97-GP SERIES

CANCELLATION
March 1971

CANADIAN GOVERNMENT SPECIFICATIONS BOARD

Standards
for

AUTOMOTIVE VEHICLE SAFETY

Standards 97-GP-101 to 97-GP-301 inclusive, covering safety features for automotive vehicles, have been cancelled. They have been replaced by the Motor Vehicle Safety Regulations of the Ministry of Transport, which are available from Information Canada.

Publication 97-GP, Guide to Traffic Safety, has also been cancelled.

CANADA

CANADIAN GOVERNMENT SPECIFICATIONS BOARD

STANDARD

FOR

WINDSHIELD DEFROSTING AND DEFOGGING SYSTEMS - PASSENGER CARS, MULTIPURPOSE PASSENGER VEHICLES, TRUCKS AND BUSES

Withdrawn/Retirée

97-GP-103a

23 SEPTEMBER 1968

EFFECTIVE DATE

1 JANUARY 1969

SUPERSEDES 97-GP-103

24 MAY 1968

THIS STANDARD SPECIFIES REQUIREMENTS FOR WINDSHIELD DEFROSTING AND DEFOGGING SYSTEMS.

DEPARTMENT OF DEFENCE PRODUCTION, OTTAWA, CANADA

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97-GP-103a
23 September 1968
Effective Date
1 January 1969
Supersedes 97-GP-103
24 May 1968

CANADIAN GOVERNMENT SPECIFICATIONS BOARD

Standard

for

WINDSHIELD DEFROSTING AND DEFOGGING SYSTEMS - PASSENGER CARS, MULTIPURPOSE PASSENGER VEHICLES, TRUCKS AND BUSES

Withdrawn/Retiree

1. PURPOSE AND SCOPE

1.1 This standard specifies requirements for windshield defrosting and defogging systems.

2. APPLICABLE PUBLICATIONS

2.1 The following publications are applicable to this standard:

2.1.1 Society of Automotive Engineers (SAE)
J902 - Passenger Car Windshield Defrosting Systems, August 1964

J902a - Passenger Car Windshield Defrosting Systems, March 1967

2.1.2 Canadian Government Specifications Board (CGSB)
97-GP-104, Windshield Wiping and Washing Systems - Passenger Cars, Multipurpose Passenger Vehicles, Trucks and Buses.

2.2 Reference to CGSB 97-GP-104 is to the latest issue, unless otherwise specified.

3. APPLICABILITY

3.1 This standard applies to:

Passenger cars
Multipurpose passenger vehicles
Trucks
Buses

4. DEFINITIONS

4.1 "Road load" means the power output required to move a given motor vehicle at curb weight plus 400 pounds on level, clean, dry, smooth Portland cement concrete pavement (or other surface with equivalent coefficient of surface friction) at a specified speed through still air at 68°F and standard barometric pressure (29.92 in. of Hg) and includes driveline friction, rolling friction and air resistance.

5. DETAIL REQUIREMENTS

5.1 Each vehicle shall have a windshield defrosting and defogging system.

5.2 Each passenger car windshield defrosting and defogging system shall meet the requirements of Section 3 of SAE J902, when tested in accordance with Section 6, except that "the critical area" specified in par. 3.1 of SAE J902 shall be that established as Area "C" in accordance with CGSB 97-GP-104, and "the entire windshield" specified in par. 3.3 of SAE J902 shall be that established as Area "A" in accordance with CGSB 97-GP-104.

6. DEMONSTRATION PROCEDURE

6.1 The passenger car windshield defrosting and defogging system shall be tested in accordance with the portions of par. 4.1 through 4.4.7 of SAE J902, or SAE J902a, applicable to that system, except that:

6.1.1 During the first 5 minutes of the test the engine speed or speeds may be those that the manufacturer recommends as the warm-up procedure for cold weather starting.

6.1.2 During the last 35 minutes of the test period (or the entire test period if the 5-minute warm-up procedure is not used), either.

(i) the engine speed shall not exceed 1,500 rpm in neutral gear or

(ii) the engine speed and load shall not exceed the speed and load at 25 mph in the manufacturer's recommended gear with road load.

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6.1.3 A room air change of 90 times per hour is not required.

6.1.4 The windshield wipers may be used during the test if they are operated without manual assist.

6.1.5 One or two windows may be open a total of 1 inch.

6.1.6 The defroster blower may be turned on at any time.

6.1.7 The wind velocity may not exceed 5 mph.

7. NOTES

7.1 The requirements in this standard are identical with those in United States Federal Motor Vehicle Safety Standard No. 103, Windshield Defrosting and Defogging Systems - Passenger Cars, Multipurpose Passenger Vehicles, Trucks and Buses, 1 January 1969, and changes in that standard will be duly incorporated in CGSB Standard 97-GP-103a.

7.2 Certification to U.S. Standard No. 103 applicable at date of manufacture will certify conformance to CGSB Standard 97-GP-103.

7.3 The publications listed in Section 2 are available from the Canadian Government Specifications Board.

7.4 Further related information may be found in the CGSB Guide to Traffic Safety, also available from the Canadian Government Specifications Board.

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Correspondence regarding this standard should be addressed to the Canadian Government Specifications Board, c/o Department of Defence Production, Ottawa 4, Canada