communication Line Inspection"](#)

REAR WINDOW DEFOGGER

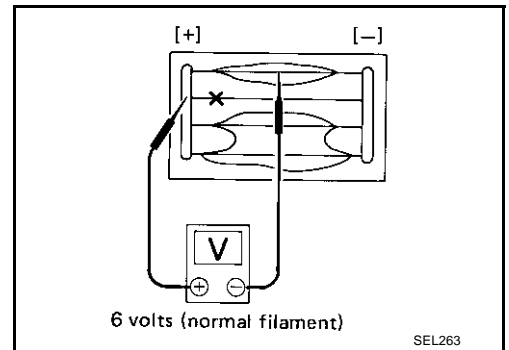
Filament Check

AIS003EW

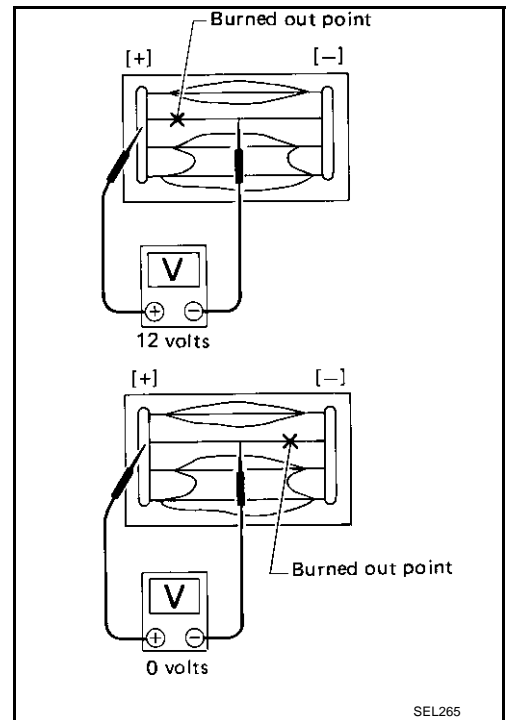
1. When measuring voltage, wrap tin foil around the top of the negative probe. Then press the foil against the wire with your finger.



2. Attach probe circuit tester (in Volt range) to middle portion of each filament.



3. If a filament is burned out, circuit tester registers 0 or battery voltage.
4. To locate burned out point, move probe to left and right along filament. Test needle will swing abruptly when probe passes the point.



Filament Repair REPAIR EQUIPMENT

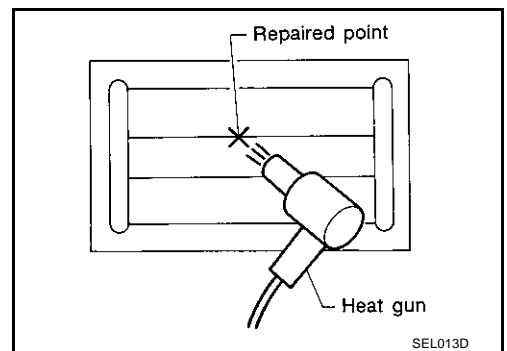
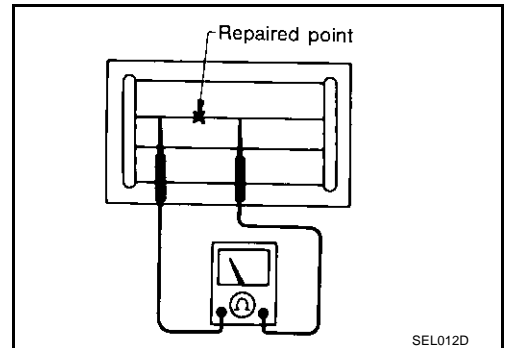
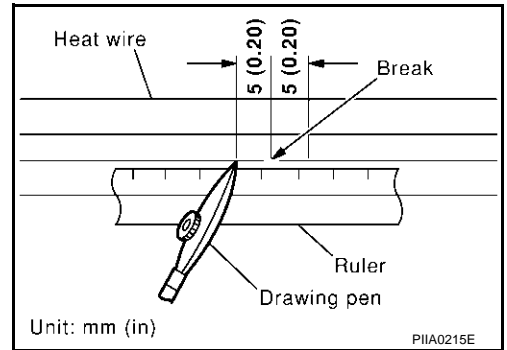
AIS003EX

- Conductive silver composition (Dupont No. 4817 or equivalent)
- Ruler 30 cm (11.8 in) long
- Drawing pen
- Heat gun
- Alcohol
- Cloth

REAR WINDOW DEFOGGER

REPAIRING PROCEDURE

1. Wipe broken heat wire and its surrounding area clean with a cloth dampened in alcohol.
2. Apply a small amount of conductive silver composition to tip of drawing pen.
Shake silver composition container before use.
3. Place ruler on glass along broken line. Deposit conductive silver composition on break with drawing pen. Slightly overlap existing heat wire on both sides [preferably 5 mm (0.20 in)] of the break.
4. After repair has been completed, check repaired wire for continuity. This check should be conducted 10 minutes after silver composition is deposited.
Do not touch repaired area while test is being conducted.
5. Apply a constant stream of hot air directly to the repaired area for approximately 20 minutes with a heat gun. A minimum distance of 3 cm (1.2 in) should be kept between repaired area and hot air outlet.
If a heat gun is not available, let the repaired area dry for 24 hours.



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DOOR MIRROR

DOOR MIRROR

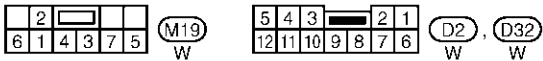
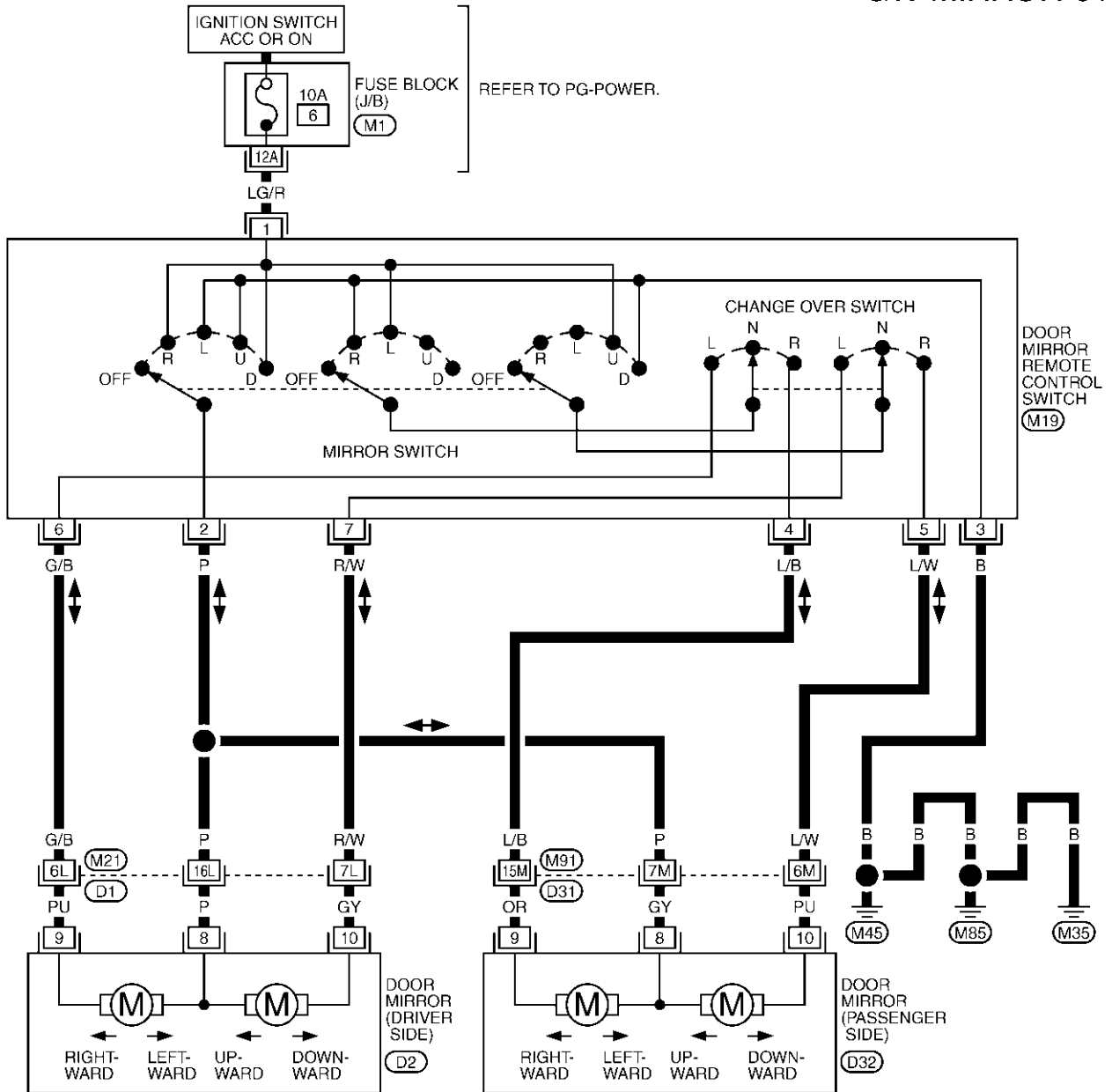
PFP:96301

Door Mirror (Only Manual Operation)

AIS003AP

WIRING DIAGRAM -MIRROR- FOR MANUAL OPERATION DOOR MIRROR

GW-MIRROR-01



REFER TO THE FOLLOWING.
 (D1), (D31) -SUPER MULTIPLE JUNCTION (SMJ)
 (M1) -FUSE BLOCK-JUNCTION BOX (J/B)

DOOR MIRROR

Automatic Drive Positioner Interlocking Door Mirror

AI5003L5

A trouble diagnosis of a automatic drive positioner interlocking door mirror is refer to [SE-11, "AUTOMATIC DRIVE POSITIONER"](#).

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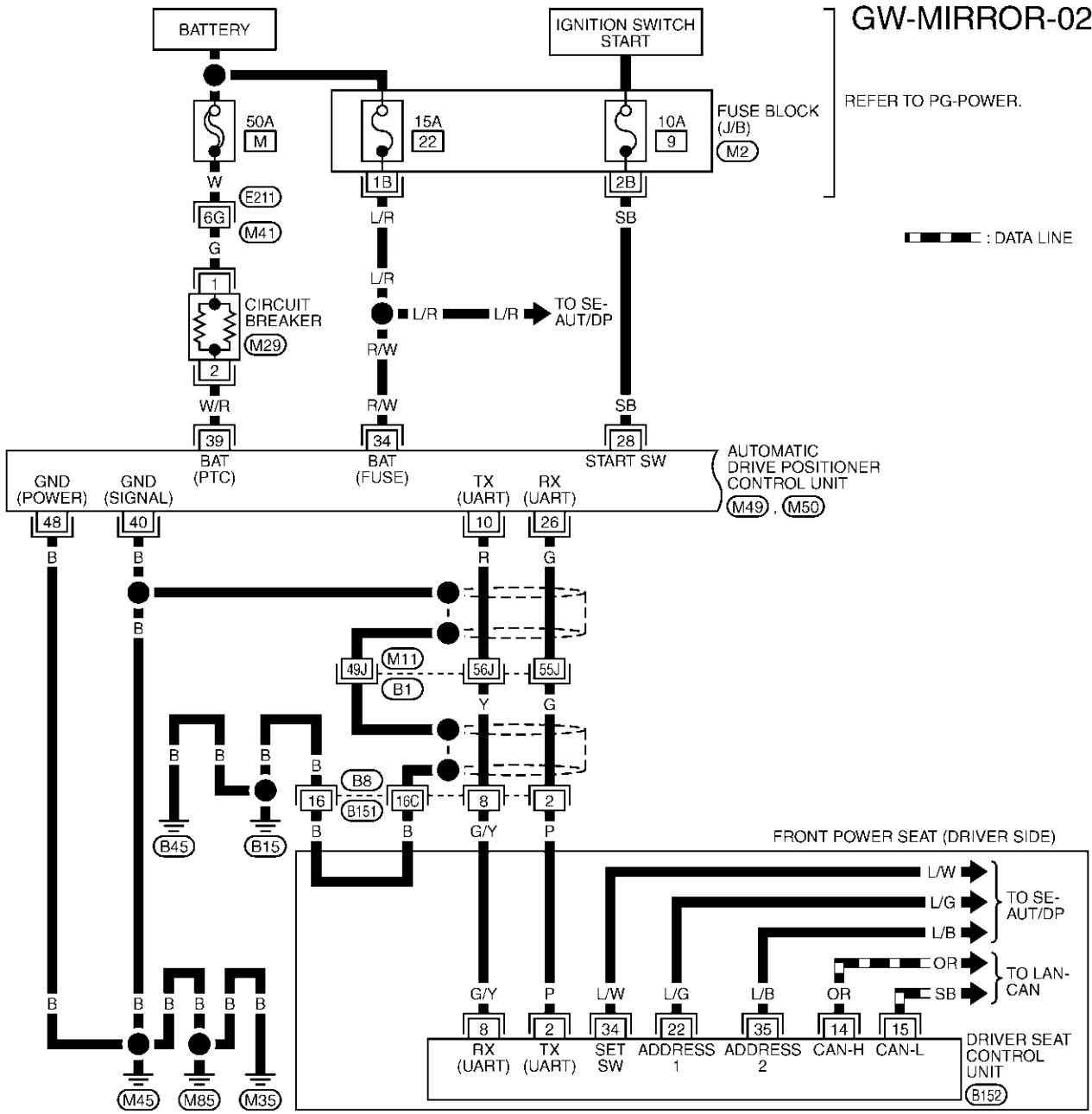
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DOOR MIRROR

WIRING DIAGRAM – MIRROR– FOR AUTOMATIC DRIVE POSITIONER INTERLOCKING DOOR MIRROR

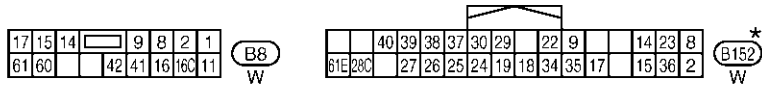
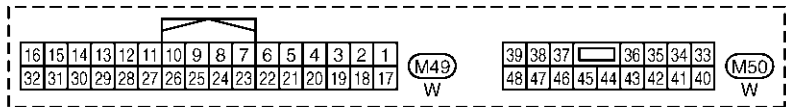


GW-MIRROR-02

REFER TO PG-POWER.

— : DATA LINE

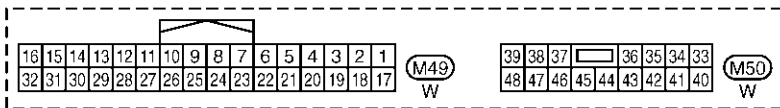
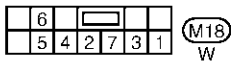
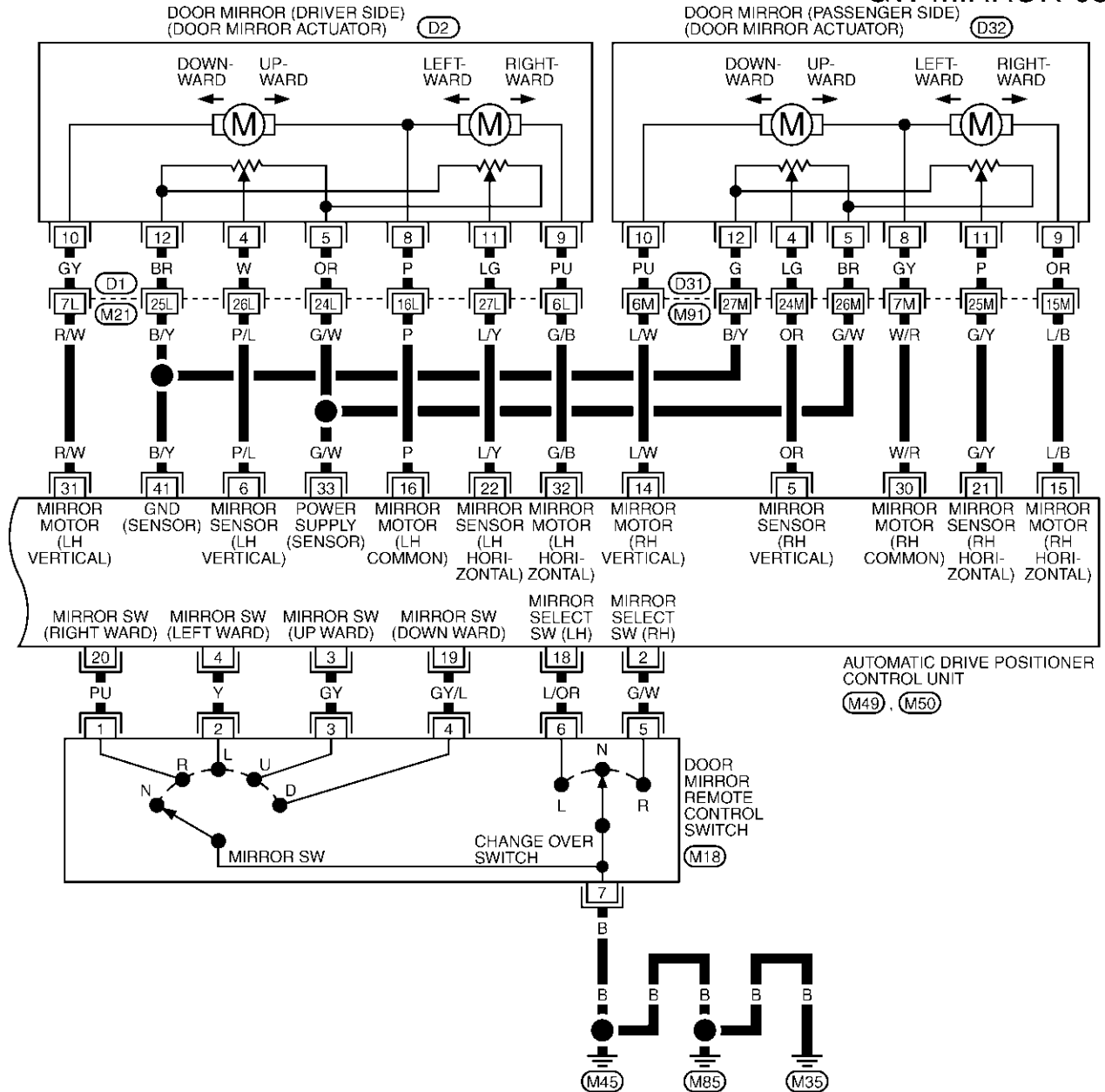
1 (M29) W
2 (M29) W
*: THIS CONNECTOR IS NOT SHOWN IN "HARNES LAYOUT", PG SECTION.



REFER TO THE FOLLOWING.
(E211), (B1) -SUPER MULTIPLE JUNCTION (SMJ)
(M2) -FUSE BLOCK-JUNCTION BOX (J/B)

DOOR MIRROR

GW-MIRROR-03



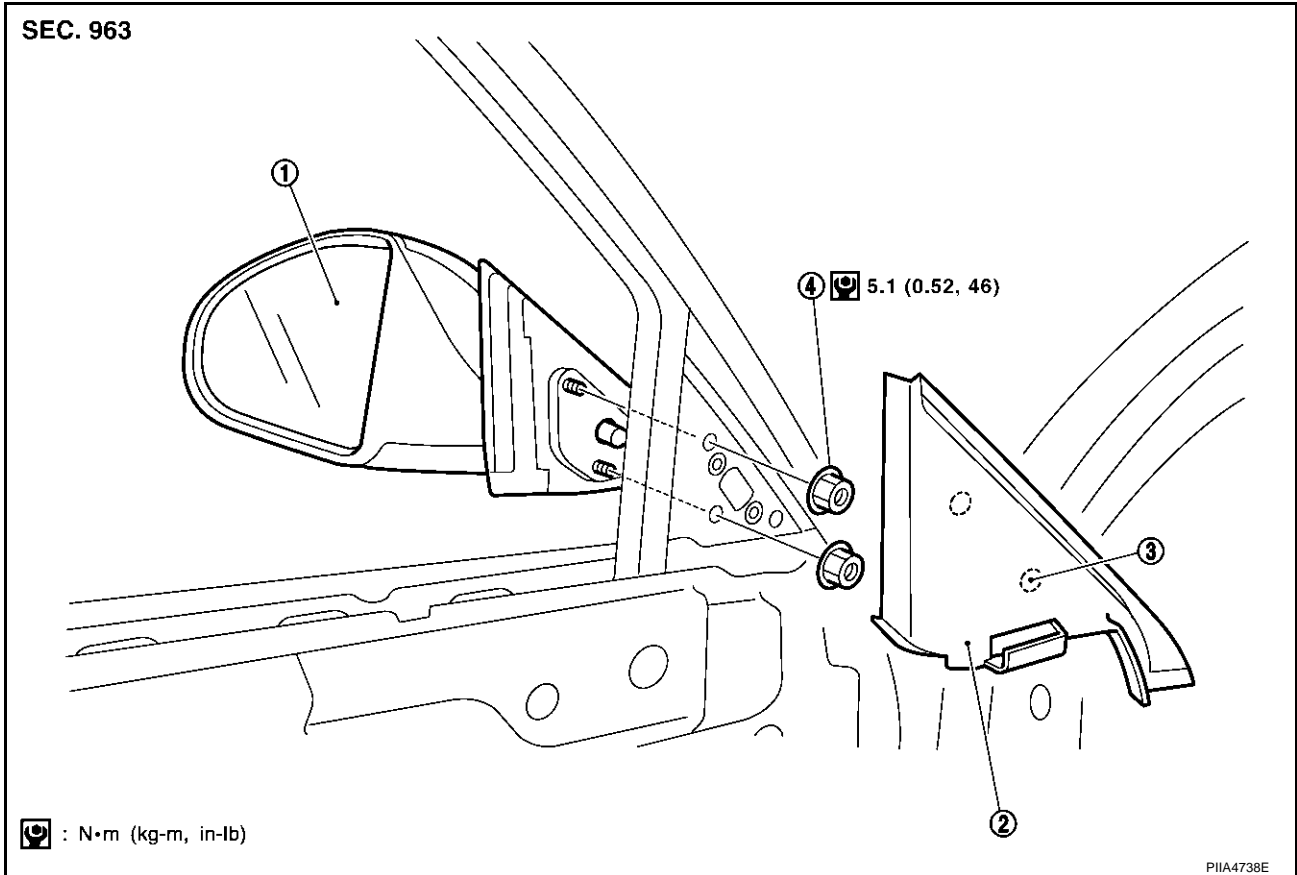
REFER TO THE FOLLOWING.
 (D1), (D31) -SUPER MULTIPLE JUNCTION (SMJ)

TIWM0364E

DOOR MIRROR

Removal and Installation

AIS003AQ



1. Door mirror assembly
2. Corner cover inner
3. Clip (C101)
4. Nut

CAUTION:

Be careful not to damage the mirror body.

REMOVAL

1. Remove the front door finisher. Refer to [EI-35, "DOOR FINISHER"](#).
2. Remove the corner cover inner.
3. Remove the door mirror harness connector.
4. Remove the door mirror mounting nuts, and remove the door mirror assembly.

INSTALLATION

Install in the reverse order of removal.

Disassembly and Assembly DISASSEMBLY

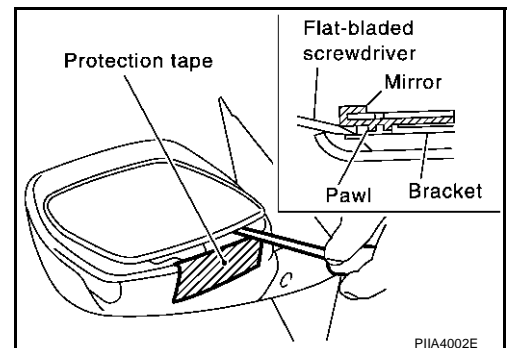
AIS004C5

1. Place the mirror body with mirror glass facing upward.
2. Put strip of protection tape on mirror body.
3. As shown in the figure insert a small flat-bladed screwdriver into the recess between mirror base (mirror holder) and mirror holder bracket and push up pawls to remove mirror holder lower half side.

NOTE:

When pushing up pawls do not attempt to use one recess only, be sure to push up with both recesses. Insert screwdriver into recesses, and push up while rotating (twist) to make work easier.

4. Remove terminals of mirror heater attachment.



DOOR MIRROR

5. Lightly lift up lower side of mirror surface, and detach pawls of upper side from bracket as if pulling it out. Remove mirror surface from mirror body.

NOTE:

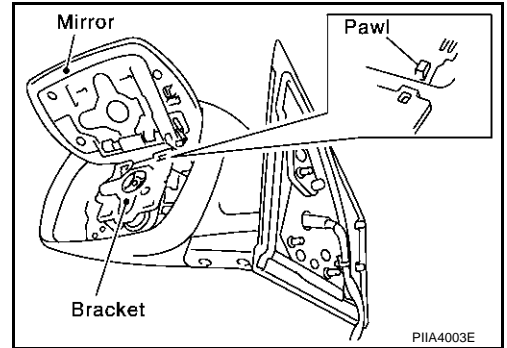
Be certain not to allow grease on sealing agent in center of mirror body assembly (actuator) or back side of mirror surface (mirror holder).

ASSEMBLY

1. Place mirror holder bracket and mirror body assembly (actuator) in a horizontal position.
2. Connect terminals of heater installed mirror.
3. Fit the upper pawls on the mirror face onto the mirror holder bracket first, then press the lower side of mirror face until a click sound is heard to engage the lower pawls.

NOTE:

After installation, visually make sure lower pawls are securely engaged from the bottom of mirror face.



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DOOR MIRROR
