

Acura Electrical System Service Requirements Part II

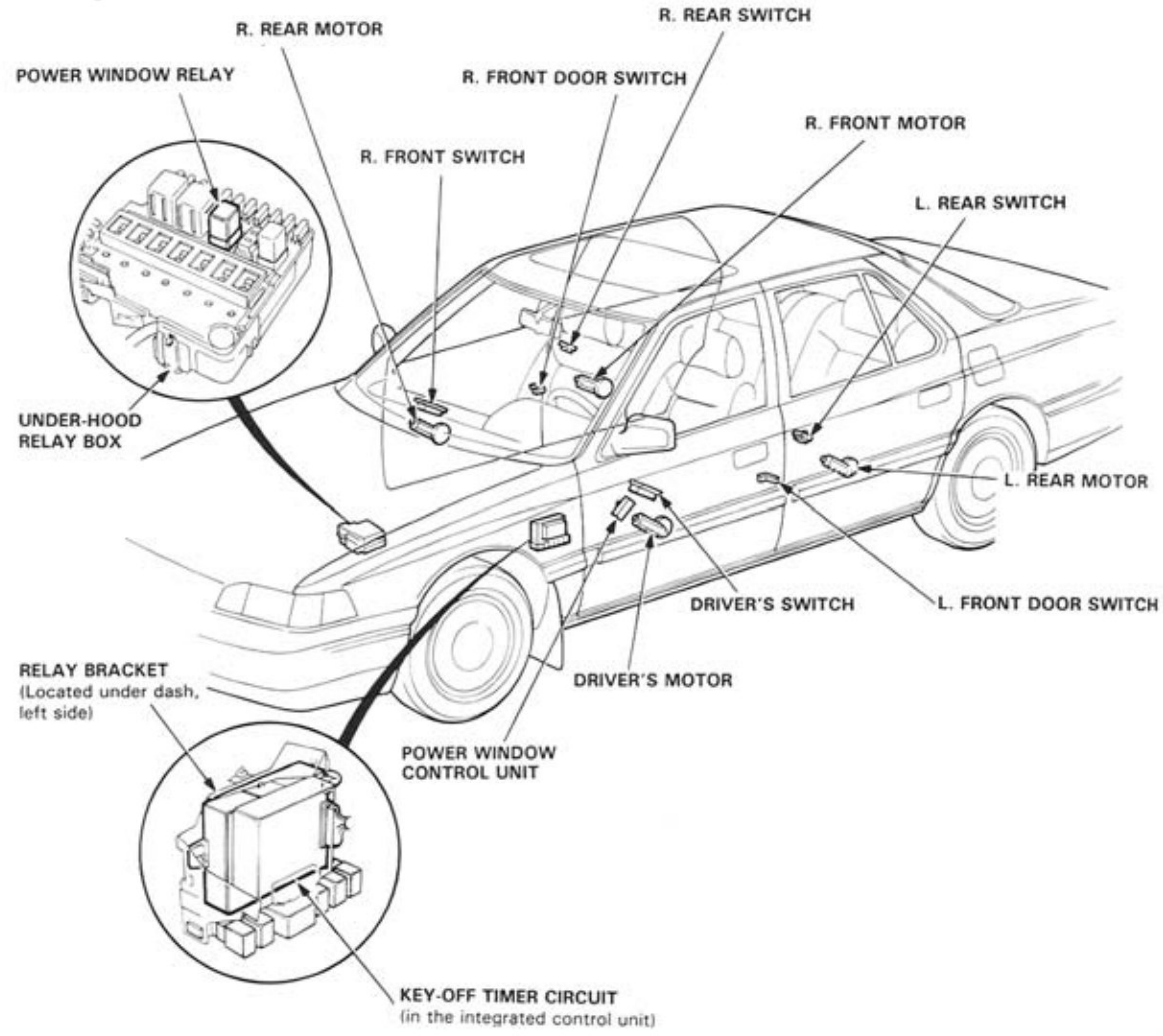
Honda Motor Co., Ltd.

Power Windows

Description

The power windows can still be operated for about 10 minutes after the ignition switch is turned from the “II” to the “I” or “O” position as long as neither of the doors has been opened. This provides a convenience to parked occupants while offering a degree of security against unwanted or accidental window operation.

Component Location Index



Circuit Diagram (See page 16)

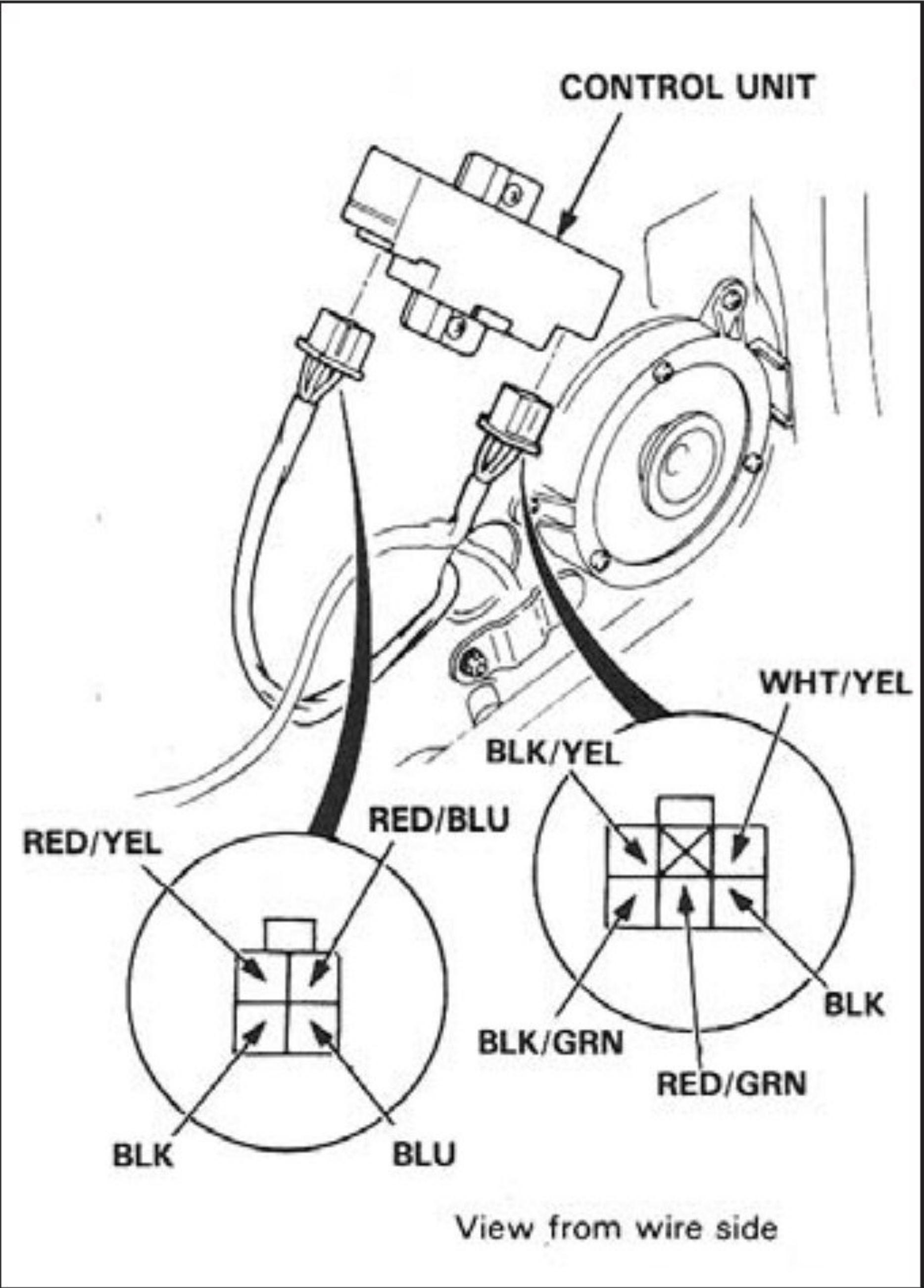
Several different wires have the same color. They have been given a number suffix to distinguish them (for example YEL 1 and YEL 2 are not the same). “DN” in the switch circuit denotes DOWN.

Control Unit Input Test

The control unit only controls the driver’s door window.

Remove the driver’s door trim panel and disconnect the 4-P and 6-P connectors from the control unit. Make the following input tests at the harness pins.

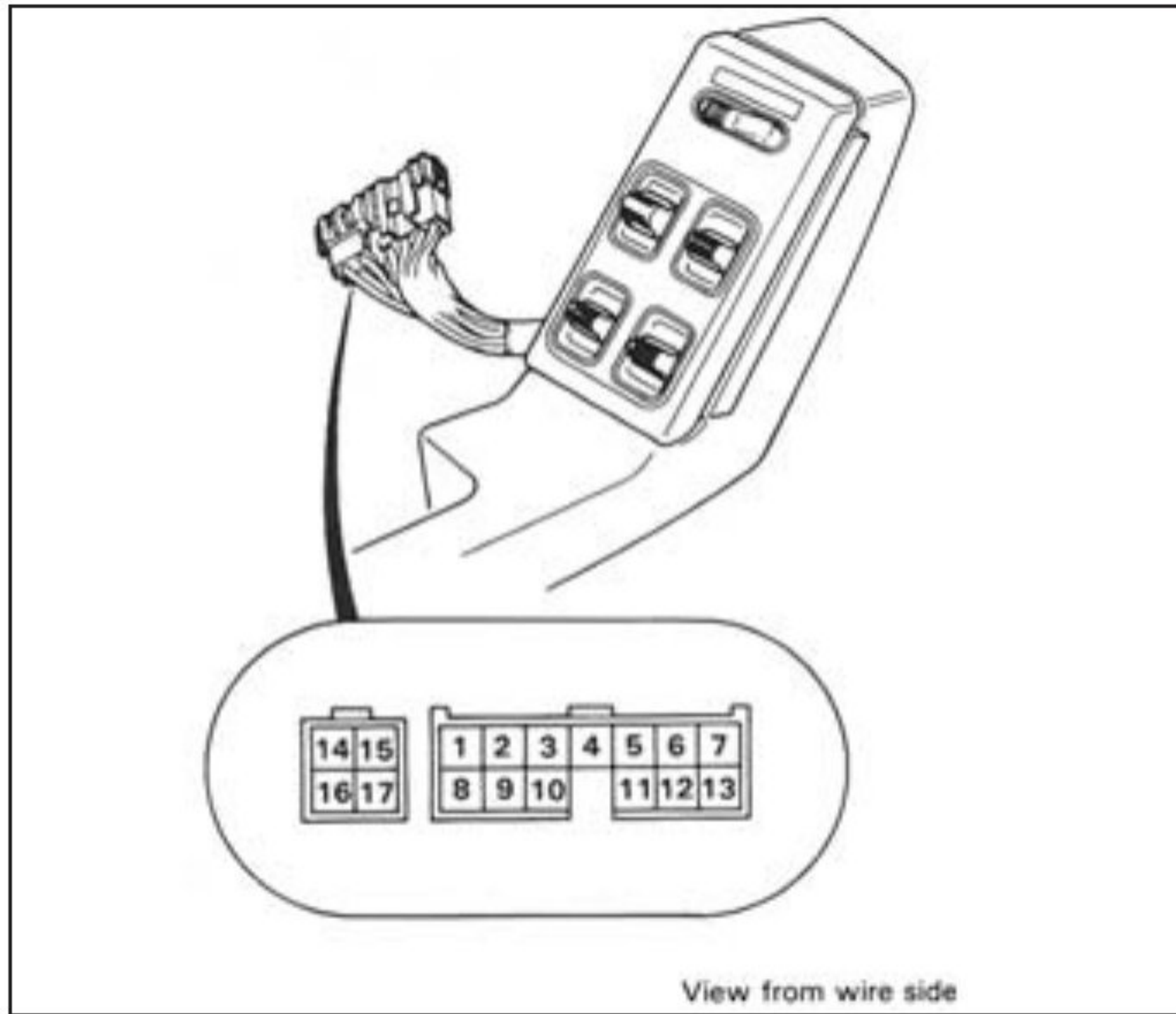
To test the unit, keep the driver’s switch connector connected with the door wire harness. Recheck the connections between the 4-P and 6-P con-



nectors, and the control unit, then replace the control unit if all input tests prove OK.

Driver’s Switch Test

Remove the door trim panel. Check for continuity between the terminals



Control Unit Input Test

No.	Wire	Test condition	Test: desired result	Possible cause (if result is not obtained)
1	BLK	Under all conditions.	Check for continuity to ground: should be continuity.	• Poor ground (G15). • An open in the wire.
2	WHT/YEL	Ignition switch ON.	Check for voltage to ground: should be battery voltage.	• Blown No. 21 (40 A) or No. 12 (20 A) fuse. • Faulty power window relay. • Faulty key-off timer system. • Poor ground (G6). • An open in the WHT/YEL or WHT/BLK wire.
3	BLK/YEL	Ignition switch ON and driver’s switch UP.	Check for voltage to ground: should be battery voltage as the switch is turned.	• Faulty driver’s switch. • An open in the wire.
4	BLK/GRN	Ignition switch ON and driver’s switch DOWN.		
5	RED/GRN	Ignition switch ON and driver’s switch DOWN (AUTO).		
6	BLU and BLK	Connect the WHT/YEL terminal to the RED/YEL terminal, and the BLK terminal to the RED/BLU terminal.	Check for resistance between the BLK/YEL ² and WHT/RED ² terminals: should indicate between 20–50 ohms as the motor runs.	• Faulty pulser. • Faulty driver’s motor. • An open in the wire.

in each switch position according to the tables.

Switch Light

Terminal	8	1
Position		
UP		
OFF		
DOWN		

Driver's Switch

Terminal	12	3	13	11
Position				
UP				
OFF				
DOWN				
DOWN (AUTO)				

Right Front Switch

Terminal	14	15	16	17
Position				
UP				
OFF				
DOWN				

Right Rear Switch

Terminal	4	10	16	9
Position				
UP				
OFF				
DOWN				

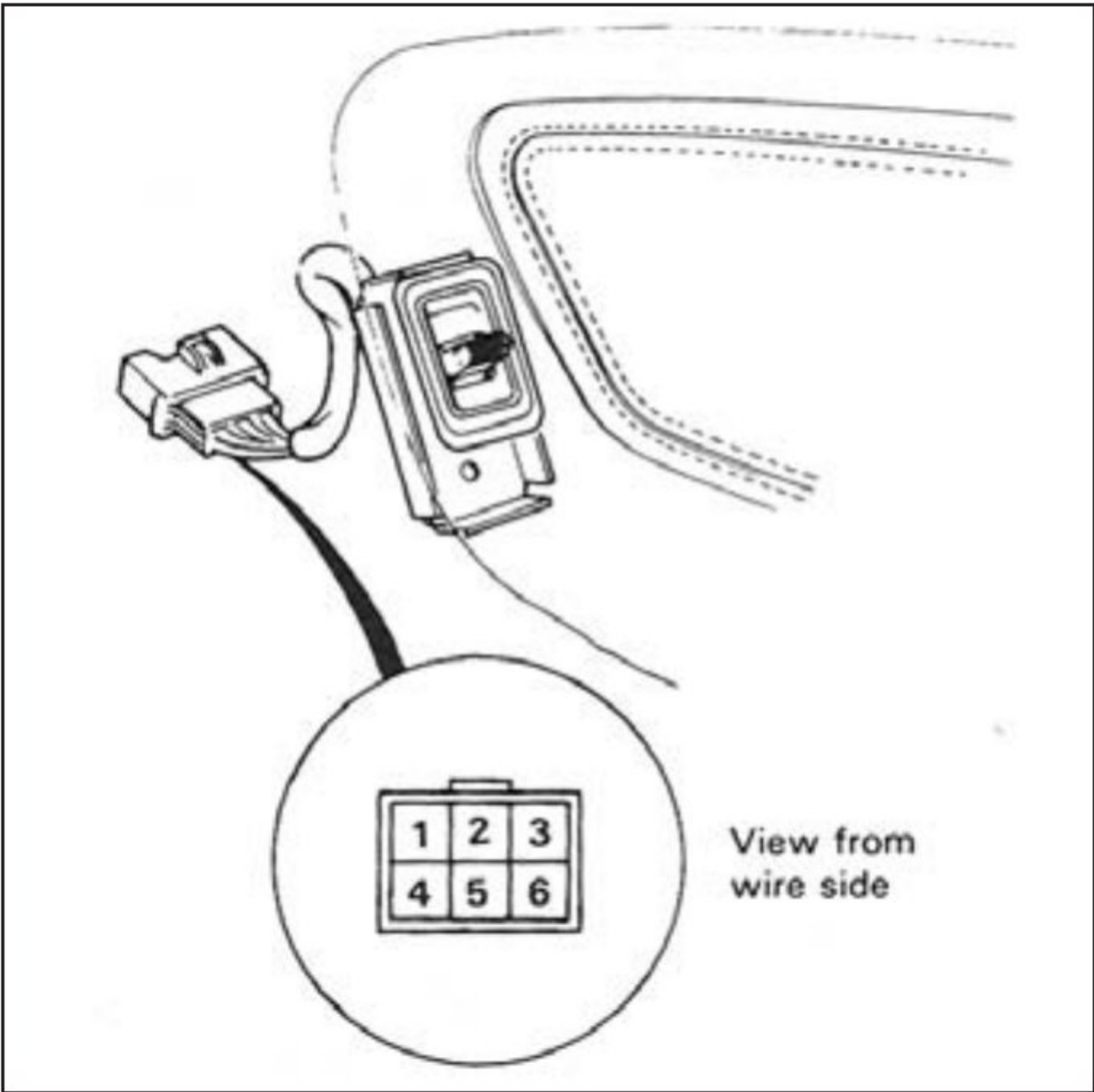
Left Rear Switch

Terminal	7	6	16	5
Position				
UP				
OFF				
DOWN				

Passenger Switch Test

Remove the door trim panel. Check for continuity between the terminals in each switch position according to the table. Note that the right front switch is shown; rear switches are similar.

Terminal	3	2	1	6	4
Position					
UP					
OFF					
DOWN					

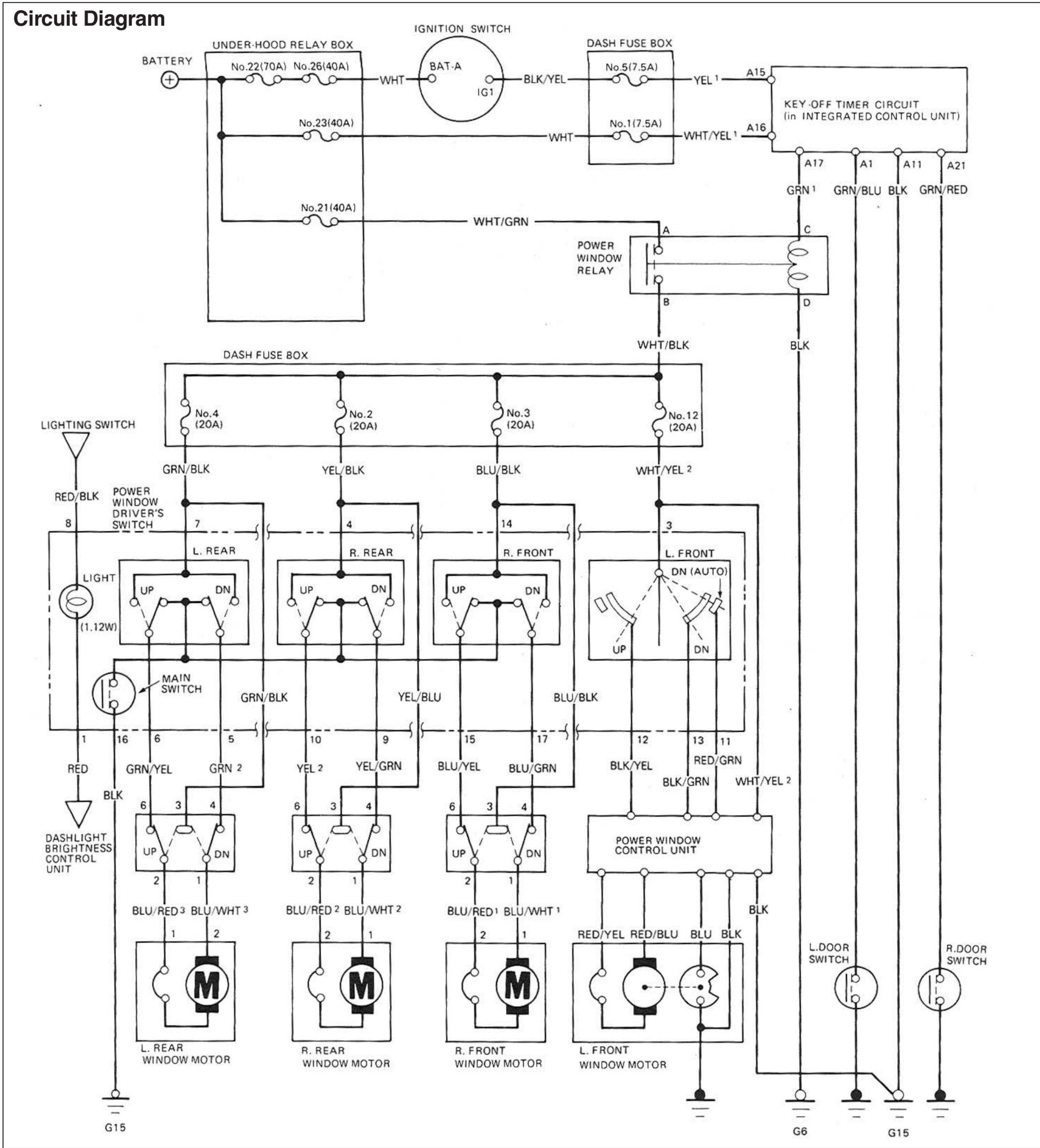


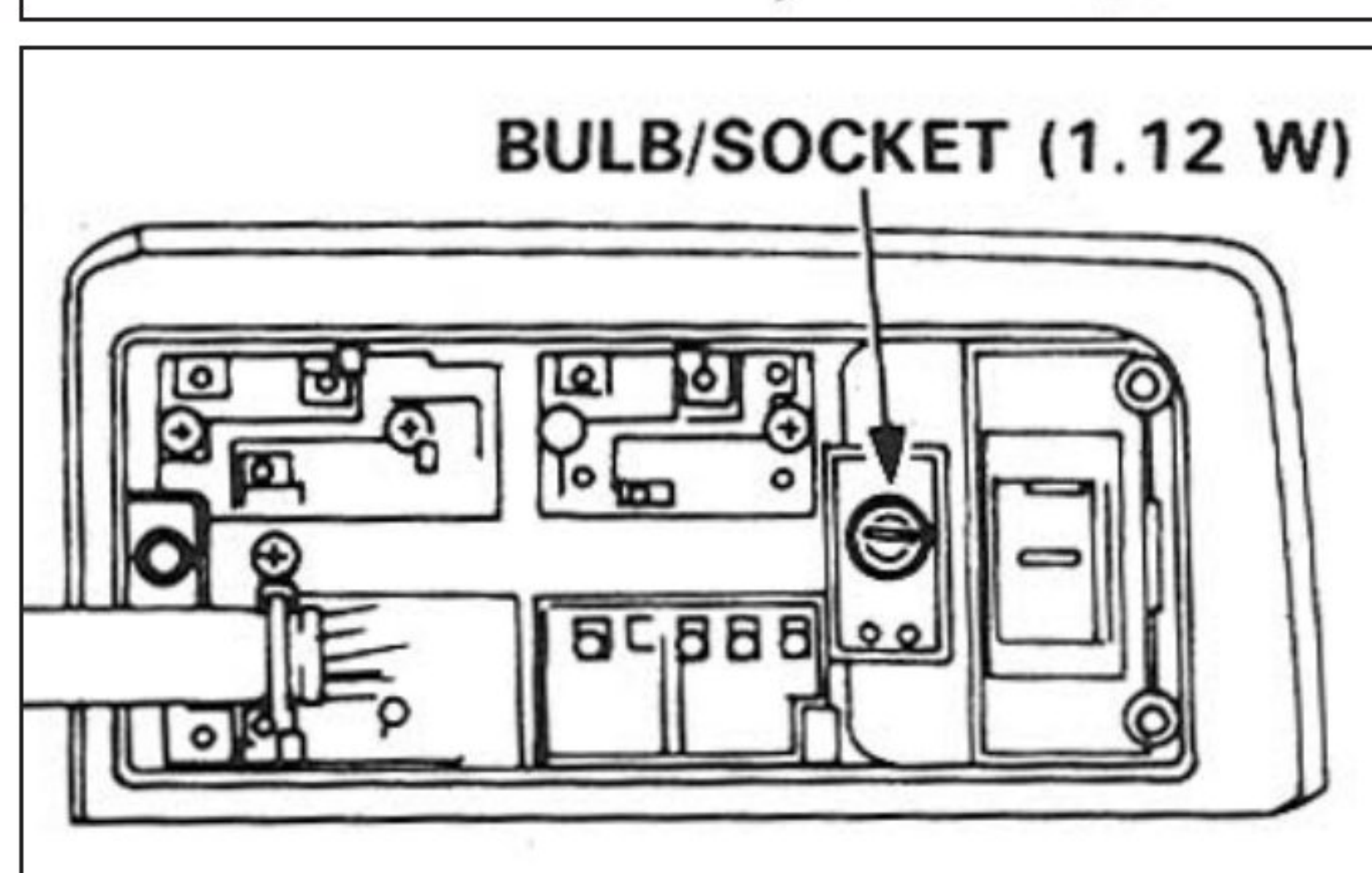
Switch Replacement

Driver's switch: (See page 16.)

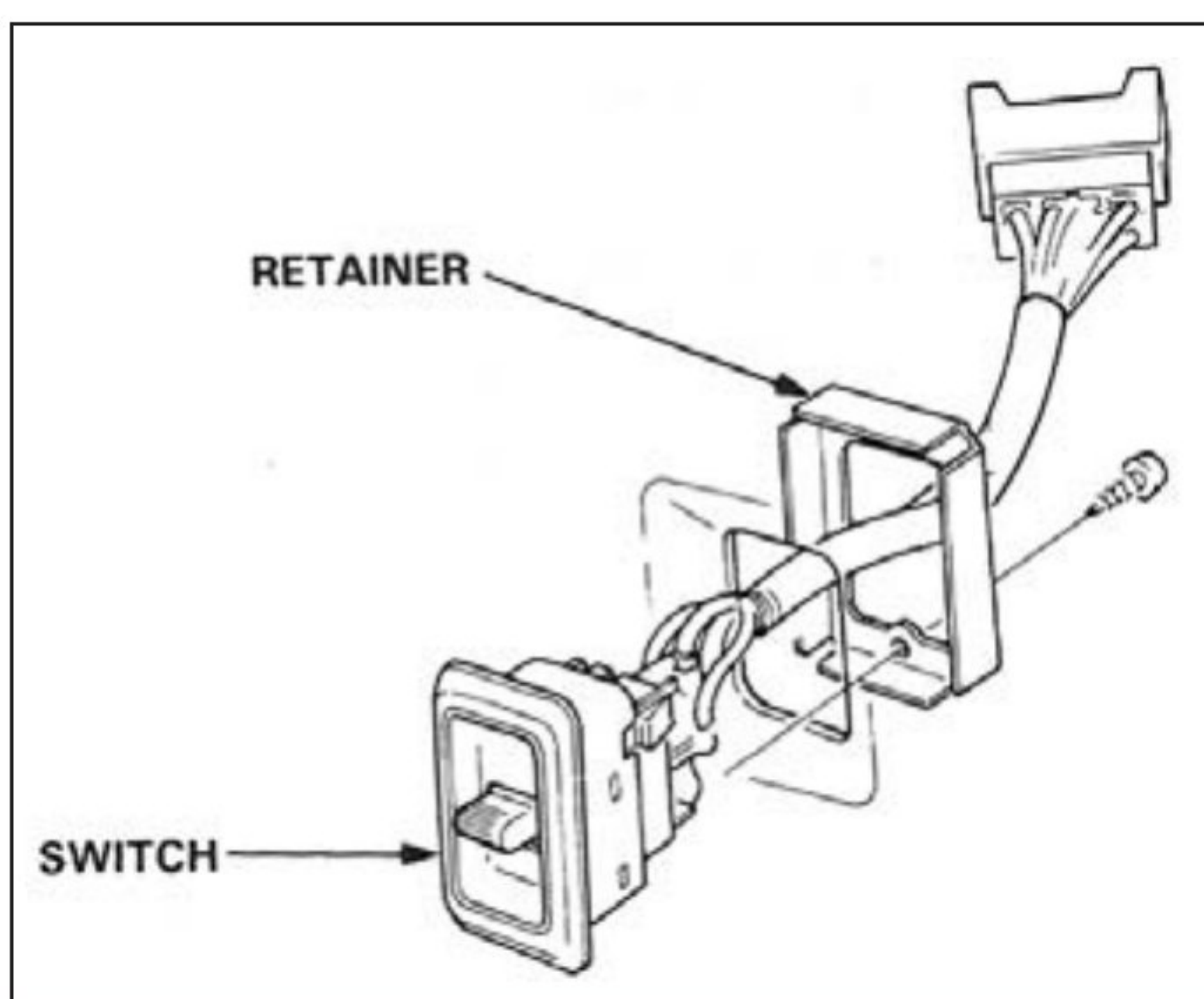
1. Remove the door trim panel.
2. Remove the armrest from the door trim panel by releasing the six mounting screws.
3. Remove the switch from the armrest by releasing two mounting screws.
4. If necessary to service the driver's switch light, turn the socket 45 degrees counterclockwise to remove it.

Circuit Diagram





1. Remove the door trim panel.
2. Remove the switch from the door trim panel by releasing the screw and retainer. Note that the right front switch is shown; rear switches are similar.



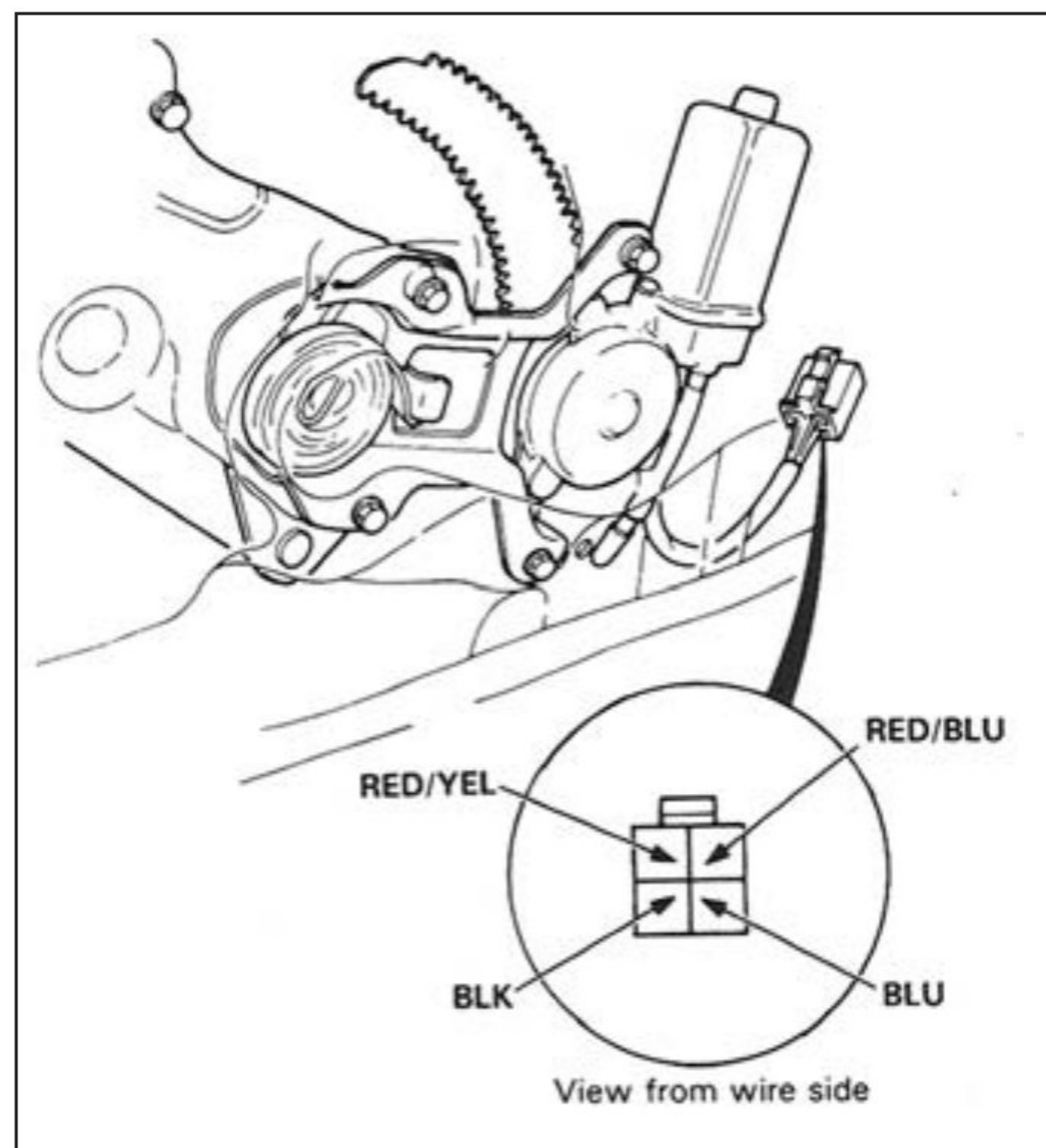
NOTE: The numbers in the table show the troubleshooting sequence.

Item to be inspected		Symptom																		
		Blown No. 21 (40 A) fuse (in the under-hood relay box)	Blown No. 5 (7.5 A) fuse (in the dash fuse box)	Blown No. 1 (7.5 A) fuse (in the dash fuse box)	Power window relay	in the dash fuse box				Driver's motor	Window regulator	Driver's switch	Passenger switch	Pulser (in driver's motor)	Passenger motor	Control unit input	Door switch	Key-off timer circuit (in the integrated control unit)	Poor ground	Open circuit in wires or loose or disconnected terminals
All windows do not operate.		1	2	3														4	G6	WHT/YEL ¹ , YEL, or GRN ¹
Driver's window does not operate.						1				2	3					4			G15	WHT/YEL ²
Driver's window does not operate in (AUTO)												1	2	3						RED/GRN or BLK/YEL
Passenger windows do not operate.	Right front						1				3	5	4		2				G15	BLU/YEL, BLU/GRN, BLU/RED ¹ , BLU/WHT ¹ or BLU/BLK
	Left rear							1			3	5	4		2				G15	GRN/YEL, GRN ² , BLU/RED ³ , BLU/WHT ³ or GRN/BLK
	Right rear								1		3	5	4		2				G15	YEL ² , YEL/GRN, BLU/RED ² , BLU/WHT ² or YEL/BLK
All windows do not operate within 10 minutes after the ignition switch is OFF.				1													2	3	G15	WHT/YEL ¹ or GRN/RED

Driver's Motor Test

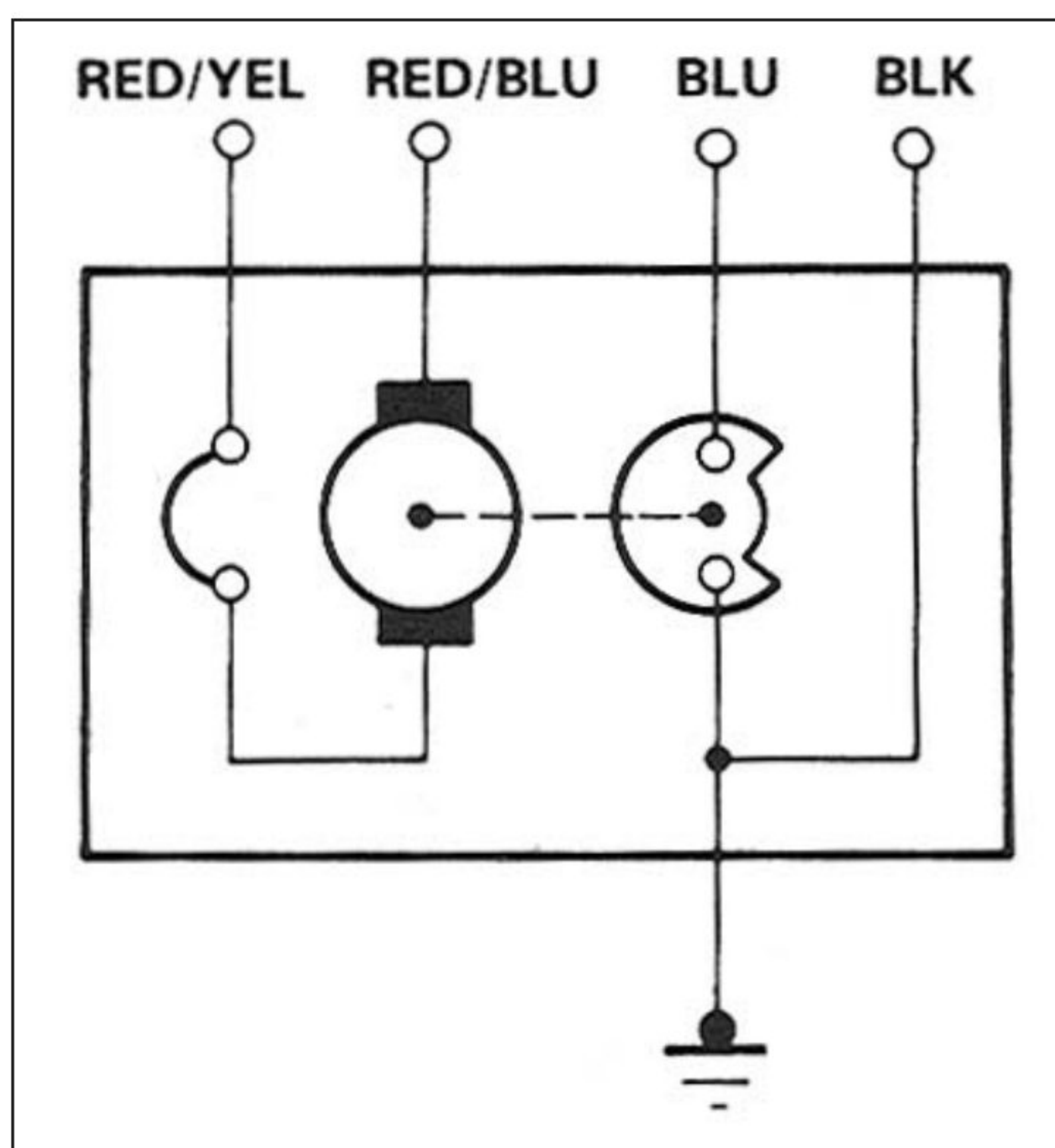
Motor test:

1. Remove the door trim panel.
2. Disconnect the 4-P connector from the power window control unit.
3. Test motor operation by connecting battery voltage to the RED/YEL and RED/BLU terminals. Test the motor in each direction by switching the leads from the battery.
4. If the motor does not run, replace it.



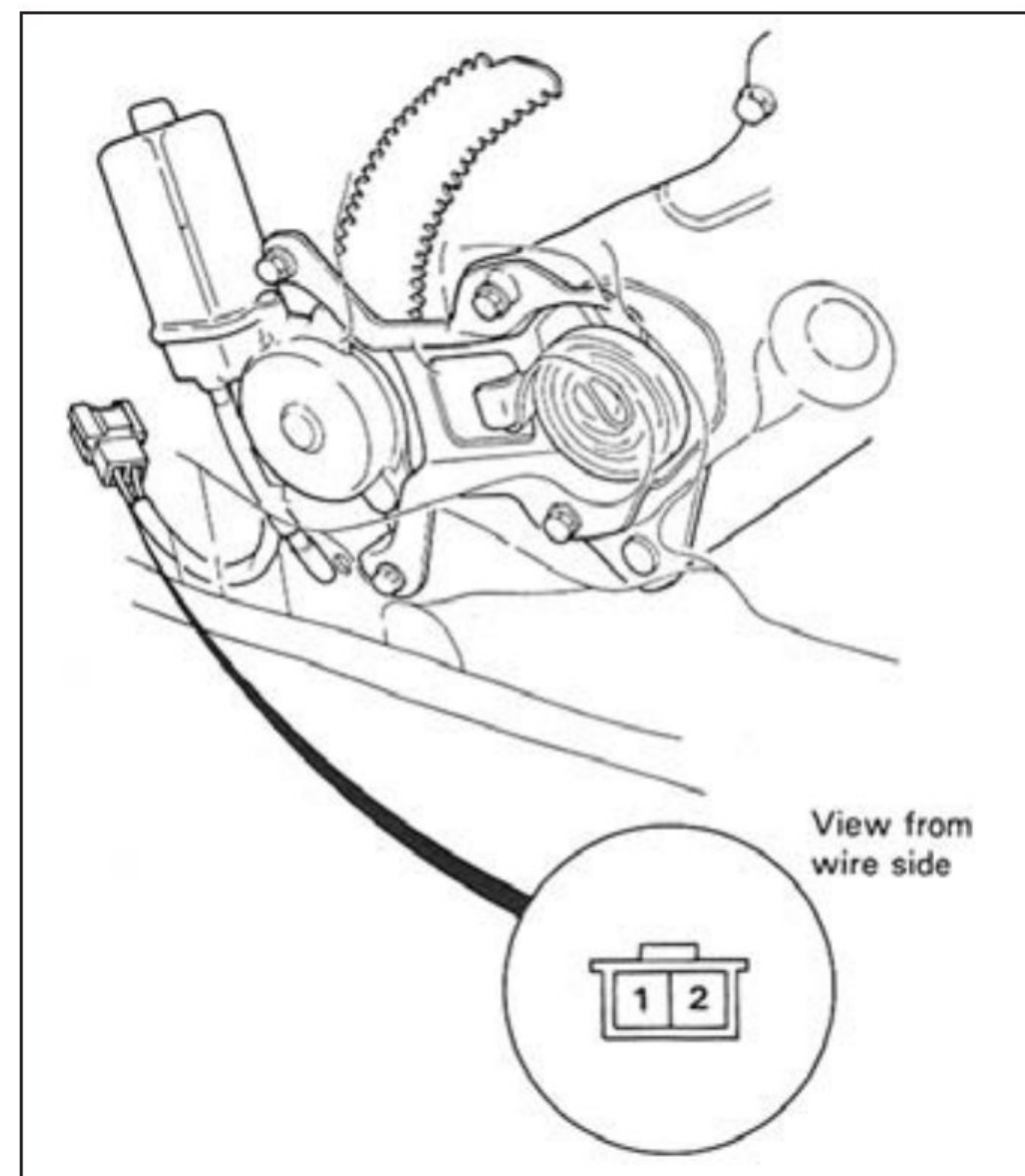
Pulser test:

Measure resistance between the BLU and BLK terminals when running the motor by connecting battery voltage to the RED/YEL and RED/BLU terminals. Ohmmeter should indicate between 20 to 50 ohms as the motor runs.



Passenger Motor Test

Remove the door trim panel. Disconnect the 2-P connector from the motor. Test motor operation by connecting battery voltage to the No. 1 and No. 2 terminals. Test the motor in each direction by switching the leads from the battery.



If the motor does not run, replace it. Note that the right front motor is shown; rear motors are similar.

Relay Test (Far right.)

Remove the power window relay in the underhood relay box.

There should be continuity between the A and B terminals when the battery is connected to the C and D terminals. There should be no continuity when the battery is disconnected.

Courtesy Honda Motor Company, 1990 Legend Service Manual.

