



WEBBINGS, INFLATABLE SAFETY BELTS, HIGH STRENGTH, LOW ELONGATION

WSS-M8P21-A

1. SCOPE

The materials defined by these specifications are seat belt webbings specifically used for inflatable seat belt assemblies. Materials are woven from an untwisted continuous filament yarns and finished salvages. The structure alternatively varies from one piece woven webbing to structural woven tube and includes a directional tear seam in the tubular lengths of the material. Width in the varying structure must be maintained to meet program requirements and transitions should be flawless in its appearance. A subtle marker pattern to identify both direction of tear and location shall be incorporated into the materials lengths. Proper dyes and dyeing procedures shall be employed, the yarns may be spun dyed or the webbing may be piece dyed to provide acceptable color, appearance, and physical properties. A surface finish may be applied to enhance abrasion resistance and/or surface friction. Color stripping for re-dyeing of webbing rejected for color is not allowed. The webbing shall be of good quality and uniform construction.

2. APPLICATION

These specifications were released originally for materials used in the manufacturing of inflatable seat belt assemblies.

3. REQUIREMENTS

In addition to the requirements listed herein, materials approved to these specifications must also meet all applicable requirements of marketplace National Standards such as C/FMVSS 209, ECE 16, ADR 4, JIS D4604, etc and the seat belt SDS.

3.1 STANDARD REQUIREMENTS FOR PRODUCTION MATERIALS

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

3.1.1 Materials used in interior applications must meet the requirements outlined in WSS-M99P2222-B1/Latest, *Performance, Vehicle Interior Environment Quality Material/Component Requirements*. Data must be included in material submission package.

3.2 APPEARANCE

The color, pattern and finish shall match the approved Design Center master sample, or shall be as specified on the Engineering Drawing.

Date	Action	Revisions	Rev 03
2018 01 24	Editorial	See Summary of Revisions	D. Stark, NA
2011 02 25	Revised	See Summary of Revisions	L. Sinclair, NA
2010 06 11	Activated		L. Sinclair, NA





3.3 PHYSICAL PROPERTIES

3.3.1 Breaking Strength (FMVSS 209, S5.1(b))

Tubular Section	26.0 kN min.
One Piece Webbing Section	26.0 kN min

3.3.2 Elongation, (FMVSS 209, S5.1(c))

Tubular Section	6-10%
One Piece Webbing Section	6-10%

3.3.3 Resistance to Abrasion (FMVSS 209, S5.1(d) and S5.3(c))

After testing per section 3.3.1

Tubular Section	75% of original breaking strength
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One Piece Webbing Section	75% of original breaking strength
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3.3.4 Resistance to Micro Organisms (FMVSS 509 S5.1(f))

After testing per section 3.3.1

Tubular Section	85% of original breaking strength
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One Piece Webbing Section	85% of original breaking strength
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3.3.5 Tear Seam Strength (01.20-E-12871 / legacy DVM-0078-SB)

400-750 kPa

3.3.6 Pliability (FLTM BN 102-05, ASTM D 747 (direct reading at 60°, 12.7 mm span length))

Pliability requirements will vary depending on individual vehicle system needs and marketplace. Therefore, pliability test method and requirements are to be agreed upon by the seatbelt system and webbing suppliers. The method and agreed upon requirements will be submitted with the initial source approval and made a part of the record. Any requirement changes in excess of +/- 15% for a currently approved construction on either section will require a new approval submission.