



**FABRIC, OXFORD SOFT PATTERN, FLAT WOVEN,
RECYCLED PIR/PCR CONTENT WITH SOIL REPELLANT**

WRS-M1H1290-A21

**FABRIC, OXFORD SOFT PATTERN, FLAT WOVEN,
RECYCLED PIR/PCR CONTENT WITH SOIL REPELLANT
AND BACKCOATING**

WRS-M1H1290-A23

1. SCOPE

The material defined by this specification is a flat woven polyester face fabric containing a minimum of 25% PIR/PCR (Post industrial/post consumer) recycled yarn.

2. APPLICATION

WRS-M1H1290-A21 This specification was released originally for material used as an interior trim fabric for XLT Ranger 2017 MY seat bolster. The fabric was originally approved as tri-laminated with foam and a backing scrim.

WRS-M1H1290-A23 This specification was released originally for material used as an interior trim fabric for XLT Ranger 2017 MY seat bolster. The fabric was originally approved without lamination.

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.

3.2 APPEARANCE

The color, pattern, and finish shall match the approved Corporate Design master sample.

3.3 FABRIC PERFORMANCE

In addition to the requirements listed herein, the fabric shall meet all requirements of WSS-M8P18-B1/B2/B3/B4/latest as applicable.

3.4 VEHICLE INTERIOR ENVIRONMENTAL PERFORMANCE

Materials used in interior applications must meet the requirements outlined in WSS-M99P2222-F1/F2/ latest, *Performance, Vehicle Interior Environmental Quality Material/Component Requirements*. Data must be included in material submission package.

3.5 CONDITIONING AND TEST CONDITIONS

All test values are based on material conditioned for not less than 24 h prior to testing in a controlled environment of 23 +/- 2 °C and 50 +/- 5% relative humidity. Testing of the material should occur in the conditioning environment or soon after removal.

Date	Action	Revisions	Rev. 1
2018 04 09	Released A23		
2016 11 17	Released		



Documents

Document Sharing Hub



ENGINEERING MATERIAL SPECIFICATION

WRS-M1H1290-A21/A23

3.6 FABRIC CONSTRUCTION

3.6.1 Fabric Count, +/- 10 % tolerance
(ASTM D3775)

A21/A23

Warp
Fill

360 / 10 cm
170 / 10 cm

3.6.2 Fabric Weight, +/-10 % tolerance
(FLTM BN 106-01)

A21

A23

Fabric
Back Coating
Total weight

310 g/m²
NA
310 g/m²

310 g/m² +/-10%
45g/m² +/-10%
355 g/m² +/-10%

3.7 COMPOSITION (ASTM D629)

A21

A23

Fabric
Backcoating

100% Polyester
NA

100% Polyester
Acrylic

3.8 YARN CONSTRUCTION (ASTM D1244)

A21/A23

Warp

550 Dtex f192
(Polyester, false twist texturized
with 100% Virgin yarn)

Fill

470 Dtex f192
(Polyester, Air Jet textured
with 100% Recycled yarn)

3.9 RECYCLED CONTENT

Recycled yarn must contain a minimum of 25% recycled content PIR/PCR (Postindustrial/post consumer) as defined by WRS-M99P42-A2. The remaining portion of the material can come from virgin sources. Refer to the Approved Source List (ASL), for specific regional recycled levels for this material.

3.10 METHOD OF DYEING

Solution Dyed

3.11 FINISHED OPERATIONS

Washing, Soil Release, Drying, Framing
Any changes to the above process must
be approved by Materials Engineering

4. GENERAL INFORMATION

The 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 Purchase departments will ensure that the material defined in this specification and shipped to any one assembly plant will be produced by one supplier only. In the event of a Global Program or regional duplication, each regional location of the supplier for this specification must provide construction package and be approved to meet this specification.