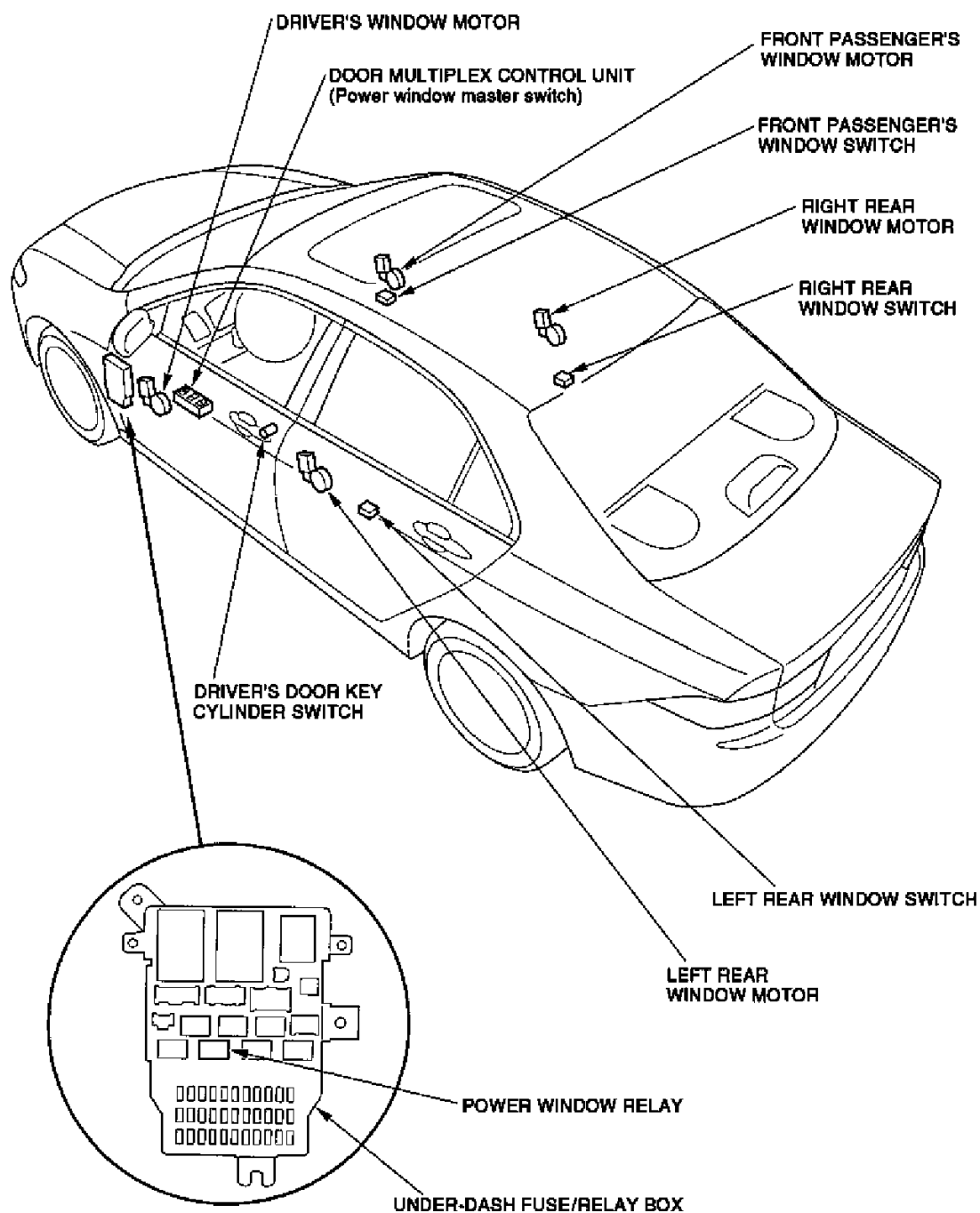


2004 ACCESSORIES & EQUIPMENT

Power Windows - TSX

COMPONENT LOCATION INDEX



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Fig. 1: Locating Power Windows Components

DESCRIPTIONS

KEY CYLINDER OPERATION

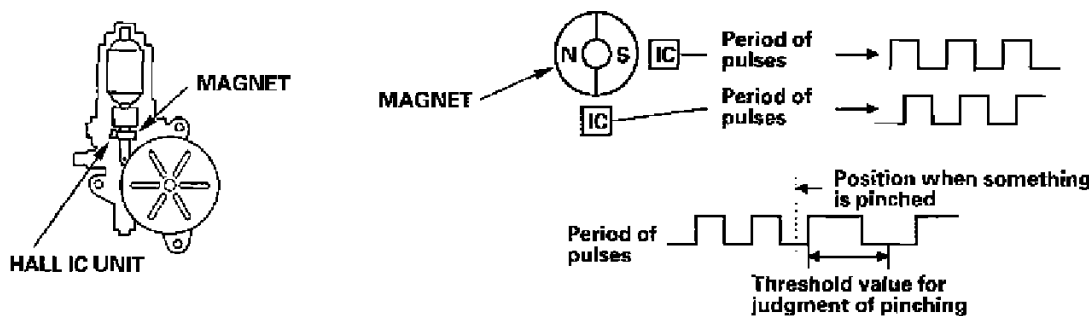
With the key inserted in the driver's door key cylinder, turn the key a second time and hold within 10 seconds to operate the windows (clockwise to open, counterclockwise to close). The windows stop moving when the key is released.

KEYLESS OPERATION

By pressing the UNLOCK button of the keyless transmitter a second time and holding, the windows open. The windows stop moving when the UNLOCK button is released. The windows do not close with the LOCK button.

ANTI-TRAP POWER WINDOW OPERATION

The system is composed of the power window master switch, the power window control unit and the driver's window motor. The power window motor incorporates a pulser which generates pulses during the motor's operation and sends the pulses to the power window control unit. As soon as the power window control unit detects no pulses from the pulser, the control unit makes the power window motor stop and reverse. This is to prevent pinching your hand or fingers during auto-up operation.



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Fig. 2: Anti-Trap Power Window Operation

RESETTING THE POWER WINDOW

Resetting the power window is required when any of the following have been removed or repaired:

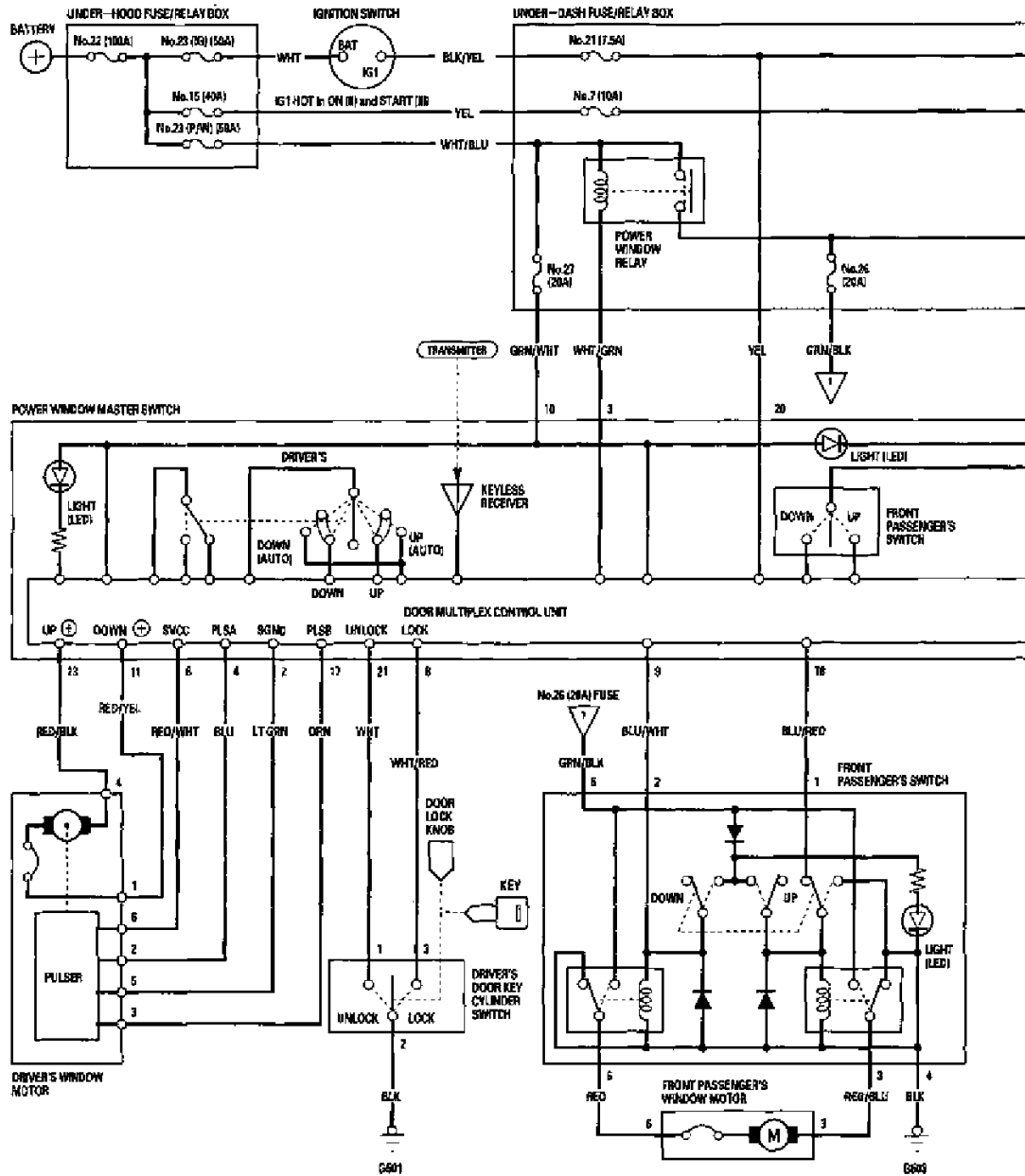
- Power window regulator
- Power window motor
- Window run channel
- Front or rear door sash

- Door glass

Using the HDS

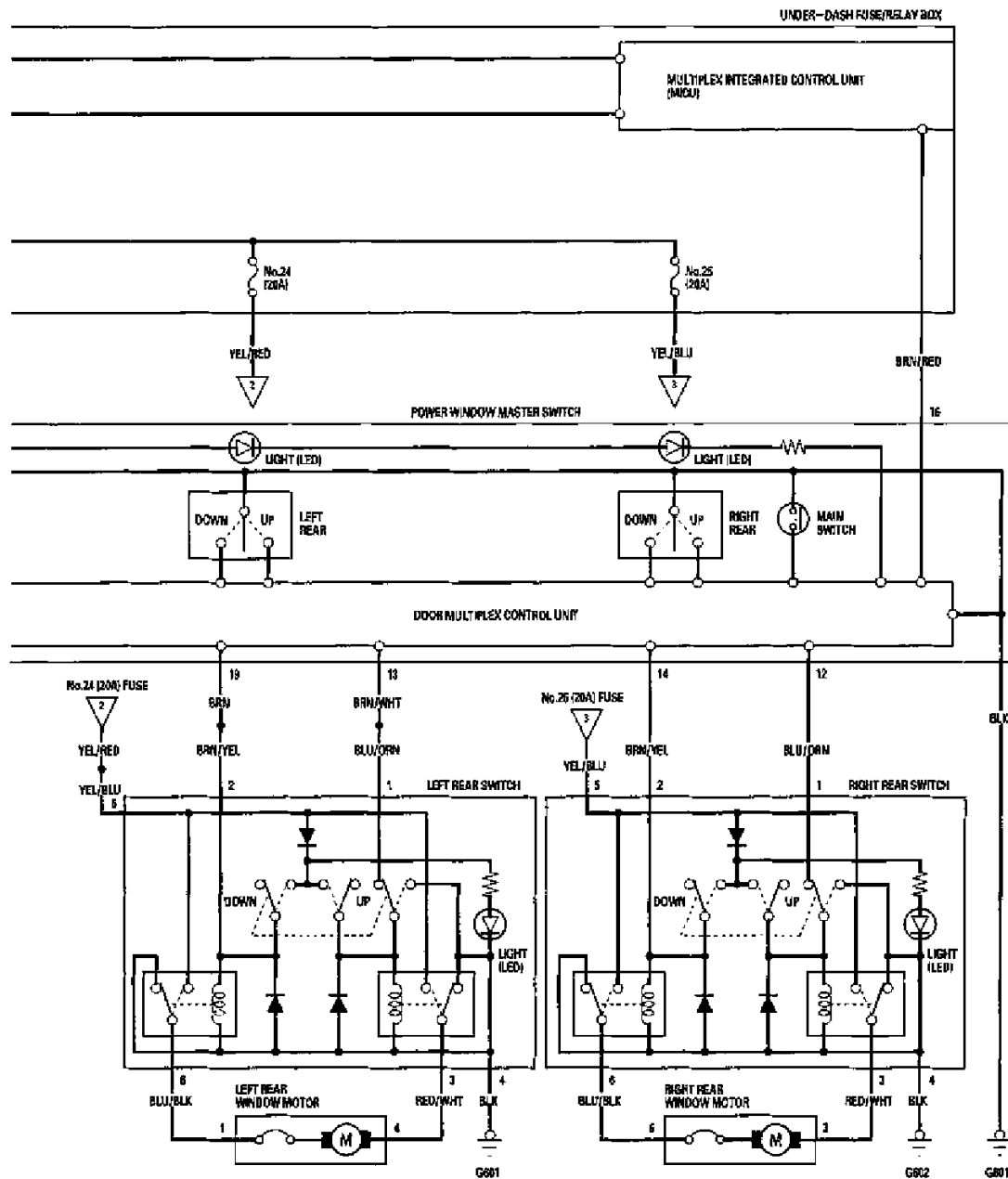
1. Connect the Honda Diagnostic System (HDS) to the vehicle's DLC.
2. Turn the ignition switch ON (II), then enter the vehicle's VIN and mileage at the prompts.
3. Select Body Electrical from the System Selection menu.
4. From the Body Electrical System Select menu, select Power Windows.
5. From the Mode menu, select Adjustments.
6. From the Adjustment menu, select Window P Reset.
7. Follow the prompts on the screen.
8. Confirm that the power window control unit is reset by using the driver's window AUTO UP and DOWN function.

CIRCUIT DIAGRAM



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Fig. 3: Power Windows Wiring Diagram (1 Of 2)



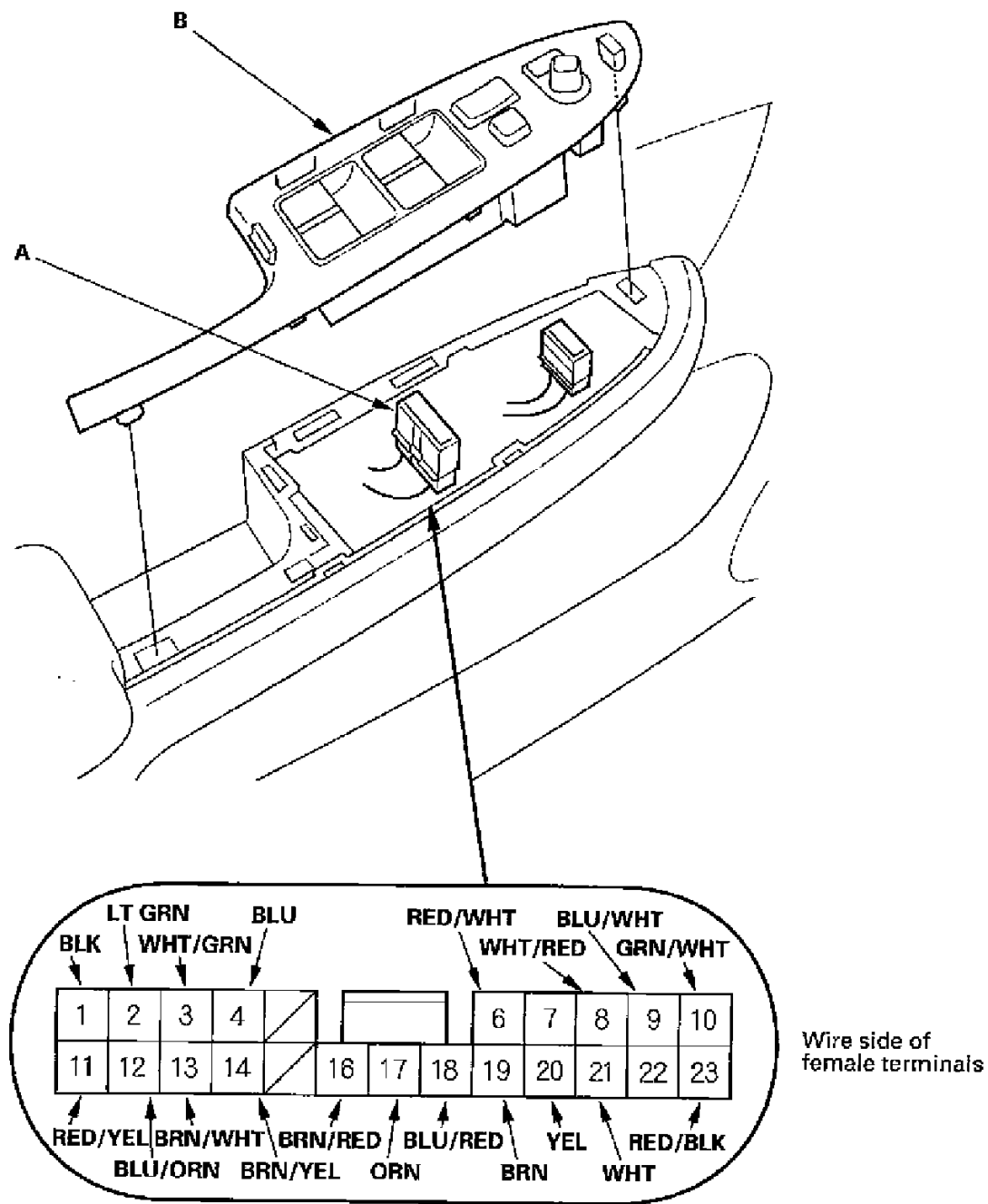
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Fig. 4: Power Windows Wiring Diagram (2 Of 2)

MASTER SWITCH INPUT TEST

1. Before testing the power windows, troubleshoot the multiplex integrated control system using B-CAN System Diagnosis Test Mode A (see **B-CAN SYSTEM DIAGNOSIS TEST MODE A**).
2. Remove the driver's door switch trim (see **FRONT DOOR PANEL REMOVAL/INSTALLATION**).
3. Disconnect the power window master switch 23P connector (A) from the power window master switch

(B).



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Fig. 5: Disconnecting The Connector From The Power Window Master Switch

4. Inspect the connector and socket terminals to be sure they are all making good contact.
 - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.

- If the terminals look OK, go to step 5.
5. With the power window master switch still disconnected, make these input tests at the connector. See **Fig. 6**.
- If any test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, go to step 6.

Cavity	Wire	Test condition	Test; Desired result	Possible cause if result is not obtained
3	WHT/GRN	Under all conditions	Connect terminal No. 3 to ground. Check for voltage at under-dash fuse/relay box No. 26 (20A) fuse: There should be battery voltage.	• Blown No. 23 (P/W) (50A) fuse in the under-hood fuse/relay box. • Faulty power window relay • Faulty under-dash fuse/relay box • An open in the wire
10	GRN/WHT	Under all conditions	Check for voltage to ground: There should be battery voltage.	• Blown No. 23 (P/W) (50A) fuse in the under-hood fuse/relay box • Blown No. 27 (20A) fuse in the under-dash fuse/relay box • Faulty under-dash fuse/relay box • An open in the wire
20	YEL	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Blown No. 21 (7.5A) fuse in the under-dash fuse/relay box • Faulty under-dash fuse/relay box • An open in the wire
1	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G601) • An open in the wire
11	RED/YEL	Connect the No. 10 and No. 11 terminals with a jumper wire, and No. 23 terminal to body ground.	Check the driver's window motor operation: The window should go down.	• Blown No. 27 (20A) fuse in the under-dash fuse/relay box • Faulty driver's power window motor • An open in the wire
23	RED/BLK	Connect the No. 10 and No. 23 terminals with a jumper wire, and No. 11 terminal to body ground.	Check for driver's window motor operation: The window should go up.	
9	BLU/WHT	Connect the No. 10 and No. 9 terminals with a jumper wire.	Check the front passenger's window motor operation: The window should go down.	• Poor ground (G603) • Blown No. 26 (20A) fuse in the under-dash fuse/relay box • Faulty front passenger's power window switch • Faulty front passenger's power window motor • An open in the wire
18	BLU/RED	Connect the No. 10 and No. 18 terminals with a jumper wire.	Check the front passenger's window motor operation: The window should go up.	
13	BRN/WHT	Connect the No. 10 and No. 13 terminals with a jumper wire.	Check the left rear window motor operation: The window should go up.	• Poor ground (G601) • Blown No. 24 (20A) fuse in the under-dash fuse/relay box • Faulty left rear power window switch • Faulty left rear power window motor • An open in the wire
19	BRN	Connect the No. 10 and No. 19 terminals with a jumper wire.	Check the left rear window motor operation: The window should go down.	
12	BLU/GRN	Connect the No. 10 and No. 12 terminals with a jumper wire.	Check the right rear window motor operation: The window should go up.	• Poor ground (G602) • Blown No. 25 (20A) fuse in the under-dash fuse/relay box • Faulty right rear power window switch • Faulty right rear power window motor • An open in the wire
14	BRN/YEL	Connect the No. 10 and No. 14 terminals with a jumper wire.	Check the right rear window motor operation: The window should go down.	

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Fig. 6: Master Switch Input Test (Disconnected)

6. Reconnect the 23P connector to the switch, and perform the following input tests. See **Fig. 7**.
- If any test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, the control unit must be faulty; replace the power window master switch.

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
6	RED/WHT	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Faulty power window master switch • Short to ground in the wire
2	LT GRN	Under all conditions	Check for voltage to ground: There should be 1 V or less.	Faulty power window master switch
4	BLU	Ignition switch ON (II), and the driver's window switch AUTO DOWN	Check for voltage between the No. 4 and No. 2 terminals: There should be 0 V—about 5 V—0 V —about 5 V repeatedly (a digital voltmeter reads about 2.5 V while the window moves).	• Blown no. 21 (7.5A) fuse in the under-dash fuse/relay box • Blown No. 27 (20A) fuse in the under-dash fuse/relay box • Faulty power window master switch • Short to ground in the wire • Faulty driver's window motor
17	ORN	Ignition switch ON (II), and the driver's window switch AUTO DOWN	Check for voltage between the No. 17 and No. 2 terminals: There should be 0 V—about 5 V—0 V —about 5 V repeatedly (a digital voltmeter reads about 2.5 V while the window moves).	
21	WHT	Driver's door key cylinder switch in UNLOCK	Check for voltage to ground: There should be 1 V or less.	• Faulty driver's door key cylinder switch • Poor ground (G501) • An open in the wire
		Driver's door key cylinder switch in neutral	Check for voltage to ground: There should be 5 V or more.	• Short to ground • Faulty driver's door key cylinder switch
		Driver's door key cylinder switch in LOCK	Check for voltage to ground: There should be 5 V or more.	
8	WHT/RED	Driver's door key cylinder switch in LOCK	Check for voltage to ground: There should be 1 V or less.	• Faulty driver's door key cylinder switch • Poor ground (G501) • An open in the wire
		Driver's door key cylinder switch in neutral	Check for voltage to ground: There should be 5 V or more.	• Short to ground • Faulty driver's door key cylinder switch
		Driver's door key cylinder switch in UNLOCK	Check for voltage to ground: There should be 5 V or more.	

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Fig. 7: Master Switch Input Test (Connected)

DRIVER'S WINDOW MOTOR TEST

MOTOR TEST

1. Remove the driver's door panel (see **FRONT DOOR PANEL REMOVAL/INSTALLATION**).
2. Disconnect the 6P connector (A) from the window motor.

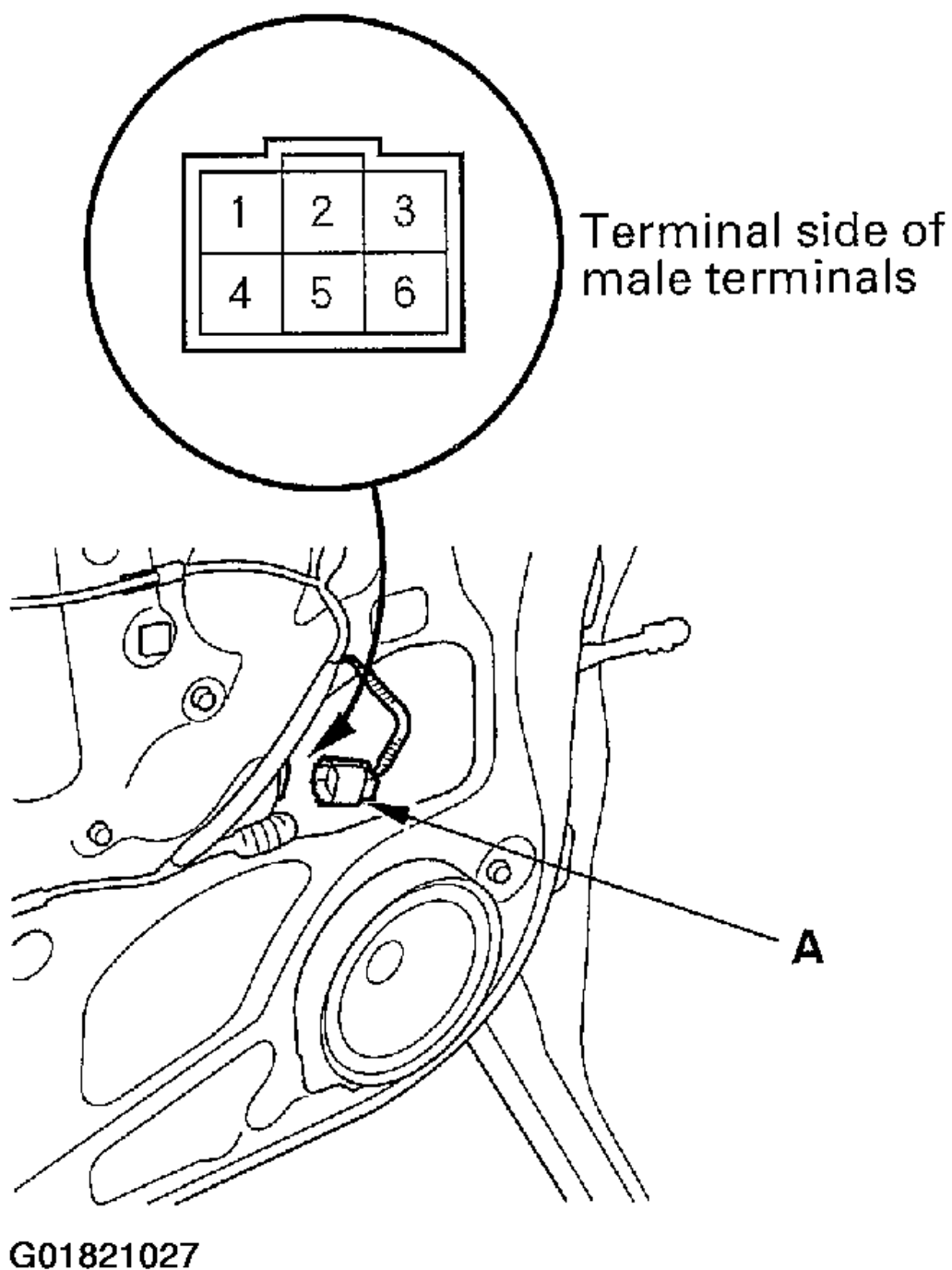


Fig. 8: Disconnecting The 6P Connector From The Window Motor

3. Test the motor in each direction by connecting battery power and ground according to the table. See **Fig.**

9 . When the motor stops running, disconnect one lead immediately.

Terminal Direction	1	4
UP	⊖	⊕
DOWN	⊕	⊖

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Fig. 9: Driver's Window Motor Test Table

4. If the motor does not run or fails to run smoothly, replace it.

Pulser Test:

5. Reconnect the 6P connector to the window motor.
6. Check for voltage between the terminals.
 - There should be battery voltage between the No. 6 (+) and No. 5 (-) terminals when the ignition switch is ON (II).
 - Connect an analog voltmeter between the No. 2 (+) and No. 5 (-) terminals, and run the window motor down or up. The voltmeter needle should move back and forth alternately (a digital voltmeter should show the average voltage between 0-5 V).
 - Connect an analog voltmeter between the No. 3 (+) and No. 5 (-) terminals, and run the window motor at down or up. The voltmeter needle should move back and forth alternately.

If the voltage is not as specified, replace the driver's window motor.

PASSENGER'S WINDOW MOTOR TEST

1. Remove the passenger's door panel (see **FRONT DOOR PANEL REMOVAL/INSTALLATION** and/or **REAR DOOR PANEL REMOVAL/INSTALLATION**).
2. Disconnect the 6P connector from the window motor.

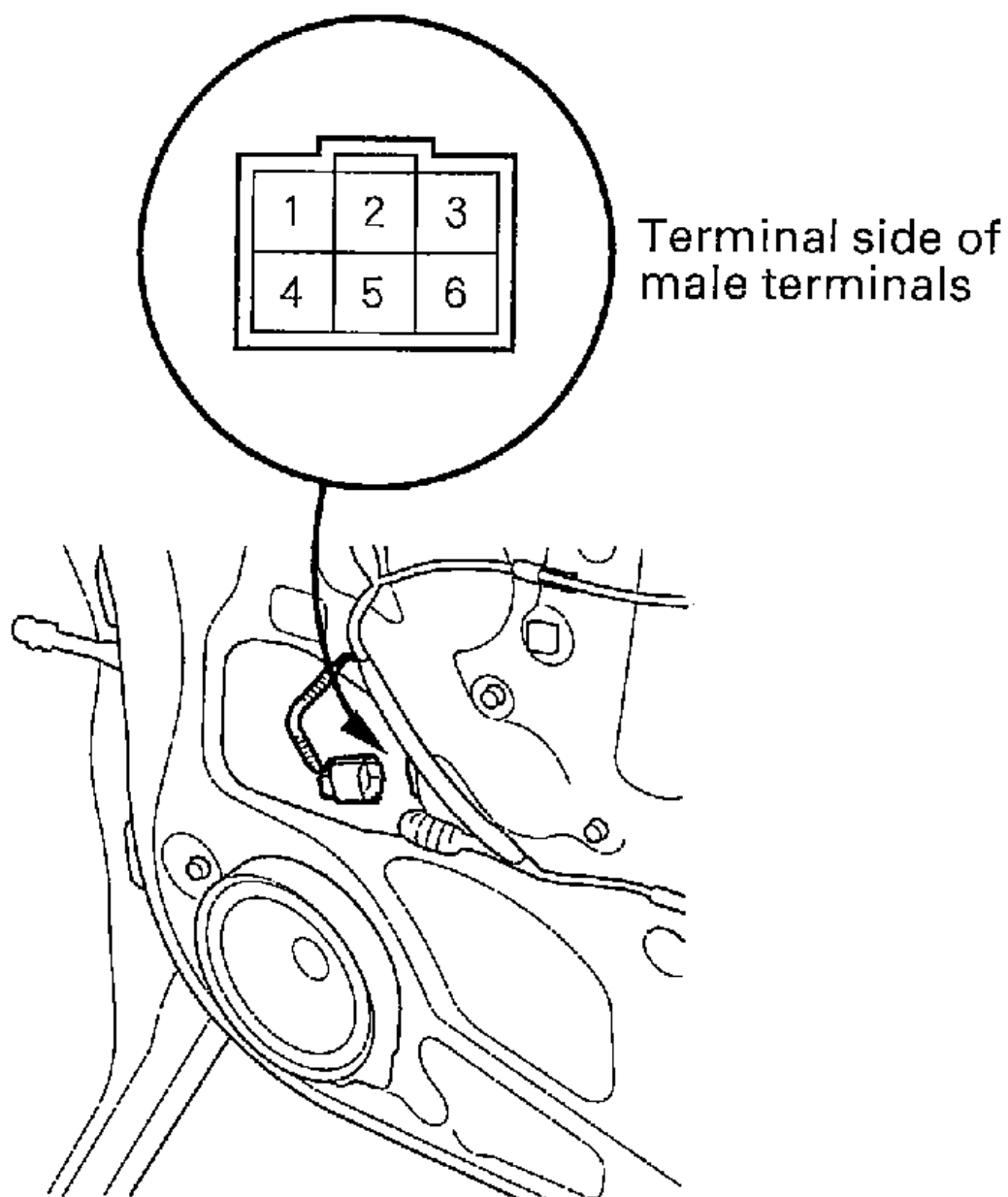


Fig. 10: Disconnecting The 6P Connector From The Window Motor

3. Test the motor by connecting battery power and ground according to the table. See **Fig. 11** . When the motor stops running, disconnect one lead immediately.

Terminal Direction	3(4)	6(1)
UP	⊕	⊖
DOWN	⊖	⊕

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Fig. 11: Passenger's Window Motor Test Table

4. If the motor does not run or fails to run smoothly, replace it.

MASTER SWITCH REPLACEMENT

1. Carefully pry off the driver's door switch trim (see **FRONT DOOR PANEL REMOVAL/INSTALLATION**).
2. Disconnect the power mirror and power window switch connectors (A).

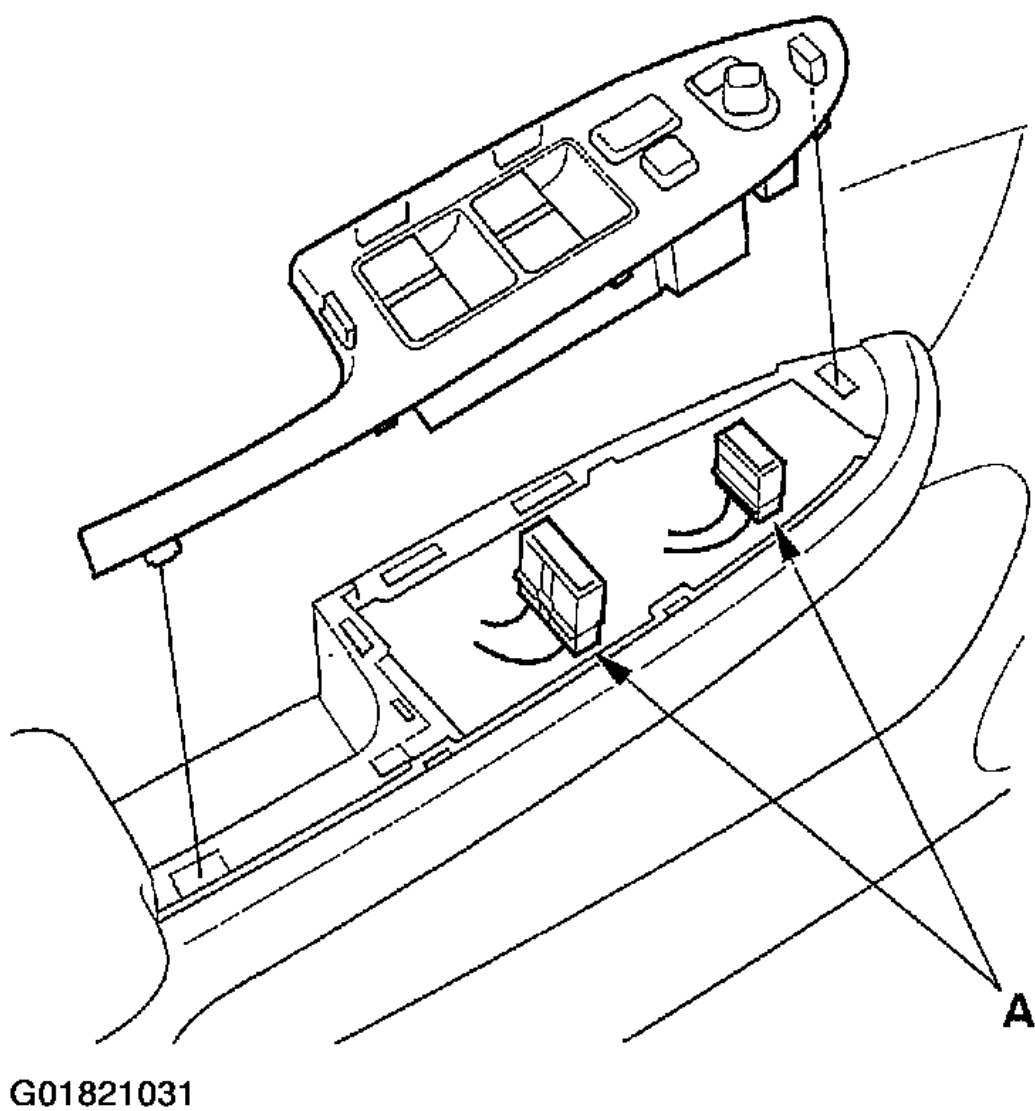
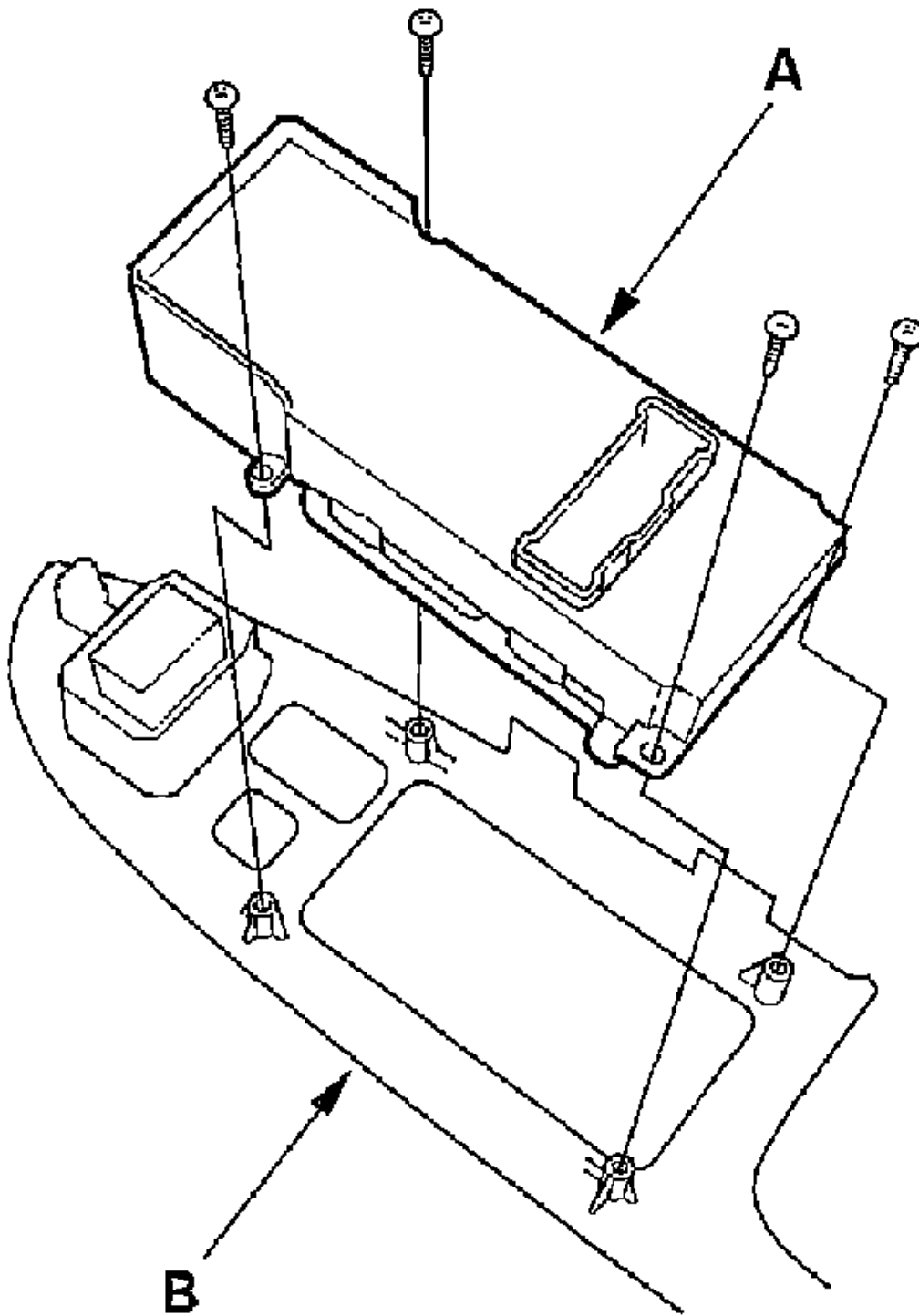


Fig. 12: Disconnecting The Power Mirror & Power Window Switch Connectors

3. Remove the four mounting screws, then remove the master switch (A) from the panel (B).

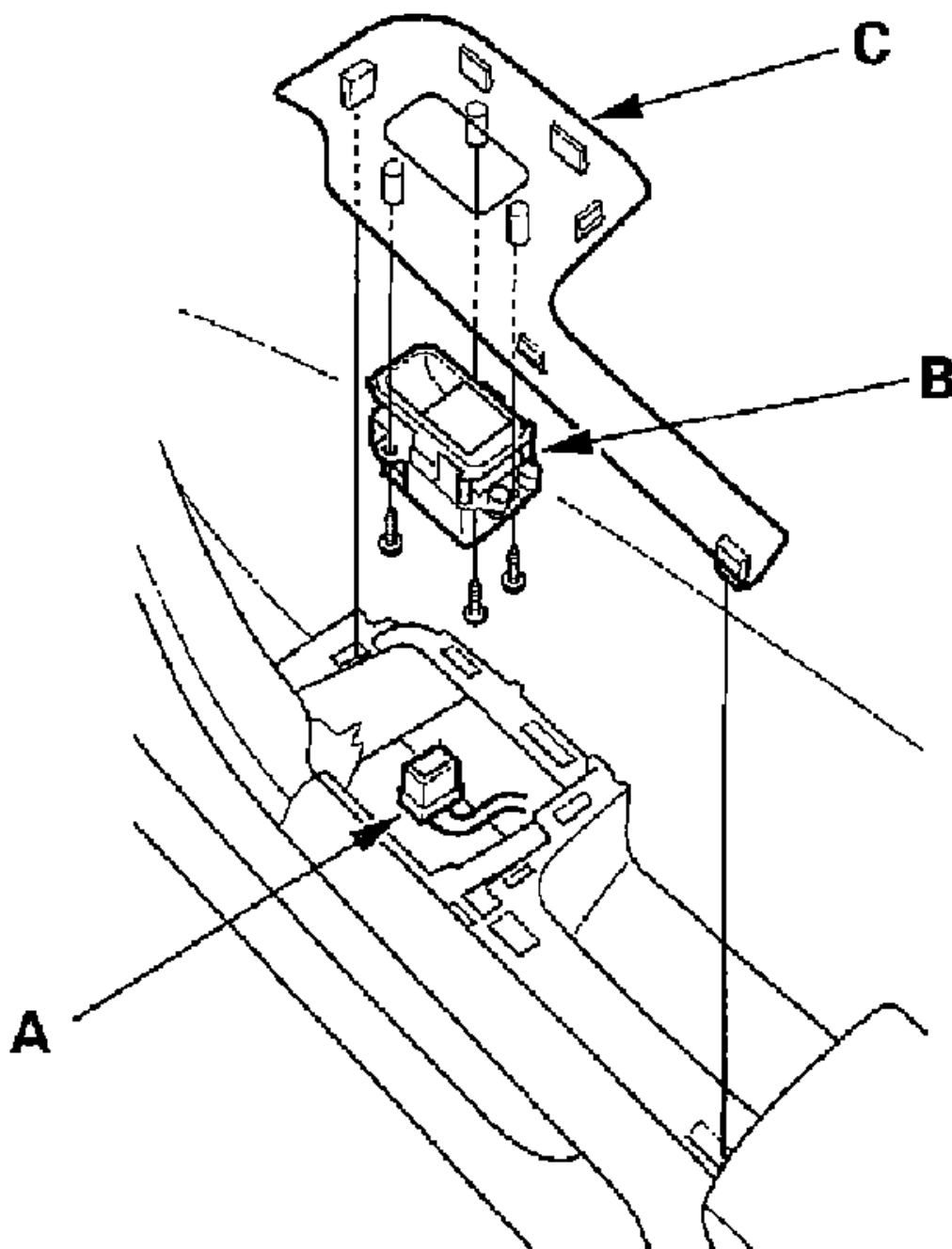


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Fig. 13: Removing The Master Switch From The Panel

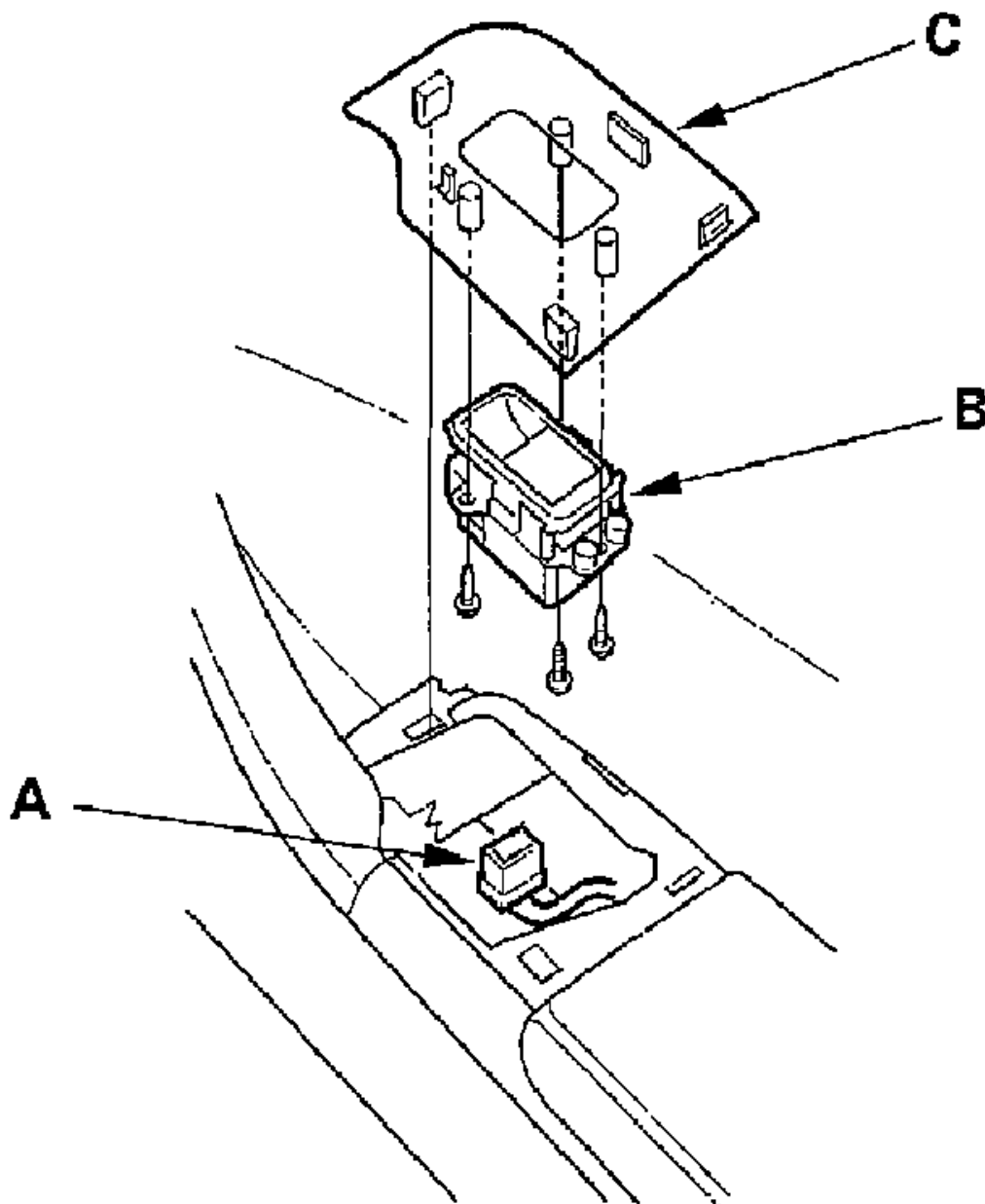
PASSENGER'S WINDOW SWITCH TEST/REPLACEMENT

1. Carefully pry off the door switch trim (see **FRONT DOOR PANEL REMOVAL/INSTALLATION**).
2. Disconnect the power window switch connector (A), then remove the three mounting screws and the power window switch (B) from the switch trim (C).



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Fig. 14: Removing The Front Passenger's Power Window Switch



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Fig. 15: Removing The Rear Passenger's Power Window Switch

3. Swap the window switch with another known-good switch and test. If the original window switch is faulty, replace it.

DTC TROUBLESHOOTING

DTC B1125: DRIVER'S POWER WINDOW MOTOR A PULSE ERROR; DTC B1126: DRIVER'S POWER WINDOW MOTOR B PULSE ERROR

1. Open and close the driver's power window by using the driver's switch manually.
2. While the power window moving, select POWER WINDOWS from the HDS and enter the DATA LIST.
3. Check the EXIST/NONE information of the P/W PLSA (B1125) or P/W PLSB (B1126) in the DATA LIST.

Do the information indicators display EXIST?

YES: Replace the power window master switch.

NO: Go to step 4.

4. Refer to the power window master switch input test, check for continuity between the driver's power window motor 6P connector and the power window master switch 23P connector (see **MASTER SWITCH INPUT TEST**).

Are all the wire harnesses OK?

YES: Substitute a known-good power window master switch, and recheck. If DTC is gone, the original master switch is faulty; replace it. If the DTC is still indicated, replace the driver's power window motor.

NO: Repair a short or an open in the wire.

DTC B1140: DRIVER'S POWER WINDOW POSITION DETECT CIRCUIT ERROR

1. Clear the DTCs using the HDS.
2. Cycle the ignition switch to OFF and then back ON (II).
3. Open and close the driver's power window by using the driver's switch manually.
4. Check for DTCs using the HDS.

Is DTC B1125 or B1126 indicated?

YES: Troubleshoot the DTC B1125 or B1126 (see **DTC B1125: DRIVER'S POWER WINDOW MOTOR A PULSE ERROR; DTC B1126: DRIVER'S POWER WINDOW MOTOR B PULSE ERROR**).

NO: Go to step 5.

5. Do the power window control unit reset procedure (see **RESETTING THE POWER WINDOW**).
6. Check for DTCs again using the HDS.

Is DTC B1140 indicated?

YES: Faulty door multiplex control unit; replace the power window master switch.

NO: The system is recovered at this time.