CHRYSLER CORP. WINDOW DEFOGGER GRID

DESCRIPTION

The heated rear window system consists of a window with an electrically heated grid baked on inside of glass. An integral control switch/relay timer is used on all models to control power to the window grid.

OPERATION

When the panel switch is moved to the "ON" position, a relay is activated which directs power to the rear window grid. An electronic timer allows current to flow for about 10 minutes, then turns off the defroster. The system will also be turned off by moving either the control switch or ignition key to "OFF".

TROUBLE SHOOTING

Turn ignition "ON", then turn window defogger switch "ON". Vehicle ammeter should indicate current draw. Voltmeter connected between right and left vertical grids should indicate 10-14 volts, and glass should be warm in 3 to 4 minutes.

If no current draw is indicated, check power feed and ground at rear window. Check fusible link and control circuit fuse. If system is still inoperative, problem is broken window grids or inoperative control switch/relay timer.

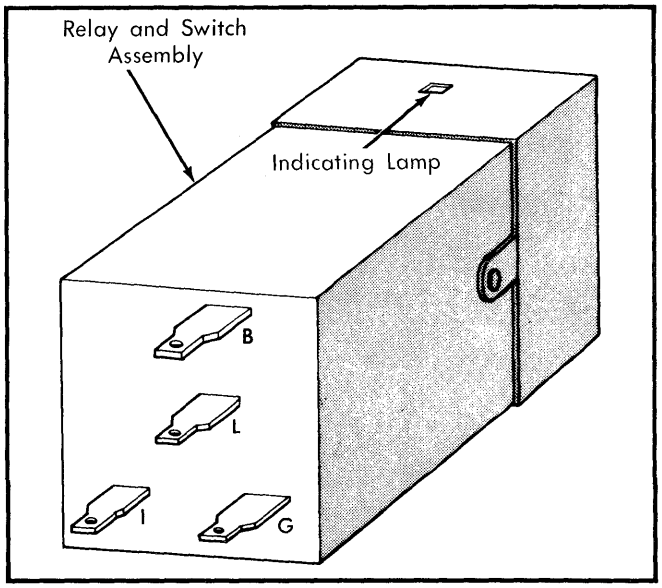

Fig. 1 Timer Relay Connections

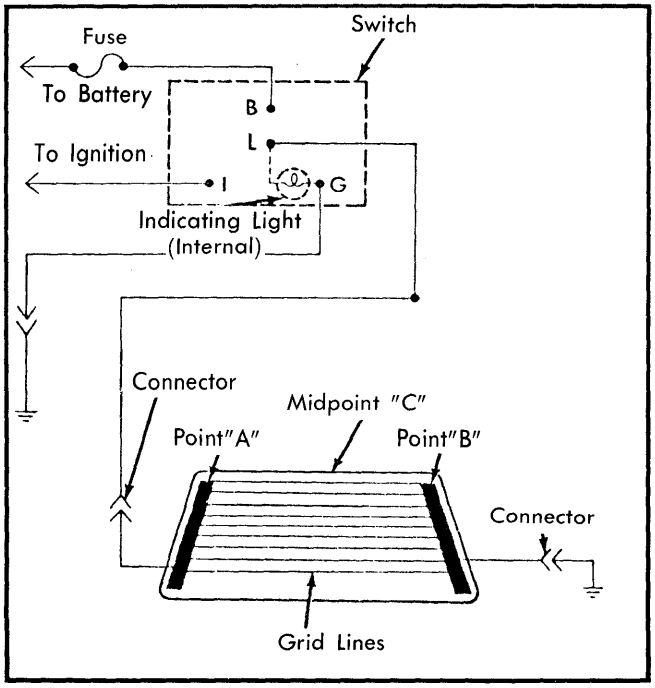

Fig. 2 Heated Rear Window Wiring Diagram

TESTING

System Test — 1) Remove switch from instrument panel with wiring still connected. Turn ignition "ON". Check for voltage at terminals B and I. Both should have 10 to 14 volts present. Terminal L should indicate 0 volts. If L shows voltage, check to be sure switch is "OFF". If it is, replace switch.

2) Move switch to "ON" position. Voltage should be present at terminal "L" for about 10 minutes and indicator light should be on. If light is off, check bulb. If no voltage present at terminal "L", replace switch.

3) If system still does not operate, check leads and grid lines at rear window. Turn ignition and control switches on; attach a voltmeter between points "A"and "B"*(see Fig. 2)*. Voltage reading should be 10-14 volts, if lower, check ground connections. With voltmeter connected at "B", measure grid voltages at midpoint "C". Voltage should be approximately six volts, a reading of zero volts indicates a break between point "A" and midpoint "C". A reading of 12-13 volts indicates a break between midpoint "C" and "B".