Door Glass

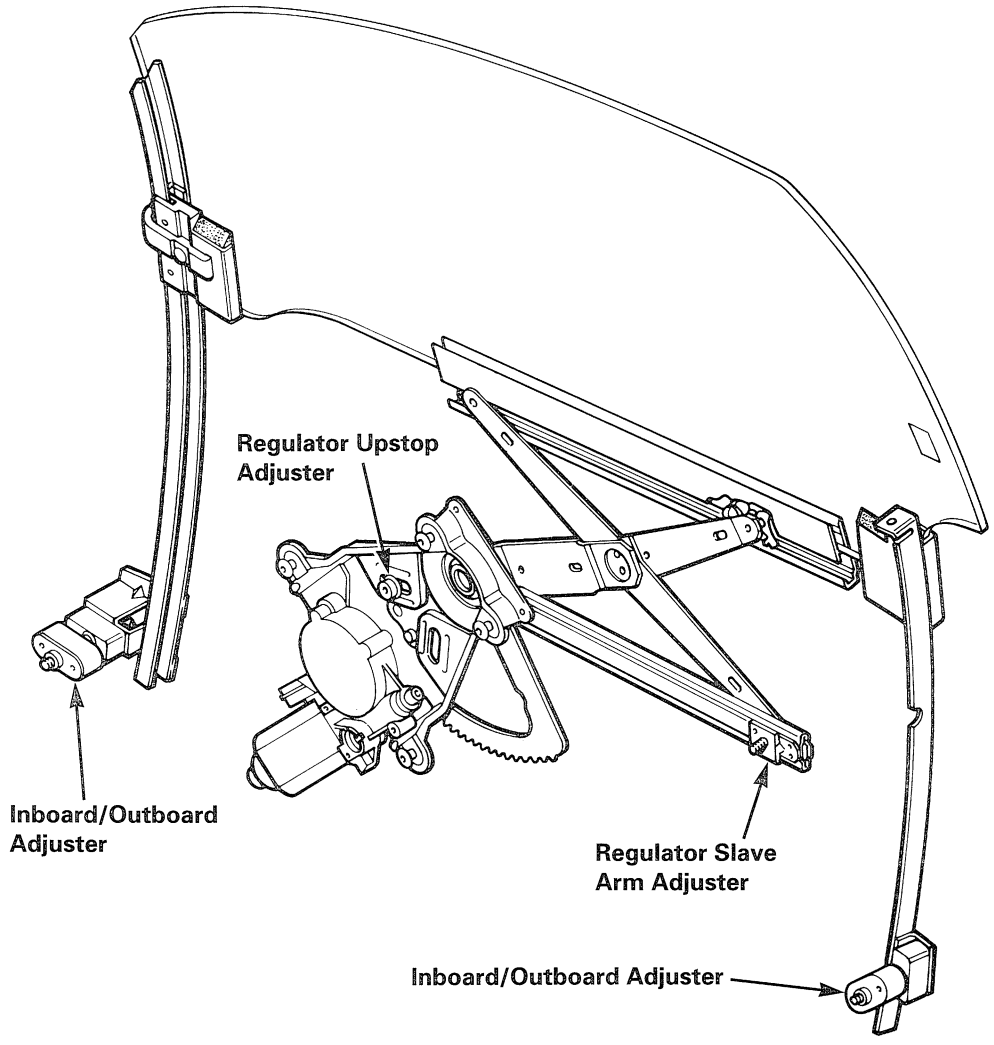
Caution: **Ensure that the glass of both front doors and the convertible quarter lights are lowered by at least 15mm before disconnecting the battery. This is to ensure that the seals and glass are not damaged by opening or closing the doors or convertible top with the glass fully raised.**

The door glass is a frameless system with 5mm (0.2in) green, sundym, tempered glass bonded to the mechanism framework. Each door glass is operated electrically and is raised and lowered by a scissor mechanism regulator.

The glass can be removed from the door without upsetting the glass setting. Glass inboard and outboard adjustment, when required, is by means of plastic adjusters fitted to the lower ends of the side members. These are accessible by removing the puddle lamp and/or speaker and do not require trim removal.

Profile/height adjustment is made through the regulator upstop and regulator slave arm.

DOOR GLASS AND MECHANISM



Door Glass Movement

The door glass is operated by the DDCM and the PDCM from the switchpacks located in the driver and passenger door arm rests. The switchpacks are illuminated when the sidelights are on.

- Each door glass automatically drops 15mm (0.65in) when the door is opened and closes when the door is closed.
- The glass of both front doors will open when the convertible top is raised and close when the top is fully raised and latched in position.
- Each door glass has a one touch down facility.
- If the key barrel lock switch is held active for more than 1.5 seconds then the door glass and the convertible rear quarter light glass will be driven closed unless the key is released.

The glass in both doors operate with the ignition switch in either position I or II and for 30 seconds after ignition is switched off or the associated door is opened.

Caution: **With the transit relay fitted, do not operate more than one door glass at a time.**

Resetting Door Glass Position

If the power supply to the DDCM or PDCM is disconnected (battery disconnected, module unplugged or fuse removed) or a PDU or scan tool is connected to the ISO connector and diagnostic checks are made, then the modules must relearn the glass characteristics.

The last known glass position is regarded as top of travel by one touch operation until relearning has taken place. One touch down, manual up and down control and the automatic lowering of the glass for door opening are unaffected. For the control module to learn the glass characteristics the door must be closed (door ajar switch inactive and the ignition switch in position I or II) then drive the glass fully down and hold it stalled at the bottom of its travel for a minimum of one second. Drive the glass fully up and hold stalled for a minimum of one second. The relearning procedure must also be accomplished before automatic glass closing is allowed.