

Fig. 1—Ammeter Draw

(4) Using a DC voltmeter, contact the vertical bus bar on the passenger side of car with a negative lead, and the driver side of car with a positive lead. The voltmeter should read 10-14 volts (Fig. 2).

(5) If no voltmeter is available, a distinct difference in temperature between the grid lines and adjacent clear glass can be detected in 3 to 4 minutes of operation.

Only steps (3) and (4) or (5) above will confirm system operation. Indicator light illumination means that there is power available at the output of the relay only, and does not necessarily verify system operation.

If turning the switch **On** produces no distinct current draw on the ammeter the problem should be isolated in the following manner:

- (1) Reconfirm that ignition switch is **On**.
- (2) Ensure that the heated rear window feed pigtail is connected to the wiring harness and that the ground pigtail is in fact grounded.
- (3) Ensure that the fusible link and control circuit fuse is operational, and all electrical connections are secure.

When the above steps have been completed and the system is still inoperative, one or more of the following is defective:

- (a) Control switch/timer relay module.
- (b) Rear window grid lines (all grid lines would have to be broken, or one of the feed pigtails not connected to the bus bars, for no ammeter deflection (Fig. 1).

Succeeding paragraphs outline component checkout procedures.

If turning the switch **On** produces severe ammeter deflection, the circuit should be closely checked for a shorting condition.

If system operation has been verified but indicator lamp does not light, replace switch/relay module.

For detailed wiring information, refer to the "Wiring Diagrams" in Section 8.

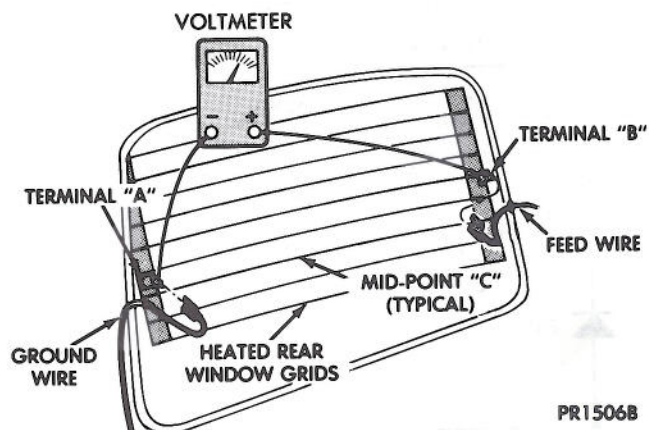


Fig. 2—Grid Line Test

Testing Isolation Diodes (Fig. 3)

Connect a self powered continuity light to the test points indicated for the Electric Backlight Isolation Diode (Fig. 3) and refer to EBL Isolation Diode chart for proper response of continuity light and polarity.

If the diode is installed backwards or has failed in the shorted mode, this condition will cause activation of the EBL and its indicator light when the **A/C** or **Defroster** control is engaged. This will result in possible damage to the EBL or the 20 Amp fuse.

Testing A/C Isolation Diode

Connect a self powered continuity light to the test points indicated for the **A/C** Isolation Diode (Fig. 3) and refer to **A/C** Isolation Diode chart for the proper response of continuity light and polarity.

If the diode is installed backwards or has failed in the shorted mode, this condition will cause the **A/C** clutch to energize when the EBL is turned on. This could effect the long term operation of the clutch.

Should both diodes be shorted, the Stop Idle Solenoid (Fig. 4) could be shorted, resulting also in damaged EBL overlay wiring, damaged S.I.S. wiring, or open fuse in cavity 16. If so, repair or replace shorted S.I.S. and other effected parts.

Rear Window Grid Lines Test

The horizontal grid lines and vertical bus bar lines printed and baked on inside surface of rear window glass comprise an electrical parallel circuit. The electrically conductive lines are composed of a silver-ceramic material which when baked on glass becomes bonded to the glass and is highly resistant to abrasion. It is possible, however, that a break may exist or occur in an