



TRIM ASSEMBLY, DOOR PANEL INSERT ASSEMBLY – BONDED

VESB-M15P24-A

1. SCOPE

This specification defines the minimum durability and performance requirements of door trim panel inserts, where various materials are combined to provide a multilayered assembly having decorative and/or functional features.

2. APPLICATION

This specification was originally released for the 1985 Thunderbird/Cougar and 1986 Taurus door trim panel insert assemblies.

3. REQUIREMENTS

All test values indicated herein are based on material conditioned in a controlled atmosphere of 23 +/- 2 °C and 50 +/- 5% relative humidity for 24 h prior to testing and tested under the same controlled conditions. Door trim panel insert assemblies shall also meet the requirements of VESB-M25P4-A, Flammability Requirements - Non-Metallic Materials for FMVSS 302.

3.0 STANDARD REQUIREMENTS FOR PRODUCTION MATERIALS

Material suppliers and part producers must conform to the Company's Standard Requirements For Production Materials (WSS-M99P1111-A).

3.2 APPEARANCE

(FLTM BI 109-01)

The color, pattern, and finish shall match the approved Design Center master sample, or shall be as specified on the engineering drawing. Production door panel inserts shall not exhibit any evidence of adhesive bleed through on any exposed surface or edge when installed in car position. Crushing or creasing of the material surface shall not be accepted.

Any future interior trim applications of this multilayer laminate process must be approved by Design Center Appearance Surveillance personnel, as well as Body and Chassis Engineering's Trim Engineering and Materials and Corrosion Protection Engineering activities.

3.3 CONSTRUCTION AND COMPOSITION

Adhesive bonded multilayered laminate assemblies shall consist of the following layers of materials:

- 1) An approved interior trim material, bodycloth, or vinyl coated fabric.
- 2) For vinyl materials, a layer of spunbonded polyester fabric saturated with polyurethane adhesive.*
- 3) Open-celled polyurethane foam (6.35 mm thick) saturated with polyurethane adhesive.*

Date	Action	Revisions
2007 07 31	Revised	Inserted 3.0; Deleted 3.1, 3.11 & 4
1985 04 08	Released	CSP1-CR528675



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- 4) Layer of spunbonded polyester fabric saturated with polyurethane adhesive.*
- 5) Steel substrate with zinc chromate and phosphate coatings applied.
- 6) Polyurethane foam layer that has been saturated with polyurethane adhesive.*

*NOTE: Proprietary formulation polyurethane adhesive supplied by processor.

3.4 DIMENSIONAL STABILITY

The trimmed assembly, during or after the test, shall exhibit no visible and objectionable appearance such as:

- Lifting of bonded edges
- Wrinkling
- Distortion
- Blistering
- Delamination
- Blushing, hazing, or milking of the decorative surface
- Expansion, shrinkage, or warpage, which will interfere with normal functional operations or cause objectionable and unsightly gaps.

Test Method: Conduct with the trim assembly mounted on an actual or simulated production support foundation with the approved retention methods. The assembly shall be subjected to the following environmental cycle:

- 24 h at 95 - 100% R.H. and 38 ± 2 °C
- 24 h at 82 ± 2 °C in an air circulating oven
- 24 h at 95 - 100% R.H. and 38 ± 2 °C
- 24 h at 82 ± 2 °C in an air circulating oven
- 1 h conditioning at 23 ± 2 °C and $50 \pm 5\%$ relative humidity

3.5 INDENTATION AND RECOVERY (FLTM BO 111-02, Method "B")

Shall show total recovery.
Minor visible wrinkles
are permissible.

3.6 COLD IMPACT

The assembly shall show
no evidence of cracking or
breaking and shall fully
recover from indentation in
the time required for the
assembly to return to
 23 ± 2 °C.