Power Windows

GENERAL MOTORS SIDE WINDOWS

Chevrolet, GMC

DESCRIPTION

DOOR WINDOWS

Window regulators are individually powered by a 12 volt reversible motor located in each door. The motor contains an internal circuit breaker requiring 1 to 3 minutes to reset.

The motor, bolted to the regulator assembly, utilizes a self-locking gear drive. A 2-way control switch is located on each door, with a master control switch located on left door. The window cannot be operated from the door control switches until the ignition is turned "ON".

CIRCUIT BREAKER

A 30 ampere circuit breaker of the plug-in type is mounted on the fuse panel.

CONTROL SWITCHES

In addition to individual control switches adjacent to individual windows, a master control switch is mounted on the left door trim pad.

ACCESSORY JUNCTION BLOCK

Junction box is located on the reinforcement at the left shroud. It is used to supply current to power operated circuits. Current is supplied to junction block from the circuit breaker. The power window harness plugs into the junction block.

TROUBLE SHOOTING

WINDOWS WILL NOT OPERATE WITH IGNITION ON

Open circuit or short in power feed circuit. Switch defective.

RIGHT WINDOW OPERATES WITH MASTER SWITCH BUT WILL NOT OPERATE WITH RIGHT CONTROL SWITCH, LEFT WINDOW OPERATES

Open circuit or short in front harness power feed circuit.

TESTING

CIRCUIT BREAKER

Check power feed to circuit breaker. If no power is available, feed wire is open or shorted. Test breaker output terminal. If power fails, breaker is inoperative.

MASTER CONTROL SWITCH

Check power feed Pink wire at switch. If power fails, test wire between relay and master switch.

WINDOW CONTROL SWITCH

1) Connect 1 lead of test lamp to switch connector feed wire and ground other lamp lead. If lamp does not light, an open short circuit exists between switch and power source.

2) Insert 1 end of a jumper wire in switch connector and other end of jumper to motor lead in connector. Repeat procedure for motor lead terminal. If motor operates with jumper wire but does not operate with switch, replace switch.

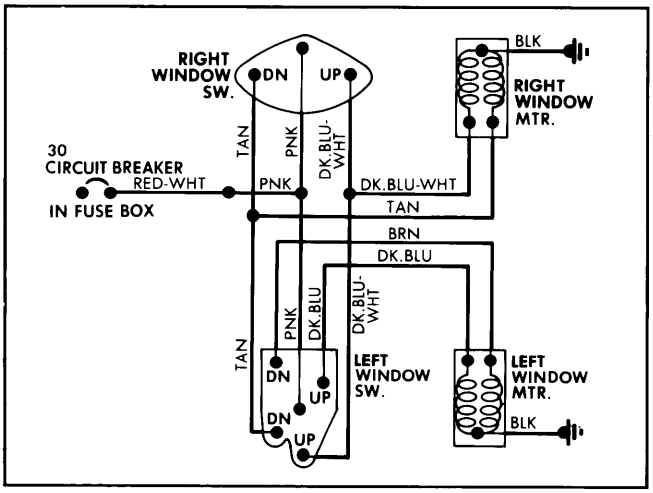
WINDOW SWITCH TO WINDOW HARNESS

Disconnect harness connector from motor. Insert 1 end of a jumper wire in switch connector and other end of jumper to motor lead in connector. Using a test lamp, check for current at motor connector. If lamp does not light, switch to motor harness is shorted or has open circuit. Check other terminal using same procedure.

WINDOW MOTOR

Check power feed to motor terminals. If power is available, check motor ground. Inspect window regulator and channels for possible binding. Connect a jumper wire to the other motor terminal. Motor should operate window up and down. If not, replace motor.

Fig. 1: General Motors Light Truck Power Window Wiring Diagram



REMOVAL & INSTALLATION

WINDOW REGULATOR & MOTOR

CAUTION: Disconnect electrical connections before removing regulator assembly from window or injury may result.

1) Raise window to full "UP" position and tape glass to door frame to prevent it from falling. Disconnect negative battery cable and remove door trim panel.

2) Remove remote control bolts and place control assembly aside. Remove regulator-to-door panel attaching screws. Disconnect harness from regulator.

3) Slide regulator assembly rearward, disengaging rollers from sash panel. Remove regulator assembly.

CAUTION: Step 4) must be performed when regulator is removed from door. Serious injury can result if motor is removed without locking sector gear.

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GENERAL MOTORS SIDE WINDOWS (Cont.)

4) Drill a hole through sector gear and back plate. Do not drill closer than ½" (13 mm) to edge of sector gear or back plate. Install sheet metal screw into hole to lock sector gear.

5) Remove motor-to-regulator attaching screws and remove regulator from motor.

6) To install, reverse removal procedures. Note that the motor drive gear and regulator sector gear should be lubricated with an approved lubricant that is effective down to -20°F. (-29°C).

Fig. 2: General Motors Power Window Regulator, Motor and Connector