REPORT NUMBER 103-GTL-06-002

SAFETY COMPLIANCE TESTING FOR FMVSS NO. 103 WINDSHIELD DEFROSTING AND DEFOGGING SYSTEMS

FORD MOTOR CO.
2006 FORD MUSTANG, PASSENGER CAR
NHTSA NO. C60203

GENERAL TESTING LABORATORIES, INC.
1623 LEEDSTOWN ROAD
COLONIAL BEACH, VIRGINIA 22443

JUNE 16, 2006

FINAL REPORT

PREPARED FOR

U. S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
ENFORCEMENT
OFFICE OF VEHICLE SAFETY COMPLIANCE
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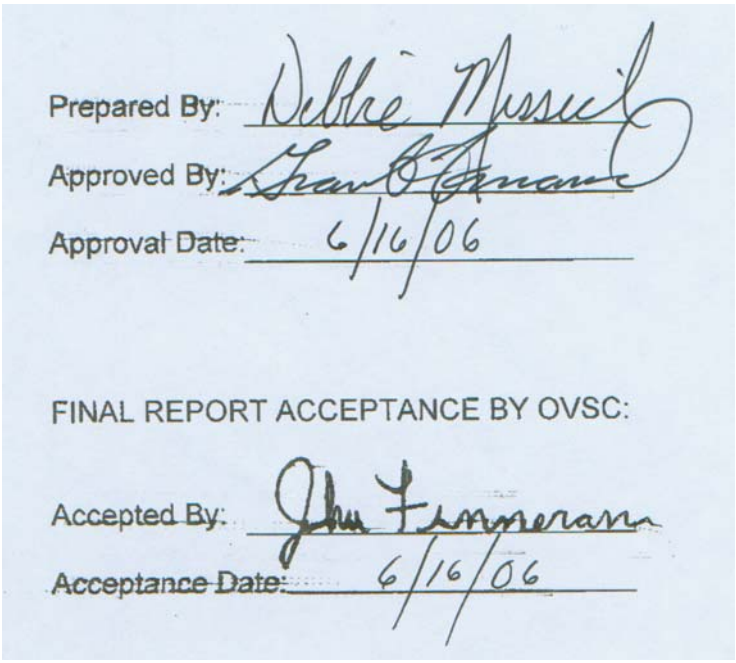

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16. Abstract Compliance tests were conducted on the subject, 2006 Ford Mustang Passenger Car in accordance with the specifications of the Office of Vehicle Safety Compliance Test Procedure No. TP-103-13 for the determination of FMVSS 103 compliance. Test failures identified were as follows: None		
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SECTION 1

PURPOSE OF COMPLIANCE TEST

1.0 PURPOSE OF COMPLIANCE TEST

A 2006 Ford Mustang Passenger Car was subjected to Federal Motor Vehicle Safety Standard (FMVSS) No. 103 testing to determine if the vehicle was in compliance with the requirements of the standard. All tests were conducted in accordance with NHTSA, Office of Vehicle Safety Compliance (OVSC) Laboratory Procedure, TP-103-13 dated 26 June 1996 and General Testing Laboratories, Inc. (GTL) Test Procedure, "Windshield Defrosting and Defogging Systems – Passenger Vehicles, Mulitpurpose Vehicles, Trucks and Buses".

1.1 TEST VEHICLE

The test vehicle was a 2006 Ford Mustang Passenger Car. Nomenclature applicable to the test vehicle are:

A. Vehicle Identification Number: 1ZVFT80N265107331

B. NHTSA No.: C60203

C. Manufacturer: FORD MOTOR COMPANY

D. Manufacture Date: 08/05

1.2 TEST DATE

The test vehicle was subjected to FMVSS No. 103 testing on May 18-19, 2006.

SECTION 2

COMPLIANCE TEST PROCEDURE AND SUMMARY OF RESULTS

2.0 GENERAL

The 2006 Ford Mustang 2-door passenger car, NHTSA No. C60203 was subjected to FMVSS No. 103 tests on May 18-19, 2006. Photographs of the test vehicle are shown in Figures 5.1 through 5.4. The manufacturer's certification and tire information labels are shown in Figures 5.5 and 5.6. The test instrumentation and instrument panel setups are depicted in Figures 5.7 and 5.8. Figures 5.9 through 5.14 depict the windshield pre and post test defrost conditions.

2.1 TEST PROCEDURE

Prior to test the test vehicle was inspected for completeness, systems operability, and appropriate fuel and liquid levels, i.e., oil and coolant to include antifreeze protection. The vehicle was then photographically documented as required by the DOT/NHTSA test procedure. The windshield patterns for areas A, B and C had been furnished prior to testing and these areas were outlined on the windshield with a marker. The vehicle was then installed in the cold chamber and pre-conditioned for a 14-hour minimum, 0º ±5º F temperature soak for the first test run. After the pre-condition, the hood was raised to assure engine coolant and lubricant were stabilized within the test temperature range for a minimum of 2 hours.

At the end of the 2-hour minimum stabilization period, the entire windshield was sprayed evenly with 0.010 ounces of water per square inch of glass area. Refer to Section 3, Compliance Test Data, for test specifics such as total amount of water sprayed, spray gun identification, and air pressure regulation. The vehicle soak continued for an additional 30 minutes minimum but no more than 40 minutes after the windshield was sprayed.

At the conclusion of the additional soak time the vehicle's engine was started and operated at a target speed of 1500-1600 rpm or at the manufacturer's specification if different as noted on data sheets. The defroster blower was turned on to the high speed setting with the heater selector in the de-ice (defrost) position, and the temperature control in the maximum temperature position. All doors and windows were closed. The heater air intake was fully open and the vehicle's hood closed. At no time during the test were the windshield wipers used.

SECTION 2 continued

At start of testing and during test, at each 5-minute interval after engine start, cold chamber, engine coolant, heater coolant in and defroster air left/defroster air right temperatures were recorded. Likewise at each 5-minute interval the boundary of the defrosted area was marked on the inside surface of the windshield. The test was run for a maximum of 40 minutes from engine start, or until such time as 100 percent windshield clearance was achieved. Photographs were made of the windshield at the pre-test frosted state and 20-minute and 25-minute intervals. Post test actions included placing a vellum pattern on the windshield and tracing the windshield's 5-minute interval defrosted area boundary lines onto the vellum pattern.

After the traces were obtained, the windshield was again thoroughly cleaned and the vehicle engine coolant and lubricant stabilization period at 0º ±5º F temperature commenced for a repeat of the procedure discussed. The windshield patterns for both tests were used subsequently to determine the cleared area percentages.

2.2 SUMMARY OF RESULTS

Based on the test performed, the test vehicle appears to be in compliance with the requirements of FMVSS 103.

SECTION 3

COMPLIANCE TEST DATA

3.0 TEST RESULTS

The following data sheets document the results of testing on the 2006 Ford Mustang.

SUMMARY DATA SHEET
FMVSS 103, WINDSHIELD DEFROSTING AND DEFOGGING SYSTEMS

VEH. MOD YR/MAKE/MODEL/BODY: 2006 FORD MUSTANG PASSENGER CAR
VEH. NHTSA NO: C60203; VIN: 1ZVFT80N265107331
VEH. BUILD DATE: 08/05 TEST DATE: MAY 18-19, 2006
TEST LABORATORY: GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE

WINDSHIELD AREA: 1730 in^2 AREA C = 234.5 in^2 AREA D = 234.5 in^2 AREA A= 938.5 in^2

MANUFACTURER'S WINDSHIELD PATTERN USED: Yes X No

ENGINE THERMOSTAT NOMINAL REGULATING TEMPERATURE: 200 ºF

HEATER-DEFROSTER SYSTEM INCLUDES AIR CONDITIONER: YES X NO

DESCRIBE UNUSUAL FEATURES OF DEFROSTING SYSTEM: NONE

DESCRIBE UNUSUAL FEATURES OF TEST CAR: NONE

DESIGNATION	AREA PERCENT DEFROSTED					
	TEST 1	TEST 2	AVG	REQ'D	PASS	FAIL
CRITICAL AREA C AT 20 MINUTES	100%	100%	100%	80% MINIMUM	PASS	
PASSENGER AREA D AT 25 MINUTES	100%	100%	100%	80% MINIMUM	PASS	
TOTAL AREA A AT 40 MINUTES	100%	100%	100%	95% MINIMUM	PASS	

REMARKS:

RECORDED BY: G. FARRAND DATE: 05/19/06

APPROVED BY: D. MESSICK

FMVSS 103 TEST DATA RECORD – TEST RUN NO. 1

VEH. MOD YR/MAKE/MODEL/BODY: 2006 FORD MUSTANG PASSENGER CAR
VEH. NHTSA NO: C60203; VIN: 1ZVFT80N265107331
VEH. BUILD DATE: 08/05; TEST DATE: MAY 18-19, 2006
TEST LABORATORY: GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE

If 1st Test Run, chamber conditioned 22 hours @ 0º ±5º F (14 hrs. min.)

Cold Soak Period: 22 HOURS

Time engine coolant and lubricant remained stabilized at 0º F: 17 hrs. 30 minutes

Water Spray Gun and Nozzle Type: BINKS #66

Spray Gun Pressure: 50 psi (50 psi ± 3 psi)

Water used: 17.3 fluid oz. (0.010 ounces per square inch of windshield area)

Soak Period Between Ice Application and Test Start: 35 minutes (30 to 40 minutes)

Engine Speed: 1500 (Target engine speed 1500 to 1600 rpm)

Wind at specified location in front of windshield: .6 mph (0 to 2 mph)

Number of Vehicle Occupants: 1 (2 maximum)

Describe window openings, if any: NONE

TIME FROM START (minutes)	MOTOR VOLTAGE (volts)	TEMPERATURE, ºF					DEFROSTED AREA, %		
		TEST ROOM	ENGINE WATER	HEATER WATER IN	DEFROSTER AIR				
					DRVR	PSGR	A	C	D
0	13.4	-4.0	-4.0	-4.0	-4.0	-4.0	0%	0%	0%
5	14.6	-4.0	-3.5	89.2	62.8	62.5	2%	0%	0%
10	14.6	-3.0	0	129.7	95.2	96.2	44.0%	44.4%	54.2%
15	14.6	-2.0	3.9	155.2	118.1	120.7	95.8%	98.9%	99.4%
20	14.6	0	7.3	170.4	132.3	136.6	100%	100%	100%

REMARKS:

RECORDED BY: G. FARRAND DATE: 05/18/06

APPROVED BY: D. MESSICK

FMVSS 103 TEST DATA RECORD – TEST RUN NO. 2

VEH. MOD YR/MAKE/MODEL/BODY: 2006 FORD MUSTANG PASSENGER CAR
VEH. NHTSA NO: C60203; VIN: 1ZVFT80N265107331
VEH. BUILD DATE: 08/05; TEST DATE: MAY 18-19, 2006
TEST LABORATORY: GENERAL TESTING LABORATORIES
OBSERVERS: GRANT FARRAND, JIMMY LATANE

If 1st Test Run, chamber conditioned N/A hours @ 0º ±5º F (14 hrs. min.)

Cold Soak Period: 20.5 HOURS

Time engine coolant and lubricant remained stabilized at 0º F: 16 hrs. ____ minutes

Water Spray Gun and Nozzle Type: BINKS #66

Spray Gun Pressure: 50 psi (50 psi ± 3 psi)

Water used: 17.3 fluid oz. (0.010 ounces per square inch of windshield area)

Soak Period Between Ice Application and Test Start: 35 minutes (30 to 40 minutes)

Engine Speed: 1500 (Target engine speed 1500 to 1600 rpm)

Wind at specified location in front of windshield: .6 mph (0 to 2 mph)

Number of Vehicle Occupants: 1 (2 maximum)

Describe window openings, if any: NONE

TIME FROM START (minutes)	MOTOR VOLTAGE (volts)	TEMPERATURE, ºF					DEFROSTED AREA, %		
		TEST ROOM	ENGINE WATER	HEATER WATER IN	DEFROSTER AIR				
					DRVR	PSGR	A	C	D
0	13.4	-4.0	-4.0	-4.0	-4.0	-4.0	0%	0%	0%
5	14.9	-4.0	-3.6	94.2	63.2	63.2	2.8%	0%	0%
10	14.9	-3.0	-0.7	131.8	95.9	98.7	48.5%	50.1%	58.6%
15	14.9	-1.9	2.2	156.1	118.7	122.1	96.7%	100%	100%
20	14.9	0	3.5	171.4	134.0	137.9	100%	100%	100%

REMARKS:

RECORDED BY: G. FARRAND DATE: 05/19/06

APPROVED BY: D. MESSICK

SECTION 4
INSTRUMENTATION AND EQUIPMENT LIST

TABLE 1 - INSTRUMENTATION & EQUIPMENT LIST

EQUIPMENT	DESCRIPTION	MODEL/ SERIAL NO.	CAL. DATE	NEXT CAL. DATE
TIMER	ACCU-SPLIT	ACT2	04/06	04/07
TEMPERATURE READOUT	OMEGA	43P	04/06	04/07
TEMPERATURE RECORDER	OMEGA	CT91	04/06	04/07
SPRAY GUN	BINKS	6655	BEFORE USE	BEFORE USE
AIR VELOCITY METER	OMEGA	HHF-616	04/06	04/07
AIR PRESSURE GAGE	BINKS	0-160	05/06	05/07
SCALE	METTLER	200A4M	05/06	05/07
TACHOMETER	MONARCH	ACT-3	04/06	04/07
GRADUATED BEAKER	PHOTAX	N/A	N/A	N/A
EVENT RECORDER	COMPUTER	GEO1	BEFORE USE	BEFORE USE
DATA LOGGER	FLUKE	7471026	12/05	12/06

SECTION 5

PHOTOGRAPHS

2006 FORD MUSTANG
NHTSA NO. C60203
FMVSS NO. 103

FIGURE 5.1
LEFT SIDE VIEW OF VEHICLE

2006 FORD MUSTANG
NHTSA NO. C60203
FMVSS NO. 103

FIGURE 5.2
RIGHT SIDE VIEW OF VEHICLE

2006 FORD MUSTANG
NHTSA NO. C60203
FMVSS NO. 103

FIGURE 5.3
¾ FRONTAL VIEW FROM LEFT SIDE OF VEHICLE

2006 FORD MUSTANG
NHTSA NO. C60203
FMVSS NO. 103

FIGURE 5.4
¾ REAR VIEW FROM RIGHT SIDE OF VEHICLE

2006 FORD MUSTANG
NHTSA NO. C60203
FMVSS NO. 103

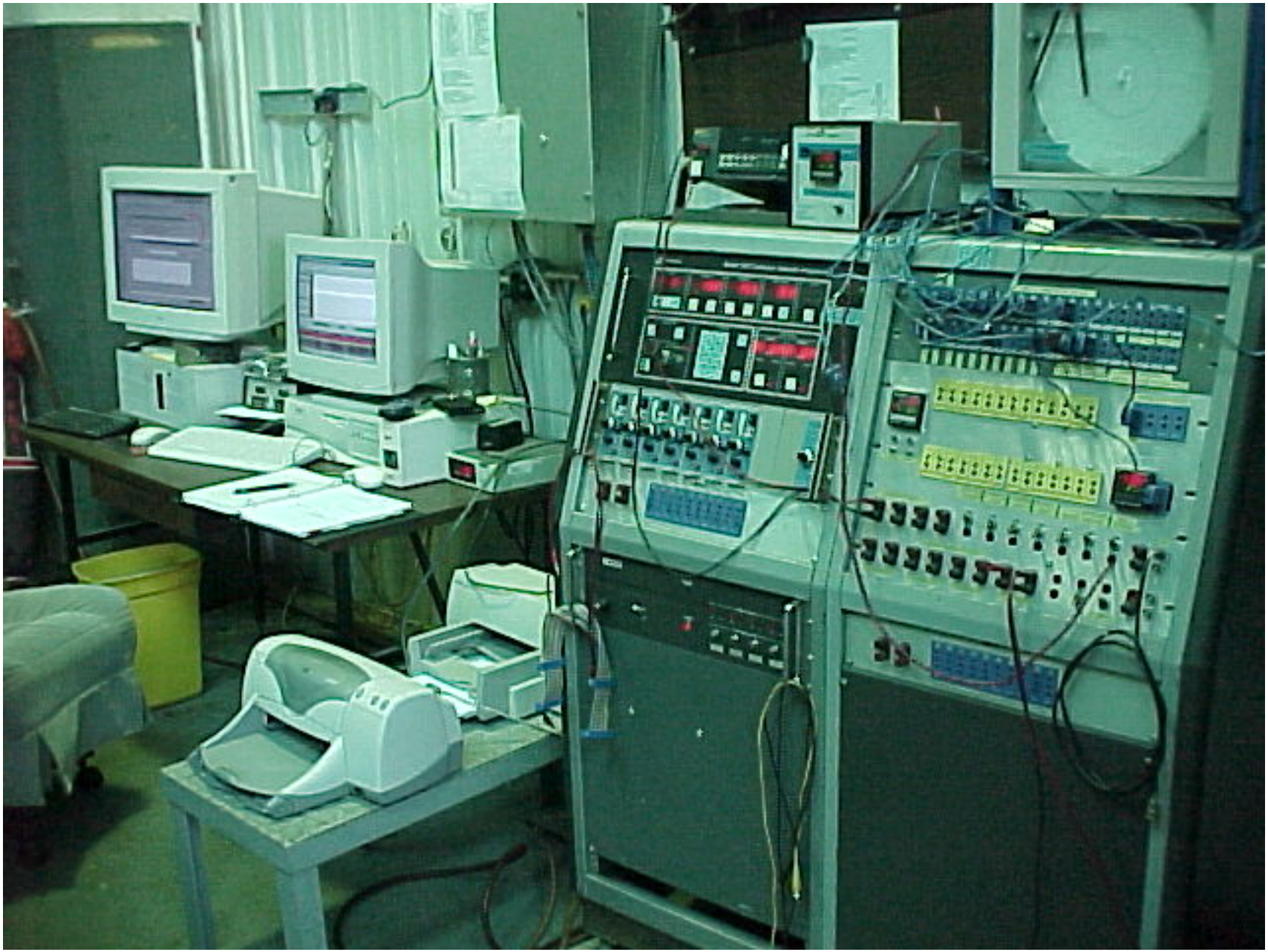
FIGURE 5.5
VEHICLE CERTIFICATION LABEL

2006 FORD MUSTANG
NHTSA NO. C60203
FMVSS NO. 103

FIGURE 5.6
VEHICLE TIRE INFORMATION LABEL

2006 FORD MUSTANG
NHTSA NO. C60203
FMVSS NO. 103

FIGURE 5.7
CLOSE-UP VIEW OF DEFROSTER CONTROL
SETTING ON DASH



2006 FORD MUSTANG
NHTSA NO. C60203
FMVSS NO. 103

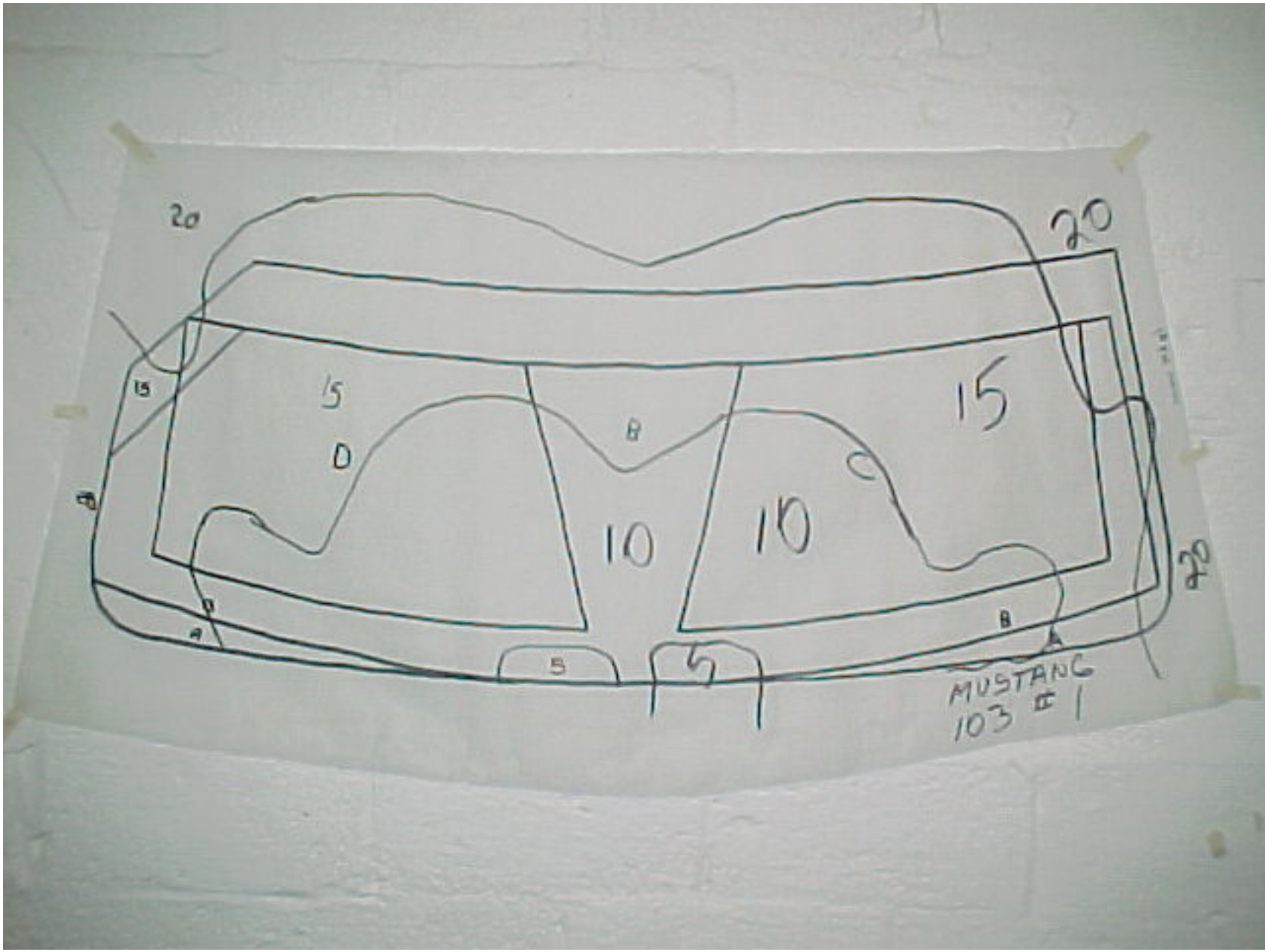
FIGURE 5.8
INSTRUMENTATION SET-UP

2006 FORD MUSTANG
NHTSA NO. C60203
FMVSS NO. 103

FIGURE 5.9
WINDSHIELD, PRE-TEST FROSTED STATE
TEST #1

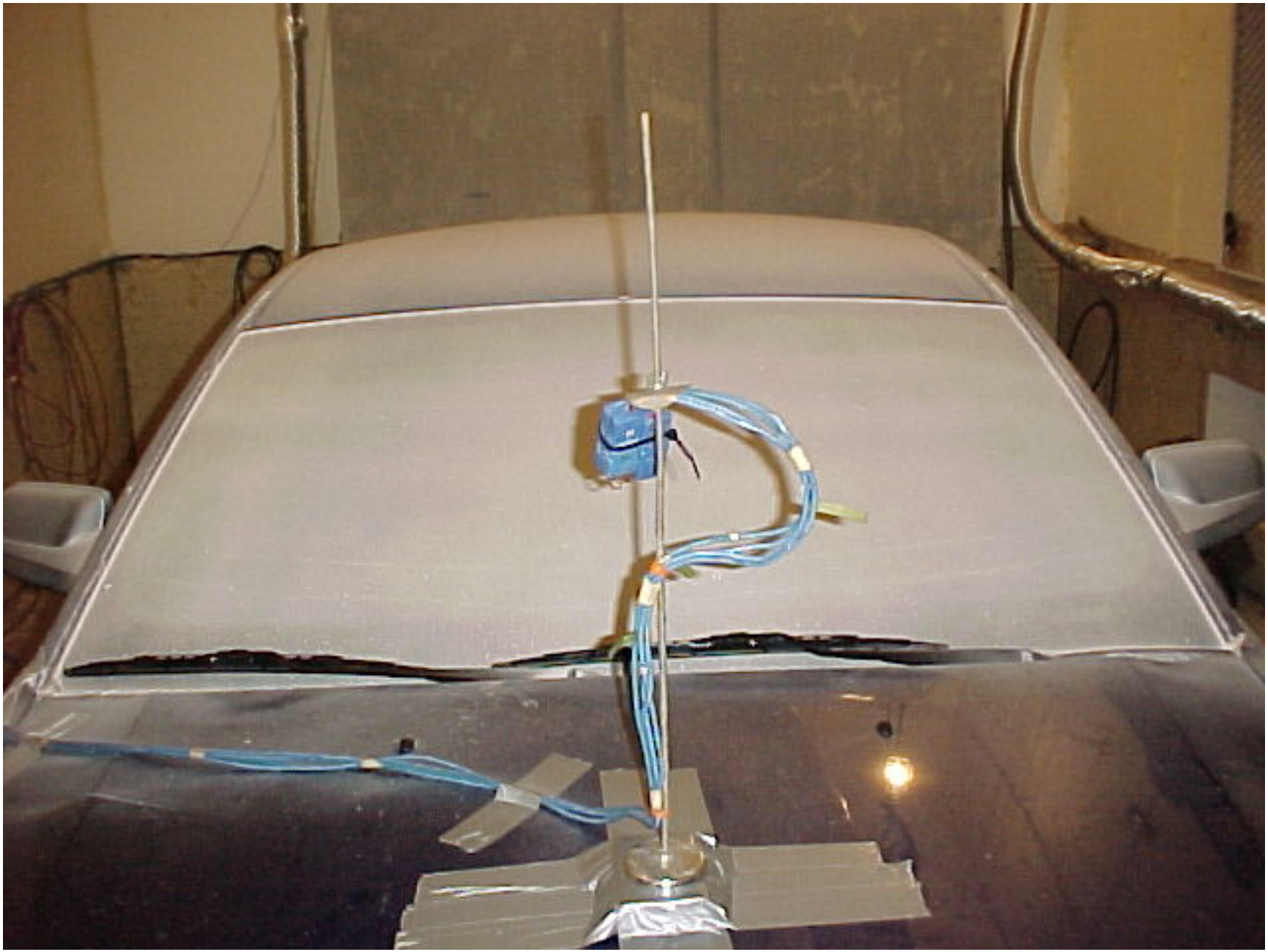
2006 FORD MUSTANG
NHTSA NO. C60203
FMVSS NO. 103

FIGURE 5.10
DEFROSTED AREA AT 20 MINUTES TEST #1



2006 FORD MUSTANG
NHTSA NO. C60203
FMVSS NO. 103

FIGURE 5.11
WINDSHIELD VELLUM PATTERN, TEST #1

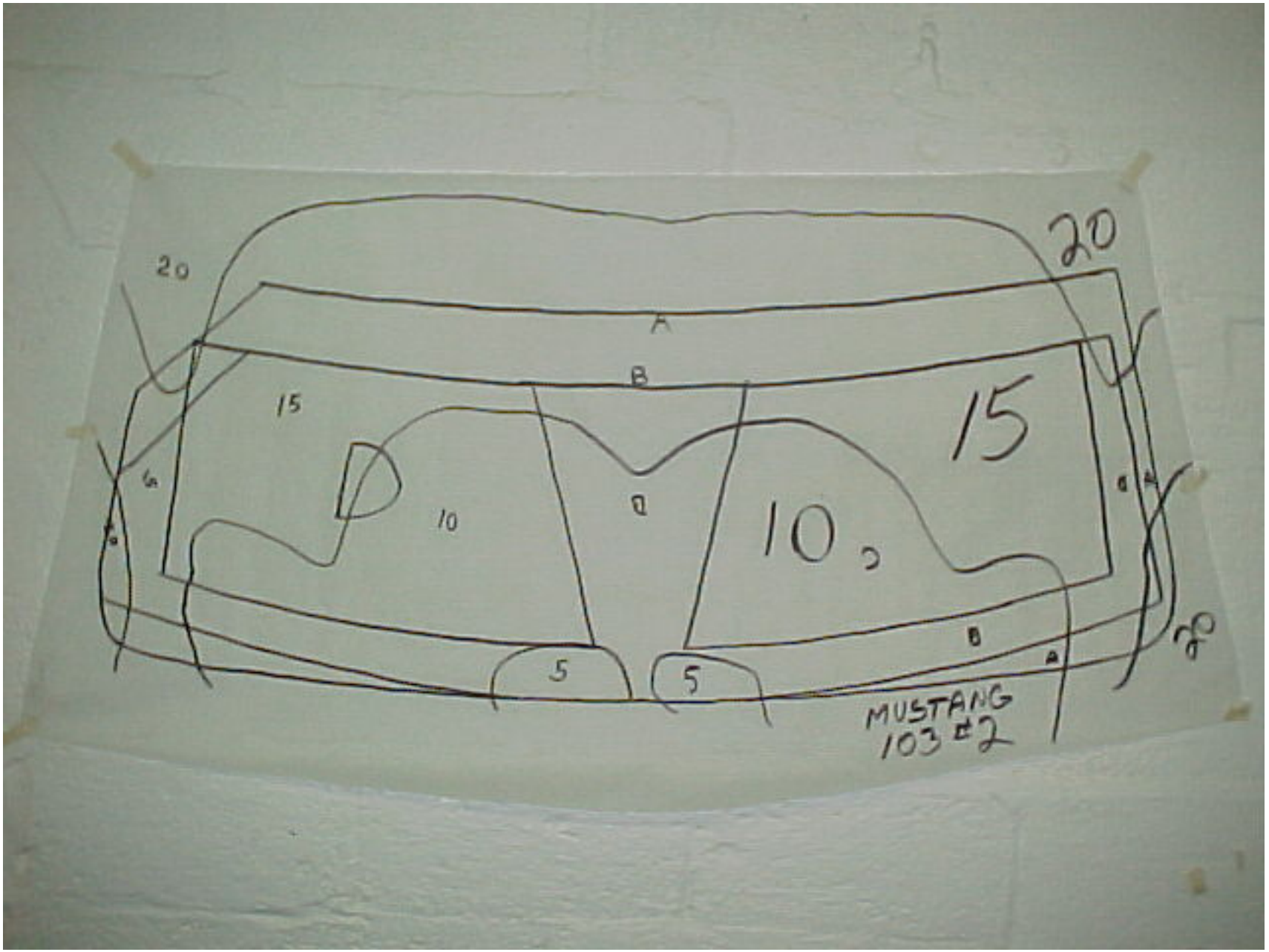


2006 FORD MUSTANG
NHTSA NO. C60203
FMVSS NO. 103

FIGURE 5.12
WINDSHIELD PRE-TEST FROSTED STATE
TEST #2

2006 FORD MUSTANG
NHTSA NO. C60203
FMVSS NO. 103

FIGURE 5.13
DEFROSTED AREA AT 20 MINUTES TEST #2



2006 FORD MUSTANG
NHTSA NO. C60203
FMVSS NO. 103

FIGURE 5.14
WINDSHIELD VELLUM PATTERN, POST TEST #2

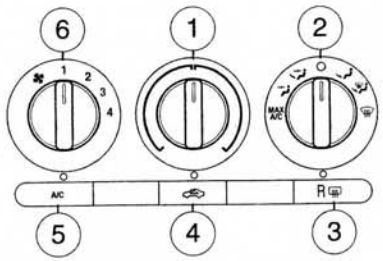
SECTION 6

OWNER'S MANUAL DEFROSTER INSTRUCTIONS

MANUAL HEATING AND AIR CONDITIONING SYSTEM

1. **Temperature selection:** Controls the temperature of the airflow in the vehicle.

2. **Mode selections:** Controls the location of the airflow in the vehicle. See the following for a brief description of each selection.



MAX A/C: Distributes recirculated air through the instrument panel vents to cool the vehicle. This re-cooling of the interior air is more economical and efficient. Recirculated air may also help reduce undesirable odors from entering the vehicle.

: Distributes air through the instrument panel vents.

: Distributes air through the instrument panel vents and the floor vents.

O (OFF): Outside air is shut out and the climate system is turned off.

: Distributes air through the floor vents.

: Distributes air through the windshield defroster vents and floor vents.

: Distributes air through the windshield defroster vents. Can be used to clear the windshield of fog and thin ice.

3. **Rear defroster (R):** Press to activate/deactivate the rear window defroster. Refer to *Rear window defroster* later in this section for more information.

4. **Recirculation control** : Press to activate/deactivate air recirculation in cabin. Recirculated air may reduce the amount of time to cool down the interior of the vehicle and may also help reduce undesired exterior odors from reaching the interior of the vehicle. Recirculation engages automatically with selection of MAX A/C or can be engaged manually in any other mode selection except (defrost). Recirculation may turn off automatically in all airflow selections except MAX A/C.

5. **A/C:** Press to activate/deactivate air conditioning. Use with recirculated air to improve cooling performance. Engages automatically in MAX A/C, (defrost) and (floor/defrost).

6. **Fan speed adjustment:** Controls the volume of air circulated in the vehicle.

Operating tips

- To reduce fog build up on the windshield during humid weather, place the air flow selector in the (defrost) position.
- To reduce humidity build up inside the vehicle, do not drive with the airflow selector in the O (OFF) position or with recirculated air engaged.
- Do not put objects under the front seats that will interfere with the airflow to the back seats.
- Remove any snow, ice or leaves from the air intake area at the base of the windshield.
- To improve the A/C cool down, drive with the windows slightly open for 2-3 minutes after start up or until the vehicle has been "aired out."

For maximum cooling performance in MAX A/C mode:

1. Move temperature control to the coolest setting.
2. Set the fan to the highest speed initially, then adjust to maintain comfort.

For maximum cooling performance in panel or panel/floor modes:

1. Move temperature control to the coolest setting.
2. Select A/C and recirculated air ( ) to provide colder airflow.
3. Set the fan to the highest speed initially, then adjust to maintain comfort.

To aid in side window defogging/demisting in cold weather:

1. Select .
2. Select A/C.
3. Adjust the temperature control to maintain comfort.
4. Set the fan speed to the highest setting.
5. Direct the outer instrument panel vents towards the side windows.
6. To increase airflow to the outer instrument panel vents, close the vents located in the middle of the instrument panel.

⚠ Do not place objects on top of the instrument panel as these objects may become projectiles in a collision or sudden stop.

REAR WINDOW DEFROSTER (R)

Ensure that the ignition is in the 3 (ON) position. Press the control to clear the rear window of thin ice and fog. The LED will illuminate.

The rear window defroster turns off automatically after 10 minutes, or when the ignition is turned to the 1 (OFF/LOCK) position. To manually turn off the defroster before 10 minutes have passed, push the control again.

Do not use razor blades or other sharp objects to clean the inside of the rear window or to remove decals from the inside of the rear window. This may cause damage to the heated grid lines and will not be covered by your warranty.

CABIN AIR FILTER

Your vehicle is equipped with a cabin air filter, which is located just in front of the windshield under the cowl grille on the passenger side of the vehicle.

The particulate air filtration system is designed to reduce the concentration of airborne particles such as dust, spores and pollen in the air being supplied to the interior of the vehicle. The particulate filtration system gives the following benefits to customers:

- Improves the customer's driving comfort by reducing particle concentration
- Improves the interior compartment cleanliness
- Protects the climate control components from particle deposits

For more information regarding the interval at which you should replace the cabin air filter, refer to your *scheduled maintenance information.*

For additional cabin air filter information, or to replace the filter, see an authorized dealer.