



FABRIC, ALCANTARA II SUSTAINABLE SUEDE PATTERN, NON-WOVEN 27% PIR

WRS-M1H1101-A3

1. SCOPE

The material defined by this specification is a needle punched non-woven fabric made from 0.016 tex polyester microfiber, impregnated with micro-porous polyurethane. The suede face fabric is backcoated and laminated to a backing fabric.

2. APPLICATION

This specification was released originally for material used as an insert for P415 2013 Model Year, seating application.

2.1 LIMITATIONS

The face fabric could be perforated before lamination to the backing fabric. The selection of the backing fabric depends on perforation patterns. The product code of that backing scrim to be specified on approved source list (ASL) for this specification.

3. REQUIREMENTS

3.1 APPROVED SOURCES

This specification requires the use of approved sources. Only the sources identified on the Ford Approved Source List (ASL) can be used when this specification is listed on the drawing, CAD file, or other documents. The list of approved sources is located within Ford at www.mats.ford.com or available externally through a Ford Materials Engineer.

3.1.1 Recycled Content

Materials approved to this specification must contain 27% Post Industrial Recyclate (PIR) as defined by WRS-M99P42-A2 (Textile Materials, Identification of Recycled Content). The remaining portion of the material can come from virgin sources.

3.2 FABRIC CONSTRUCTION

3.2.1 Fabric Weight (FLTM BN 106-01)

Suede face fabric	355 ± 30 g/m ²
Backcoat with flame retardant	100 ± 10 g/m ²
Woven backing fabric * or as approved by Materials Engineering and identified on ASL	125+/-10 g/m ²
Alternative woven backing for climate seats *	95.5+/- 5 g/m ²

* This is adhesively bonded by hot melt lamination

Date	Action	Revisions	Rev. 1
2018 02 09	Reviewed	Technical Review Compete – No changes needed	D. Mulhonen, NA
2012 7 23	Activated		I. Dumitrescu, FNA



3.2.2 Fiber Construction
(ASTM D1244)

0.016 tex polyester microfiber and 100% recycled polyester fiber layer (internal scrim) together are impregnated with micro-porous polyurethane

3.3 COMPOSITION
(ASTM D629)

Tolerance as specified in WSS-M8P18-A1/A4

Face fabric	50% Polyester micro-fiber 27% Recycled polyester (100% recycled) 23% Polyurethane
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Backing fabric	65% Polyester/35% cotton or as approved by Material Engineering
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3.4 METHOD OF DYEING

Piece dye
or as approved by Materials Engineering

3.5 FINISHING OPERATIONS

Heatset, inspection,
backcoat, perf.(optional)
laminate w/backing fabric (optional),
final inspection

4. GENERAL INFORMATION.

This information given below is provided for clarification and assistance in meeting the requirements of this specification. Contact gmfs@ford.com for questions concerning Engineering Material Specifications

4.1 Purchasing department will ensure that the material defined in this specification and shipped to any one assembly plant will be produced by one supplier only.

4.2 APPROVAL OF MATERIALS

Suppliers desiring approval of their materials shall first obtain an expression of interest from Purchasing, Design or Product Development, and Materials Engineering. The supplier shall submit a completed copy of their laboratory test reports, signed by a qualified and authorized representative of the test facility, demonstrating full compliance with all the requirements of the Material Specification. Tested material samples must be available for review upon request and kept for a minimum of one year. Upon request, the supplier will review the associated quality control documents (Process Failure Mode and Effects Analysis, Control Plans, Certification testing) with Ford.

4.3 SUPPLIER'S ONGOING RESPONSIBILITY

All materials must be equivalent in all characteristics to the material upon which approval was originally granted.

Prior to making any changes to the material originally approved, whether or not such changes affect the material's ability to meet the specification requirements, the supplier shall notify the affected Supplier Technical Assistance (STA), Purchasing, and Materials Engineering activities of the proposed changes (with reasons) by submission of a completed Suppliers Request for Engineering Approval, SREA.