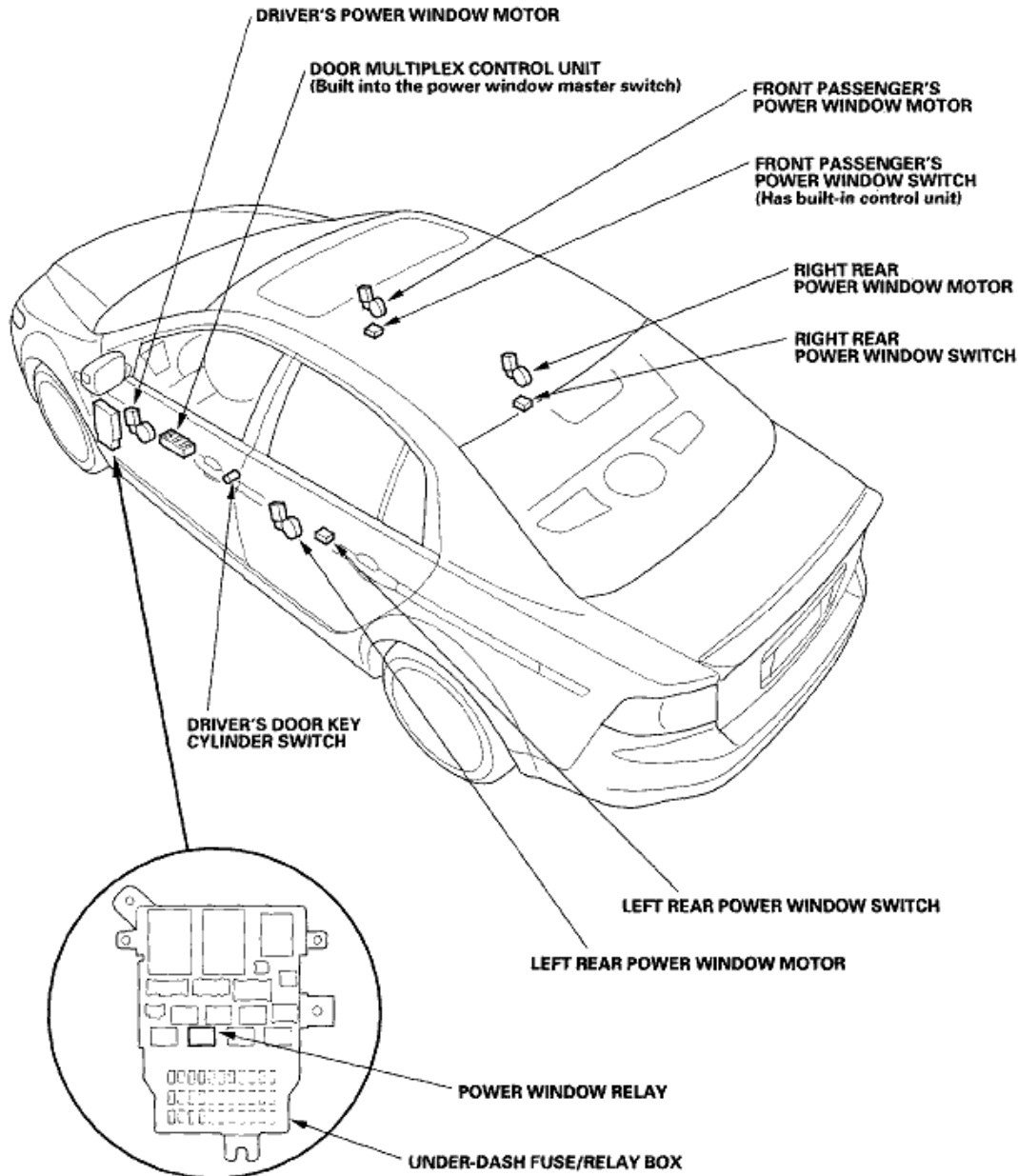


2007-08 ACCESSORIES AND BODY, CAB

Power Windows - TL

COMPONENT LOCATION INDEX

**Fig. 1: Identifying Power Windows Component Location**

Courtesy of AMERICAN HONDA MOTOR CO., INC.

SYSTEM DESCRIPTION

ANTI-PINCH POWER WINDOW OPERATION

The system is composed of the power window master switch, front passenger's power window switch, front passenger's power window control unit and the driver's and front passenger's power window motors.

DRIVER'S POWER WINDOW

The driver's power window motor incorporates a pulser which generates pulses during the motor's operation and sends the pulses to the driver's power window control unit. As soon as the power window control unit detects no pulses from the pulser, the driver's power window control unit makes the power window motor stop and reverse. This is to prevent pinching your hand or fingers during auto-up operation. The anti-pinch is not active when the switch is held in the up position.

Front Passenger's Power Window

The front passenger's power window motor incorporates a pulser which generates pulses during the motor's operation and sends the pulses to the front passenger's power window control unit. As soon as the power window control unit detects no pulses from the pulser, the front passenger's power window control unit makes the power window motor stop and reverse. This is to prevent pinching your hand or fingers during auto-up operation. The anti-pinch is not active when the switch is held in the up position.

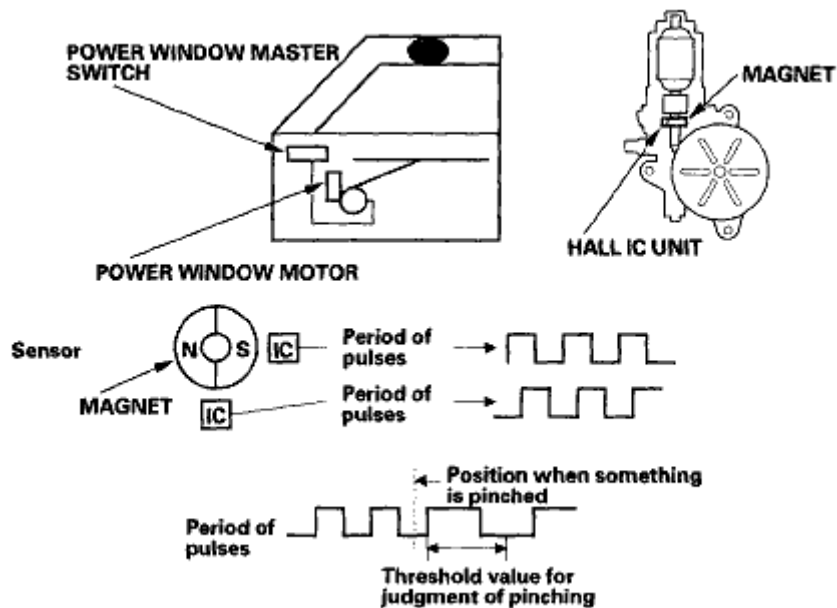


Fig. 2: Front Passenger's Power Window Operation Diagram
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Key Cylinder Operation

With the key inserted in the driver's door key cylinder, turn the key a second time and hold it within 15 seconds to operate the windows and moonroof (clockwise to open, counterclockwise to close). The windows and moonroof stop moving when the key is released. The anti-pinch operation is not active when closing the windows and moonroof with the key cylinder.

Keyless Operation

By pressing the UNLOCK button of the keyless transmitter a second time and hold within 15 seconds, the windows and moonroof open. The windows and moonroof stop moving when the UNLOCK button is released. The windows do not close with the LOCK button.

RESETTING THE POWER WINDOW CONTROL UNIT

Resetting the driver's or front passenger's power window is required when any of the following have occurred:

- Power window regulator replacement or repair
- Power window motor replacement or repair
- Window run channel replacement or repair
- Door glass replacement or repair
- Power is removed from a power window control unit while the power window timer is ON.

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 "Adjustment".:
6. From the "Adjustment" menu, select "Window P Reset" for driver's side (passenger's side) power window.
7. Follow the prompts on the screen.
8. Confirm that the power window control unit is reset by using the driver's (passenger's) power window AUTO UP and AUTO DOWN function.

WITHOUT THE HDS

1. Turn the ignition switch ON (II).
2. Move the driver's (passenger's) power window all the way down by using the driver's (passenger's) power window DOWN switch.
3. Open the driver's (passenger's) door.

NOTE: Steps 4-7 must be done within 5 seconds of each other.

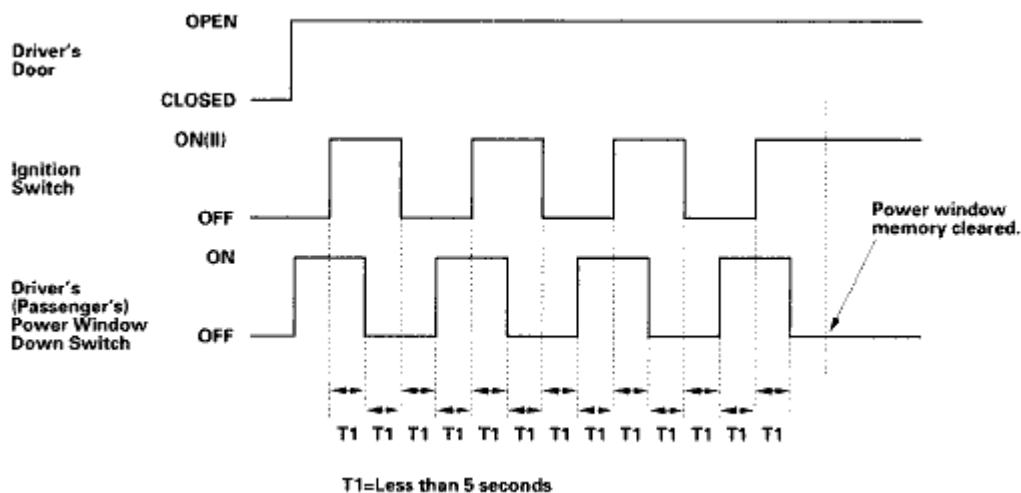


Fig. 3: Driver's (Passenger's) Power Window Driving Pattern

Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Turn the ignition switch OFF.
5. Push and hold the driver's (passenger's) power window DOWN switch.
6. Turn the ignition switch ON (II).
7. Release the driver's (passenger's) power window DOWN switch.
8. Repeat step 4-7 three more times.
9. Wait 1 second.
10. Confirm that AUTO UP and AUTO DOWN do not work. If AUTO UP and DOWN work, go back to step 1.
11. Move the driver's (passenger's) power window all the way down by using the driver's (passenger's) power window DOWN switch.
12. Pull up and hold the driver's (passenger's) power window UP switch until the power window reaches the fully closed position, then continue to hold the switch for 1 second.
13. Confirm that the power window control unit is reset by using the driver's (passenger's) power window AUTO UP and AUTO DOWN function.

If the power window still does not work in AUTO, repeat the procedure several times, paying close attention to the 5 second time limit between steps. If it still does not work, go to B-CAN System Diagnosis Test Mode A (see **TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A**).

CIRCUIT DIAGRAM

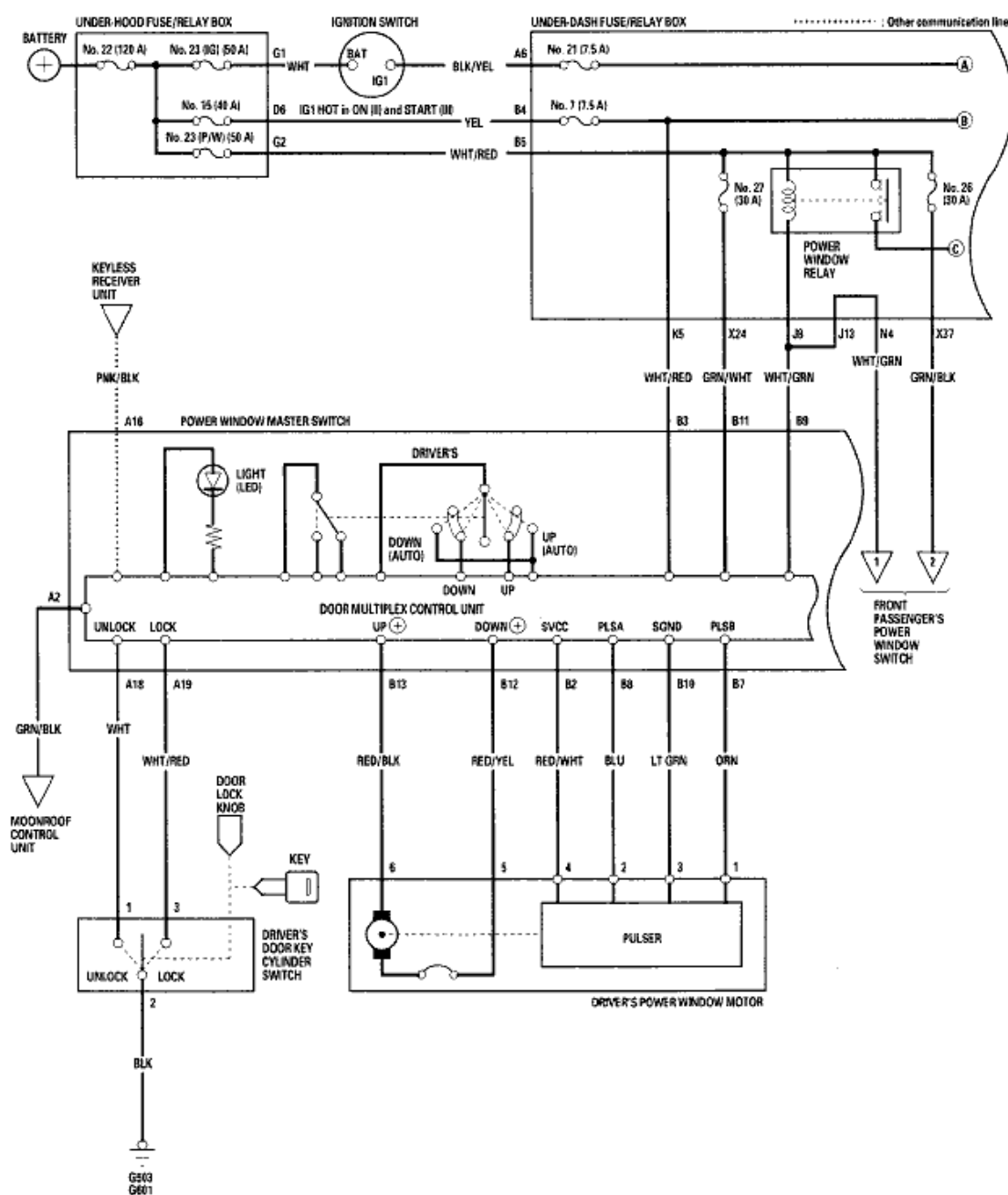


Fig. 4: Power Windows - Circuit Diagram (1 Of 3)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

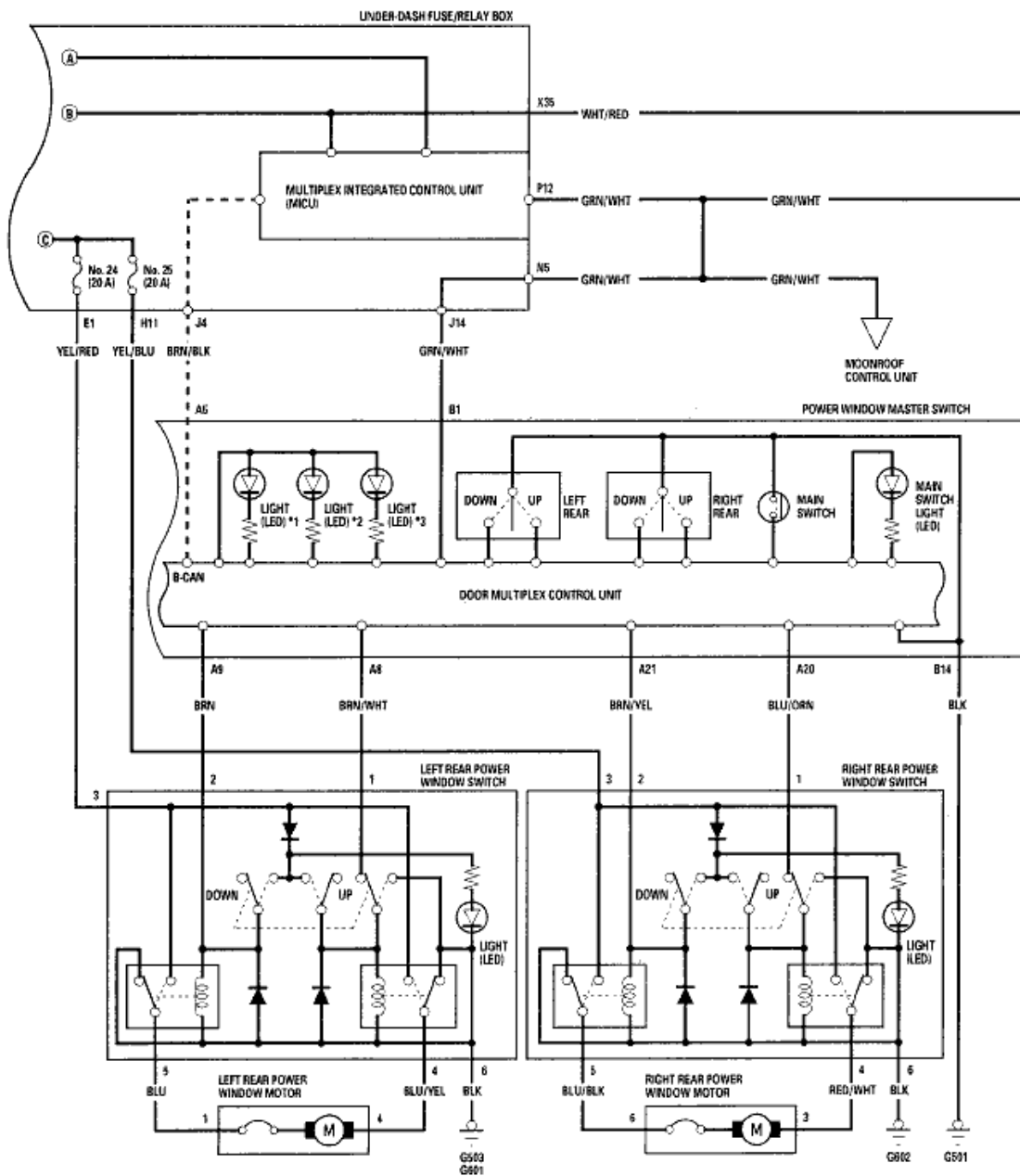


Fig. 5: Power Windows - Circuit Diagram (2 Of 3)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

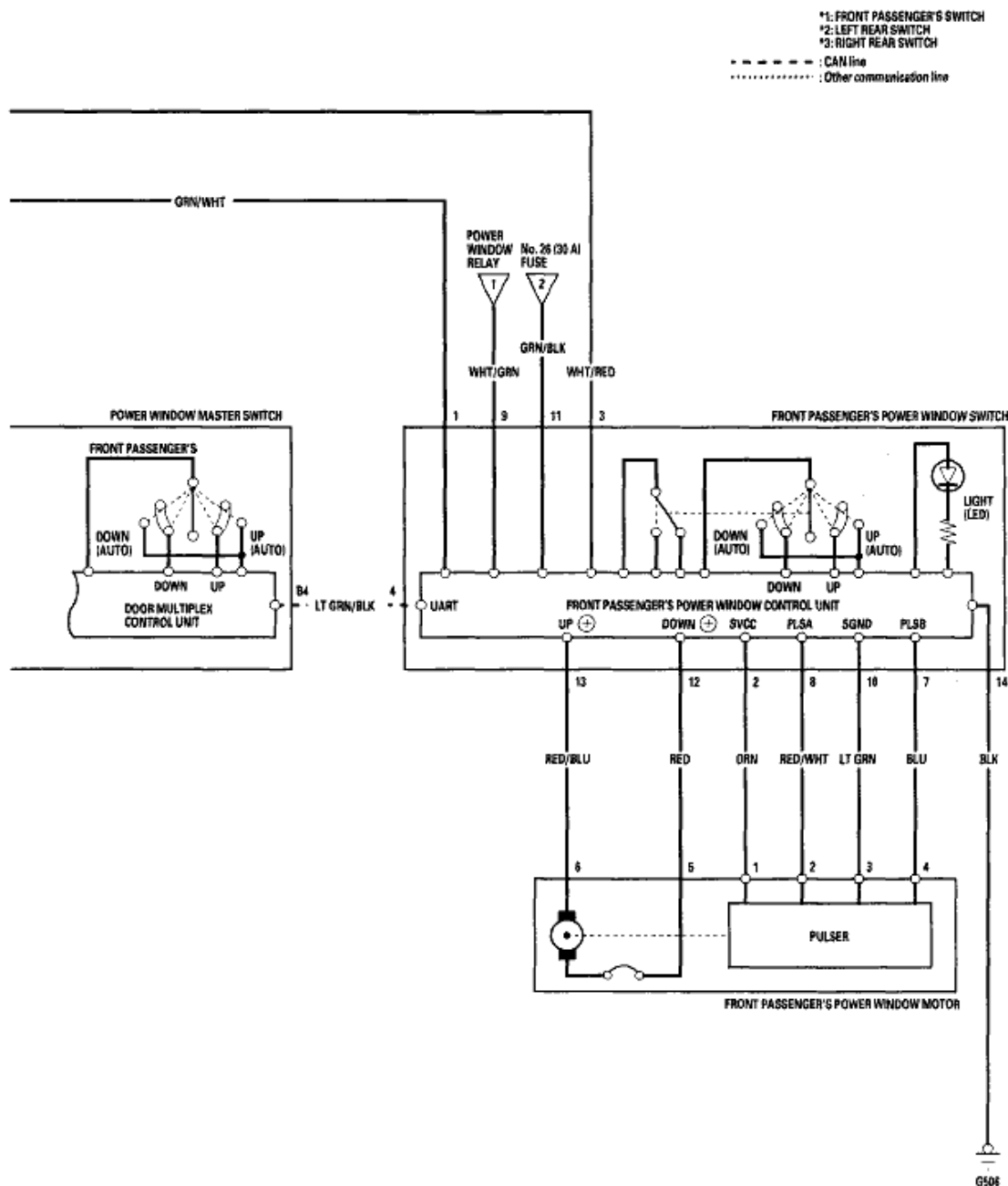


Fig. 6: Power Windows - Circuit Diagram (3 Of 3)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

DTC TROUBLESHOOTING

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

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see TRUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A).

1. Turn the ignition switch ON (II).

2. Open and close the driver's power window by using the driver's switch manually.
3. Select the POWER WINDOWS from the BODY ELECTRICAL SYSTEM SELECT MENU and enter DATA LIST.
4. While the power window is moving, check the DETECT/NONE information of the Driver's Power Window Motor Pulse A or B in the DATA LIST.

Does the information indicator display DETECT?

YES -Replace the door multiplex control unit.

NO -Go to step 5.

5. Refer to the power window master switch input test, check for continuity between the driver's power window motor 6P connector and the door multiplex control unit 14P connector B (see **POWER WINDOW MASTER SWITCH INPUT TEST**).

Are all the wire harness OK?

YES -Substitute a known-good door multiplex control unit, and recheck. If DTC is gone, the original door multiplex control unit 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 B1130: FRONT PASSENGER'S POWER WINDOW MOTOR A PULSE MALFUNCTION;
DTC B1131: FRONT PASSENGER'S POWER WINDOW MOTOR B PULSE MALFUNCTION**

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see **TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A**).

1. Turn the ignition switch ON (II).
2. Open and close the front passenger's power window by using the front passenger's switch manually.
3. Select the POWER WINDOWS from the BODY ELECTRICAL SYSTEM SELECT MENU and enter DATA LIST.
4. While the power window is moving, check the DETECT/NONE information of the Passenger's Power Window Motor Pulse A or B in the DATA LIST.

Does the information indicator display DETECT?

YES -Replace the door multiplex control unit.

NO -Go to step 5.

5. Refer to the front passenger's power window switch input test, check for continuity on the wires between the front passenger's power window motor 6P connector and the front passenger's power window switch 14P connector (see **POWER WINDOW MASTER SWITCH INPUT TEST**).

Are all the wires OK?

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

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

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

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in **B-CAN System Diagnosis Test Mode A** (see **TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A**).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch 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 with the HDS.

Are DTCs B1125 or B1126 indicated?

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

NO -Go to step 5.

5. Reset the power window control unit (see **RESETTING THE POWER WINDOW CONTROL UNIT**).
6. Check for DTCs again with the HDS.

Is DTC B1140 indicated?

YES -Go to step 7.

NO -The system is recovered at this time.

7. Substitute a known-good power window master switch.
8. Open and close the driver's power window by using the driver's switch manually.
9. Check for DTCs with the HDS.

Is DTC B1140 indicated?

YES -Faulty driver's power window motor; replace it.

NO -Faulty door multiplex control unit; replace the power window master switch.

DTC B1141: DOOR MULTIPLEX CONTROL UNIT LOST COMMUNICATION WITH FRONT PASSENGER'S POWER WINDOW SWITCH (UART LINE SHORT)

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in **B-CAN System Diagnosis Test Mode A** (see **TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A**).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch OFF, and then back ON (II).
3. Open and close the front passenger's power window by using the power window master switch manually.
4. Open and close the front passenger's power window by using the front passenger's power window switch manually.
5. Check for DTCs with the HDS.

Is DTC B1141 indicated?

YES -Go to step 6.

NO -The system is OK at this time. Check for loose or poor connections at the passenger's power window switch connector.

6. Turn the ignition switch OFF.
7. Disconnect the door multiplex control unit connectors and front passenger's power window switch connector.
8. Check for continuity between door multiplex control unit connector B (14P) No. 4 terminal and body ground.

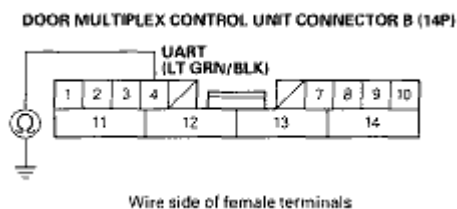


Fig. 7: Checking Continuity Between Door Multiplex Control Unit Connector B (14P) No. 4 Terminal And Body Ground
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Repair a short in the wire.

NO -Substitute a known-good door multiplex control unit, and recheck. If DTC is gone, the original door multiplex control unit is faulty; replace it. If the DTC B1141 is still indicated, replace the front passenger's power window switch.

DTC B1142: DOOR MULTIPLEX CONTROL UNIT LOST COMMUNICATION WITH FRONT PASSENGER'S POWER WINDOW SWITCH (UART LINE OPEN)

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in **B-CAN System Diagnosis Test Mode A** (see **TROUBLESHOOTING - B-CAN**).

SYSTEM DIAGNOSIS TEST MODE A).

1. Clear the DTCs with the HDS.
2. Turn the ignition switch OFF, and then back ON (II).
3. Open and close the front passenger's power window by using the power window master switch manually.
4. Open and close the front passenger's power window by using the front passenger's power window switch manually.
5. Check for DTCs with the HDS.

Is DTC B1142 indicated?

YES -Go to step 6.

NO -The system is OK at this time. Check for loose or poor connections at the passenger's power window switch connector.

6. Turn the ignition switch OFF.
7. Disconnect the door multiplex control unit connectors and front passenger's power window switch connector.
8. Check for continuity between door multiplex control unit connector B (14P) No. 4 terminal and front passenger's power window switch 14P connector No. 4 terminals.

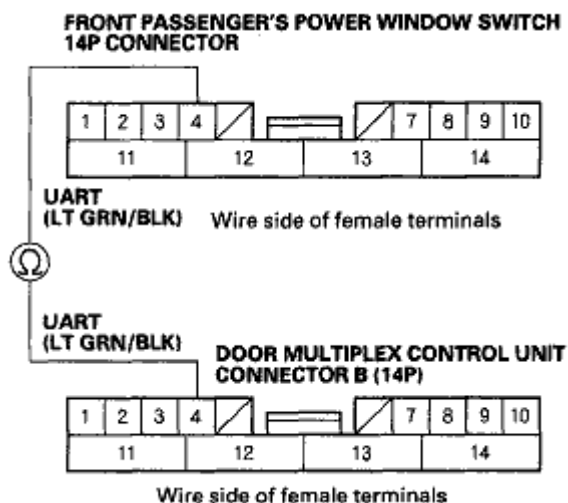


Fig. 8: Checking Continuity Between Door Multiplex Control Unit No. 4 Terminal And Front Passenger's Power Window Switch No. 4 Terminals

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there continuity?

YES -Substitute a known-good front passenger's power window switch, and recheck. If DTC is gone, the original front passenger's power window switch is faulty; replace it. If the DTC B1142 is still indicated, replace the door multiplex control unit.

NO -Repair an open in the wire.

DTC B1143: DOOR MULTIPLEX CONTROL UNIT INTERNAL ERROR (EEPROM ERROR)

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in **B-CAN System Diagnosis Test Mode A** (see **TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A**).

1. Clear the DTCs with the HDS.
2. Disconnect the door multiplex control unit connectors and wait for 2 seconds.
3. Reconnect the connectors to the door multiplex control unit.
4. Turn the ignition switch OFF, and then back ON (II).
5. Check for DTCs with the HDS.

Is DTC B1143 indicated?

YES -Check connections. If OK, replace the door multiplex control unit.

NO -The system is OK at this time. Check the battery and charging system.

DTC B1145: FRONT PASSENGER'S POWER WINDOW POSITION DETECT CIRCUIT ERROR

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in **B-CAN System Diagnosis Test Mode A** (see **TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A**).

1. Clear the DTC with the HDS.
2. Turn the ignition switch OFF, and then back ON (II).
3. Open and close the front passenger's power window by using the front passenger's switch manually.
4. Check for DTCs with the HDS.

Are DTCs B1130 or B1131 indicated?

YES -Troubleshoot the DTC B1130 (see **DTC B1130: FRONT PASSENGER'S POWER WINDOW MOTOR A PULSE MALFUNCTION; DTC B1131: FRONT PASSENGER'S POWER WINDOW MOTOR B PULSE MALFUNCTION**) or B1131 (see **DTC B1130: FRONT PASSENGER'S POWER WINDOW MOTOR A PULSE MALFUNCTION; DTC B1131: FRONT PASSENGER'S POWER WINDOW MOTOR B PULSE MALFUNCTION**).

NO -Go to step 5.

5. Reset the power window control unit and the front passenger's power window control unit (see **RESETTING THE POWER WINDOW CONTROL UNIT**).
6. Check for DTCs again with the HDS.

Is DTC B1145 indicated?

YES -Go to step 7.

NO -The system is recovered at this time.

7. Substitute a known-good passenger's power window switch.
8. Open and close the front passenger's power window by using the front passenger's switch manually.
9. Check for DTCs with the HDS.

Is DTC B1145 indicated?

YES -Faulty front passenger's window motor; replace it.

NO -Faulty front passenger's power window switch; replace the front passenger's power window switch.

DTC B1146: FRONT PASSENGER'S POWER WINDOW SWITCH MALFUNCTION

NOTE: If you are troubleshooting multiple DTCs, be sure to follow the instructions in B-CAN System Diagnosis Test Mode A (see **TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A**).

1. Clear the DTCs with the HDS.
2. Open the driver's door.
3. Turn the ignition switch OFF.
4. Disconnect the 14P connector from the front passenger's power window switch and wait for 2 seconds.
5. Reconnect the 14P connector to the front passenger's power window switch.
6. Turn the ignition switch ON (II).
7. Check for DTCs with the HDS.

Is DTC B1146 indicated?

YES -Check connections. If OK, replace the front passenger's power window switch (EEPROM error).

NO -The system is OK at this time.

POWER WINDOW MASTER SWITCH INPUT TEST

NOTE: Make sure the ignition switch is OFF before disconnecting the under-dash fuse/relay box connectors.

1. Before testing the power windows, troubleshoot the multiplex integrated control system using B-CAN System Diagnosis Test Mode A (see **TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A**).
2. Turn the ignition switch OFF.
3. Remove the power window master switch (see **REAR POWER WINDOW MOTOR TEST**).
4. Disconnect the 22P connector and 14P connector from the power window master switch (A).

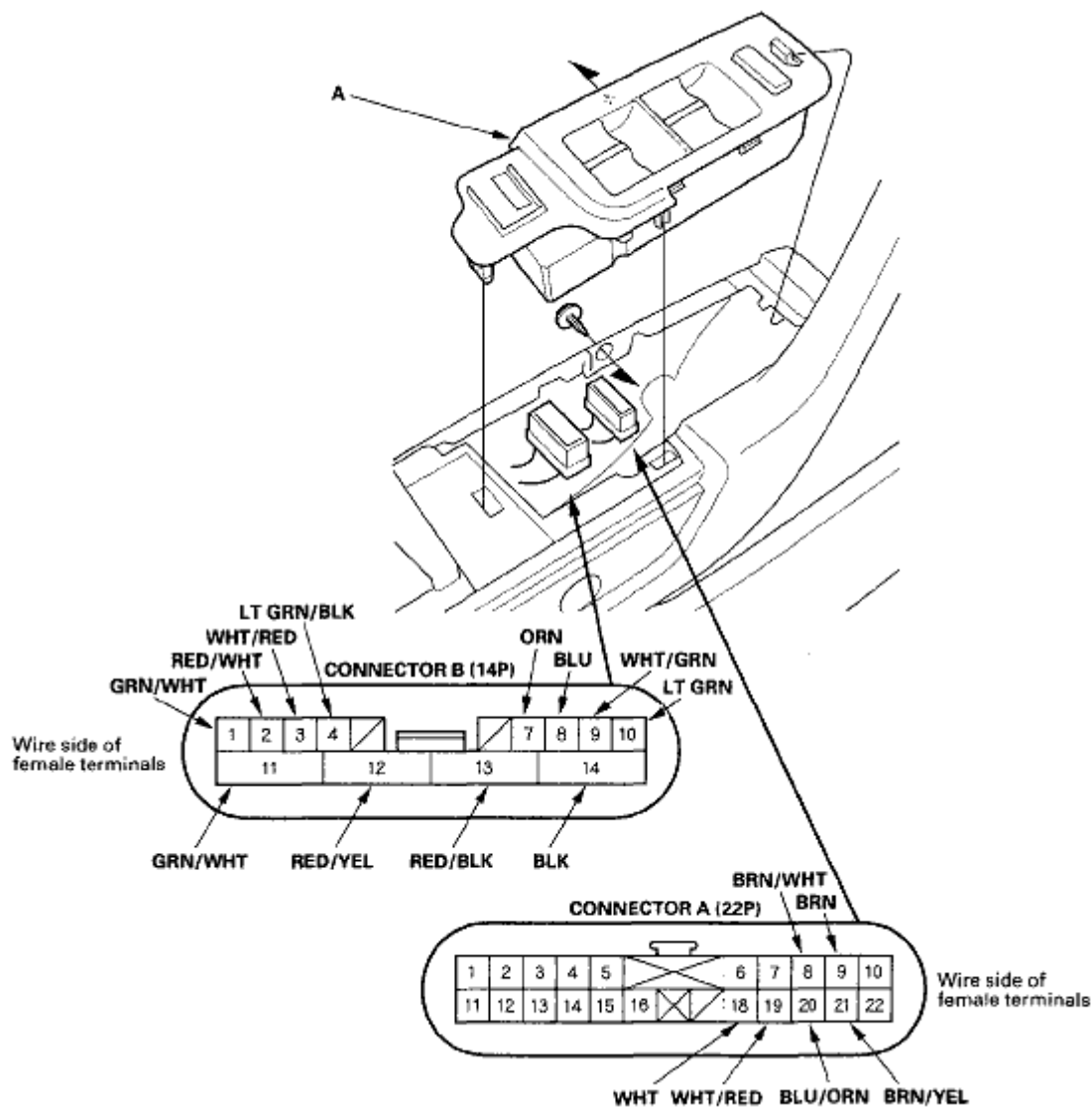


Fig. 9: Identifying Power Window Master Switch, 22P Connector And 14P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. 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 6.
6. Reconnect the connectors to the switch. Turn the ignition switch ON (II) and perform the following input tests.
 - 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 7.

WIRE TEST CONDITION REFERENCE

Cavity	Wire	Test condition	Test: Desired result	Possible cause if desired result is not obtained
B2	RED/WHT	Ignition switch ON	Measure the voltage to ground:	• Faulty power window master switch

		(II)	There should be battery voltage.	• A short to ground in the wire
B10	LT GRN	Under all conditions	Measure the voltage to ground: There should be less than 0.5 V.	• Faulty power window master switch • An open in the wire
B3	WHT/RED	Under all conditions	Measure the voltage to ground: There should be battery voltage.	• Blown No. 7 (7.5 A) fuse in the under-dash fuse/relay box • A short to ground in the wire • An open in the wire
B11	GRN/WHT	Under all conditions	Measure the voltage to ground: There should be battery voltage.	• Blown No. 23 (P/W) (50 A) fuse in the under-hood fuse/relay box • Blown No. 27 (30 A) fuse in the under-dash fuse/relay box • A short to ground in the wire • An open in the wire • Faulty under-dash fuse/relay box
B14	BLK	Under all conditions	Measure the voltage to ground: There should be less than 0.5 V.	• Poor ground (G501) • An open in the wire
B8	BLU	Ignition switch ON (II), and the driver's power window switch moving up or down	Measure the voltage between the B8 and BIO 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. 7 (7.5 A) fuse in the under-dash fuse/relay box • Blown No. 27 (30 A) fuse in the under-dash fuse/relay box • An open in the wire (RED/WHT, BLU, LT GRN, ORN)
B7	ORN	Ignition switch ON (II), and the driver's power window switch moving up or	Measure the voltage between the B7 and B10 terminals: There should be 0 V-about 5 V- 0 V-about 5 V repeatedly (a digital	• A short to ground in the wire • Faulty driver's power window motor

		down	voltmeter reads about 2.5 V while the window moves).	Faulty power window master switch
A18	WHT	Driver's door key cylinder switch in UNLOCK	Measure the voltage to ground: There should be less than 1 V.	- Faulty driver's door key cylinder switch - Poor ground (G503, G601) - An open in the wire
		Driver's door key cylinder switch in neutral	Measure the voltage to ground: There should be 5 V or more.	- A short to ground in the wire - Faulty driver's door key cylinder switch
		Driver's door key cylinder switch in LOCK	Measure the voltage to ground: There should be 5 V or more.	
A19	WHT/RED	Driver's door key cylinder switch in LOCK	Measure the voltage to ground: There should be less than 1 V.	- Faulty driver's door key cylinder switch - Poor ground (G503, G601) - An open in the wire
		Driver's door key cylinder switch in neutral	Measure the voltage to ground: There should be 5 V or more.	- A short to ground in the wire - Faulty driver's door key cylinder switch
		Driver's door key cylinder switch in UNLOCK	Measure the voltage to ground: There should be 5 V or more.	

7. Disconnect the 22P connector and make these input tests at the connector.

- If any test indicates a problem, find and correct the cause, then recheck the system.
- If all the input tests prove OK, the control unit must be faulty; replace the power window master switch.

WIRE TEST CONDITION REFERENCE

Cavity	Wire	Test condition	Test: Desired result	Possible cause if desired result is not obtained
		Connect B9 terminal to	Measure the voltage at under-dash fuse/relay	- Blown No. 23 (P/W) (50 A) fuse in the under-hood fuse/relay box. - Faulty power window relay

B9	WHT/GRN	ground.	box No. 24 (20 A) fuse: There should be battery voltage.	- Faulty under-dash fuse/relay box - A short to ground in the wire - An open in the wire
B12	RED/YEL	Connect the B11 and B13 terminals with a jumper wire, and connect B12 terminal to body ground.	Check the driver's power window motor operation: The window should go up.	- Blown No. 27 (30 A) fuse in the under-dash fuse/relay box - A short to ground in the wire - An open in the wire - Faulty driver's power window motor
B13	RED/BLK	Connect the B11 and B12 terminals with a jumper wire, and connect B13 terminal to body ground.	Check for driver's power window motor operation: The window should go down.	
A8	BRN/WHT	Connect the B11 and A8 terminals with a jumper wire and connect B9 to body ground with a jumper wire.	Check the left rear power window motor operation: The window should go up.	- Poor ground (G503, G601) - Blown No. 24 (20 A) fuse in the under-dash fuse/relay box - A short to ground in the wire - An open in the wire - Faulty power window relay - Faulty left rear power window switch - Faulty left rear power window motor
A9	BRN	Connect the B11 and A9 terminals with a jumper wire and connect B9 to body ground with a jumper wire.	Check the left rear power window motor operation: The window should go down.	
A20	BLU/ORN	Connect the B11 and A20 terminals with a jumper wire and connect B9 to body ground with a jumper wire.	Check the right rear power window motor operation: The window should go up.	- Poor ground (G602) - Blown No. 25 (20 A) fuse in the under-dash fuse/relay box - A short to

A21	BRN/YEL	Connect the B11 and A21 terminals with a jumper wire and connect B9 to body ground with a jumper wire.	Check the right rear power window motor operation: The window should go down.	ground in the wire • An open in the wire • Faulty power window relay • Faulty right rear power window switch • Faulty right rear power window motor
B1	GRN/WHT	Under all conditions	Check for continuity between the B1 terminal and under-dash fuse/relay box connector P terminal No. 12: There should be continuity.	• Faulty under-dash fuse/relay box • An open in the wire
B4	LT GRN/BLK	Front passenger's power window switch connector and door multiplex control unit connector B (14P) disconnected.	Check for continuity between the B4 terminal and front passenger's power window switch connector terminal No. 4: There should be continuity.	An open in the wire
			Check for continuity between the B4 terminal and body ground: There should be no continuity.	A short to ground in the wire

8. Reset the power window control unit (see **RESETTING THE POWER WINDOW CONTROL UNIT**).

FRONT PASSENGER'S POWER WINDOW SWITCH INPUT TEST

NOTE: Make sure the ignition switch is OFF before disconnecting the passenger's power window switch.

1. Before testing the power windows, troubleshoot the multiplex integrated control system using B-CAN System Diagnosis Test Mode A (see **TROUBLESHOOTING - B-CAN SYSTEM DIAGNOSIS TEST MODE A**).
2. Remove the front passenger's power window switch (see **PASSENGER'S POWER WINDOW SWITCH TEST/REPLACEMENT**).
3. Disconnect the 14P connector (A) from the front passenger's power window switch (B).

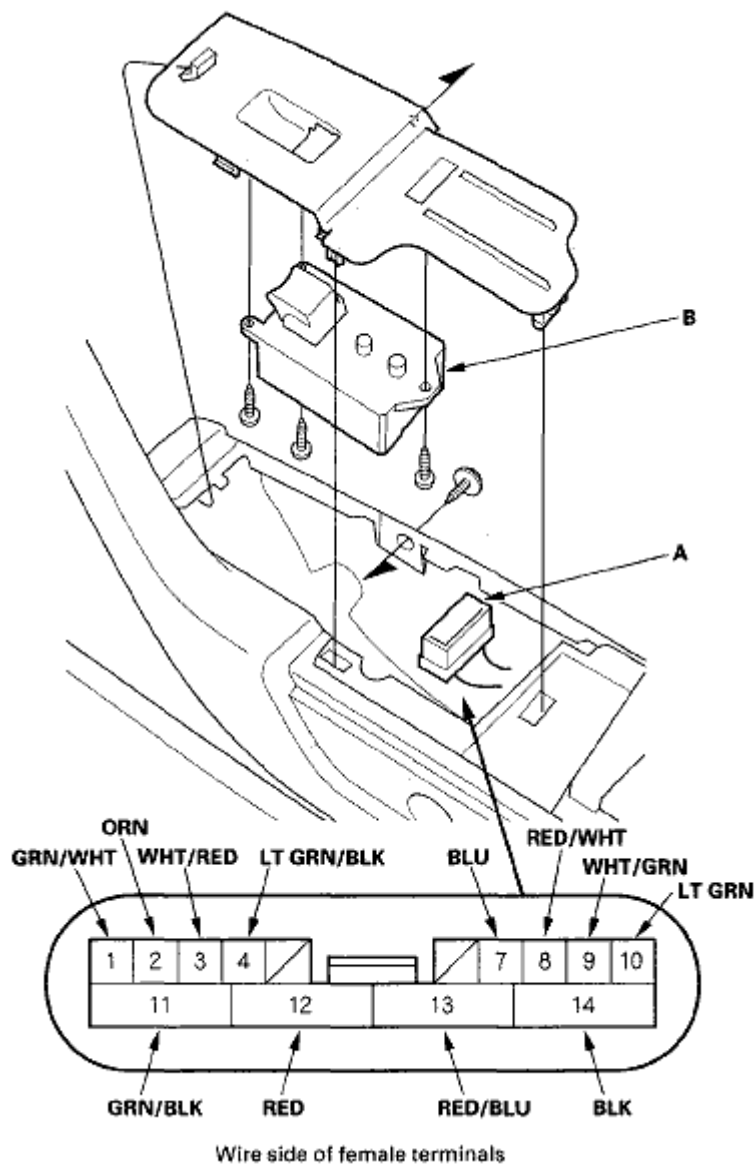


Fig. 10: Identifying Front Passenger's Power Window Switch And 14P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

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 front passenger's power window switch still disconnected, make these input tests at the connector.
 - If any test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, go to step 6.

WIRE TEST CONDITION REFERENCE

Cavity	Wire	Test condition	Test: Desired result	Possible cause if desired result is not obtained
			Check for continuity	

1	GRN/WHT	Under all conditions	between the No. 1 terminal and under-dash fuse/relay box connector P (30P) terminal No. 12: There should be continuity.	An open in the wire
9	WHT/GRN	Connect No. 9 terminal to ground	Measure the voltage at under-dash fuse/relay box No. 24 (20 A) fuse: There should be battery voltage.	• Blown No. 23 (P/W) (50 A) fuse in the under-hood fuse/ relay box • A short to ground in the wire • An open in the wire • Faulty power window relay • Faulty under-dash fuse/relay box
12	RED	Connect the No. 11 terminal to the No. 12 terminal with a jumper wire, and connect the No. 13 terminal to body ground.	Check front passenger's power window motor operation: The window should go down.	• Blown No. 26 (30 A) fuse in the under-dash fuse/relay box • Faulty front passenger's power window motor • A short to ground in the wire • An open in the wire
13	RED/BLU	Connect the No. 11 terminal to the No. 13 terminal with a jumper wire, and connect the No. 12 terminal to body ground.	Check front passenger's power window motor operation: The window should go up.	

6. Reconnect the 14P connector to the switch. Turn the ignition switch ON (II) and perform the following input tests.

- 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 front passenger's power window switch.

WIRE TEST CONDITION REFERENCE

Cavity	Wire	Test condition	Test: Desired result	Possible cause if desired result is not obtained
2	ORN	Ignition switch ON (ID	Measure the voltage to ground: There should be battery voltage.	• Faulty front passenger's power window switch • A short to ground in the wire

10	LT GRN	Under all conditions	Measure the voltage to ground: There should be 0.5 V or less.	Faulty front passenger's power window switch
3	WHT/RED	Under all conditions	Measure the voltage to ground: There should be battery voltage.	• Blown No. 7 (7.5 A) fuse in the under-dash fuse/relay box • A short to ground in the wire • An open in the wire
11	GRN/BLK	Under all conditions	Measure the voltage to ground: There should be battery voltage.	• Blown No. 23 (P/W) (50 A) fuse in the under-hood fuse/ relay box • Blown No. 26 (30 A) fuse in the under-dash fuse/relay box • Faulty under-dash fuse/relay box • A short to ground in the wire • An open in the wire
14	BLK	Under all conditions	Measure the voltage to ground: There should be less than 0.5 V.	• Poor ground (G506) • An open in the wire
8	RED/WHT	Ignition switch ON (II), and front passenger's power window switch moving up or down	Measure the voltage between the No. 8 and No. 10 terminals: There should be 0 V-about 5V-0V-about 5V repeatedly (a digital voltmeter reads about 2.5 V while the window moves).	• Blown No. 7 (7.5 A) fuse in the under-dash fuse/relay box • Blown No. 26 (30 A) fuse in the under-dash fuse/relay box • An open in the wire (RED/ WHT, BLU, LT GRN, ORN)
		Ignition switch ON (II), and front	Measure the voltage between the No. 7 and No. 10 terminals:	• Faulty front passenger's power window

7	BLU	passenger's power window switch moving up or down	There should be 0 V-about 5V-0V-about 5V repeatedly (a digital voltmeter reads about 2.5 V while the window moves).	switch - Faulty front passenger's power window motor - A short to ground in the wire
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7. Reset the power window control unit (see **RESETTING THE POWER WINDOW CONTROL UNIT**).

DRIVER'S AND FRONT PASSENGER'S POWER WINDOW MOTOR TEST

Motor Test

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

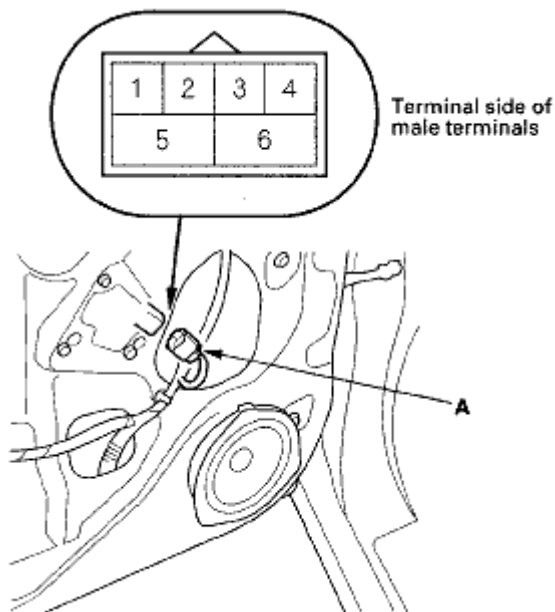


Fig. 11: Identifying Power Window Motor 6P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Test the motor in each direction by connecting battery power and ground according to the table. When the motor stops running, disconnect one lead immediately.

Terminal	5	6
Direction		
UP	⊖	⊕
DOWN	⊕	⊖

Fig. 12: Battery Power Terminals Chart

Courtesy of AMERICAN HONDA MOTOR CO., INC.

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

Pulser Test

5. Reconnect the 6P connector to the power window motor.
6. Measure the voltage between the terminals.
 - There should be battery voltage between the No. 4 [No. 1] (+) and No. 3 (-) terminals when the ignition switch is ON (II).

[] : Front passenger's power window motor

- Connect an analog voltmeter between the No. 2 (+) and No. 3 (-) terminals, and run the power 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. 1 [No. 4] (+) and No. 3 (-) terminals, and run the power window motor at down or up. The voltmeter needle should move back and forth alternately. [] : Front passenger's power window motor
7. If the voltage is not as specified, do the power window switch input test;
 - Master switch terminals: B2, B7, B8 and B10 (see step 6 on **POWER WINDOW MASTER SWITCH INPUT TEST**).
 - Passenger's switch terminals: No. 2, 7, 8, and 10 (see step 6 on **FRONT PASSENGER'S POWER WINDOW SWITCH INPUT TEST**).
 8. If the switch test is OK, replace the power window motor.
 9. Reset the power window control unit (see **RESETTING THE POWER WINDOW CONTROL UNIT**).

REAR POWER WINDOW MOTOR TEST

1. Remove the rear door panel (see **FRONT DOOR WEATHERSTRIP REPLACEMENT**).
2. Disconnect the 6P connector from the power window motor.

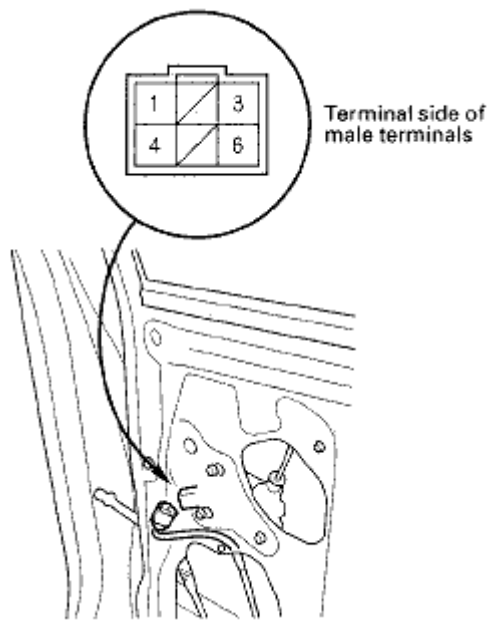


Fig. 13: Identifying Power Window Motor 6P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

- Test the motor by connecting battery power and ground according to the table. When the motor stops running, disconnect one lead immediately.

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

(): Left rear power window motor

Fig. 14: Battery Power Terminals Chart
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

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

MASTER SWITCH REPLACEMENT

- Remove the driver's door panel and arm rest (see **FRONT DOOR PANEL REMOVAL/INSTALLATION**).
- Remove the screw and disconnect the connectors (A) from the master switch (B), then remove the switch assembly from the door panel.

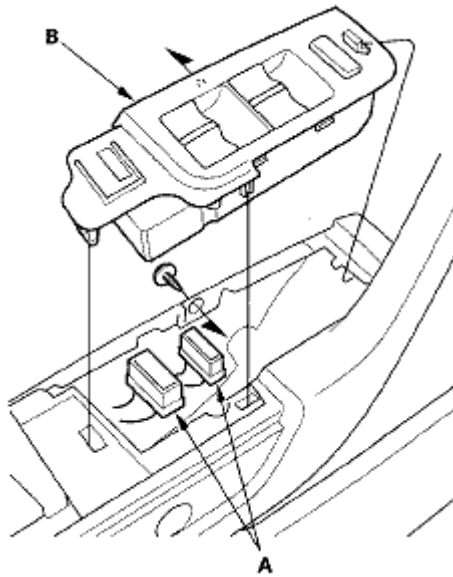


Fig. 15: Identifying Master Switch And Connectors
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Remove the four mounting screws, then remove the master switch from the switch panel.

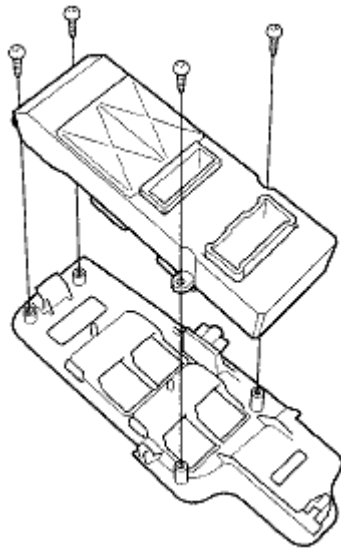


Fig. 16: Identifying Master Switch Mounting Screws
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Install in the reverse order of removal.
5. Reset the power window control unit (see **RESETTING THE POWER WINDOW CONTROL UNIT**).

PASSENGER'S POWER WINDOW SWITCH TEST/REPLACEMENT

FRONT PASSENGER'S

NOTE: To test the front passenger's power window switch, refer to the input test

(see **FRONT PASSENGER'S POWER WINDOW SWITCH INPUT TEST**).

1. Remove the front passenger's door panel and arm rest (see **FRONT DOOR PANEL REMOVAL/INSTALLATION**).
2. Remove the screw and disconnect the connector (A) from the front passenger's power window switch (B), then remove the switch assembly from the door panel.

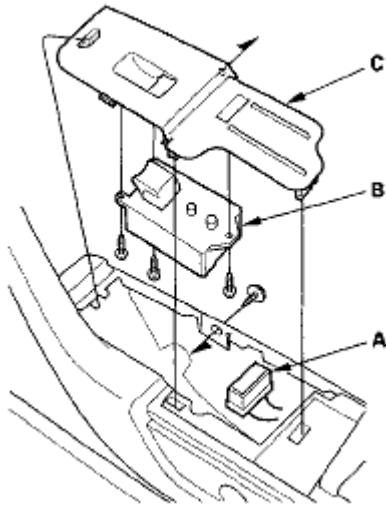


Fig. 17: Identifying Front Passenger's Power Window Switch And Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Remove the three mounting screws, then remove the front passenger's power window switch from the switch panel (C).
4. Install in the reverse order of removal.
5. Reset the power window control unit (see **RESETTING THE POWER WINDOW CONTROL UNIT**).

REAR

1. Remove the rear door panel and arm rest (see **FRONT DOOR WEATHERSTRIP REPLACEMENT**).
2. Remove the screw and disconnect the connector (A) from the rear power window switch (B), then remove the switch assembly from the door panel.

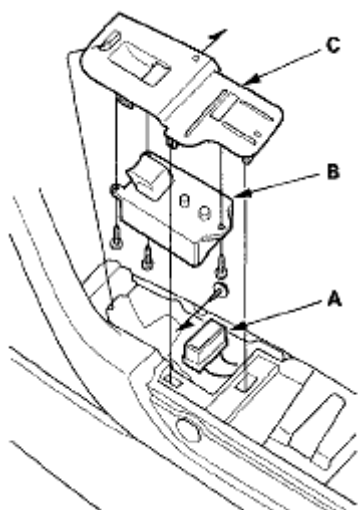


Fig. 18: Identifying Rear Power Window Switch And Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Remove the three mounting screws, then remove the rear power window switch from the switch panel (C).
4. Swap the rear power window switch with another known-good switch and test. If the original rear power window switch is faulty; replace it.
5. Install in the reverse order of removal.