



PU228 B

Fig. 3—Chime Warning/Reminder System

## HEATED REAR GLASS

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## GENERAL INFORMATION

The electrically heated rear window is available on all carlines. On all models the 65 amp alternator is used.

The system consists of a rear window with two vertical bus bars and a series of electrically connected grid lines baked on the inside surface. A control switch and timer relay combined into a single assembly is used on all models.

Circuit protection is provided by a fusible link for the heated grid circuit and by a fuse for the relay control circuit (Fig. 5).

When the switch is turned to **On** position, current is directed to rear window grid lines. The heated grid lines in turn heat the rear window to clear fog and frost from the surface of the glass.

**CAUTION:** Grid lines can be damaged or scraped off with sharp instruments, care should be taken in cleaning the glass or removing foreign materials, decals or stickers. Normal glass cleaning solvents or hot water used with rags or toweling is recommended.

## SYSTEM DESCRIPTION

**Control Switch/Timer Relay Module (All Models)**

The control switch and timer relay are integrated into a single panel mounted assembly for this system. Actuating the panel switch energizes the electronic timing circuit which allows current to flow through the grid system for approximately 10 minutes, or until either the control switch or ignition is turned off. The indicator lamp for models B-F-G is integral with the case and illuminates a lens inlayed in the instrument panel overlay.

## TEST PROCEDURE

**System Test**

Electrically heated rear window operation can be checked in-car in the following manner:

- (1) Turn the ignition **On**.
- (2) Turn heated rear window control switch **On**.
- (3) Monitor car ammeter. With the control switch **On**, a distinct current draw should be noted (Fig. 1).