

## DESCRIPTION AND OPERATION (Continued)

As soon as the switch is depressed to the ON position, it electrically connects power to energize the timer relay coil, causing the normally open relay load contacts to close and provide power to the indicator and the rear window grid wires. The grid wires will continue to receive power for approximately 10 minutes.

The control can be deactivated before automatic time out by momentarily depressing it to the OFF position or when the ignition switch is turned to the OFF position.

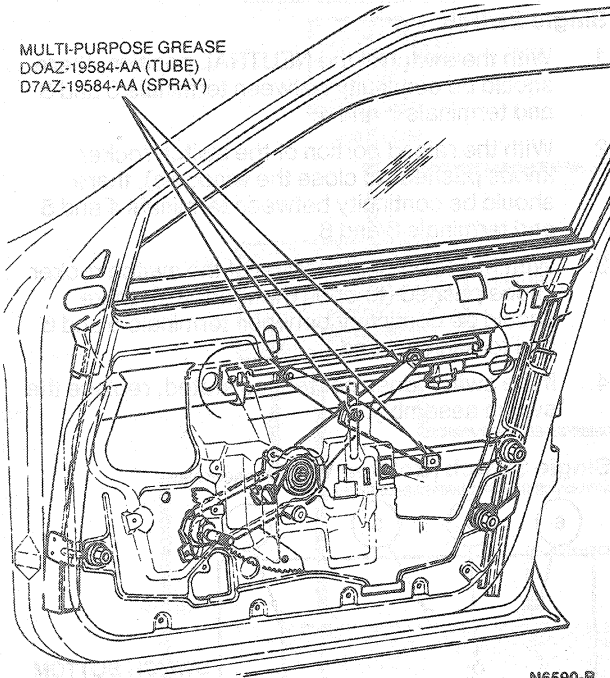
For individual wiring harness applications, refer to Section 18-01.

## LUBRICATION

Lubricate entire outer surface prior to assembly with Multi-Purpose Grease (Spray) D7AZ-19584-AA (ESB-M1C106-B and ESR-M1C159-A) or equivalent. Use a generous amount of Multi-Purpose Grease (Tube) DOAZ-19584-AA (ESB-M1C93-A and ESR-M1C159-A) or equivalent on tube run for smooth operation.

### Door, Front

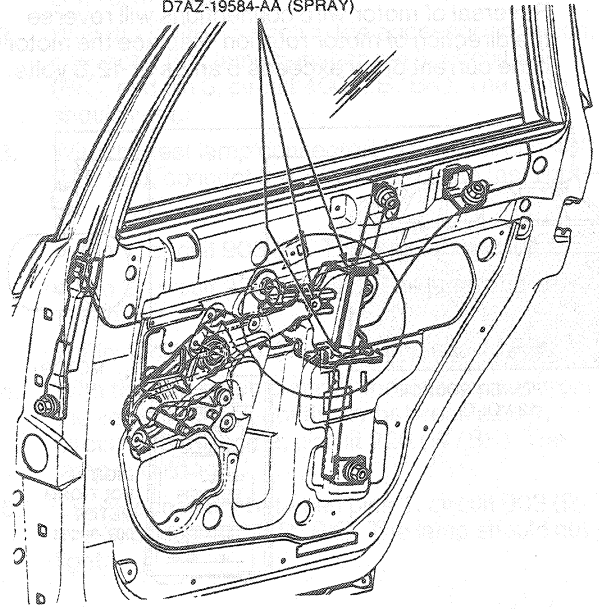
MULTI-PURPOSE GREASE  
DOAZ-19584-AA (TUBE)  
D7AZ-19584-AA (SPRAY)



N6590-B

### Door, Rear

MULTI-PURPOSE GREASE  
DOAZ-19584-AA (TUBE)  
D7AZ-19584-AA (SPRAY)



N6591-B

## TESTING

### Tools Required:

- Rotunda Digital Volt-Ohmmeter 007-00001

### Window Motor

#### Permanent Magnet Type

To test the current draw of a power window motor, remove the motor and drive assembly from the vehicle as outlined.

1. Connect an external power source (power-pac or a fully charged battery) to motor with an ammeter, Rotunda Digital Volt-Ohmmeter 007-00001 or equivalent, in series as shown.