



PERFORMANCE, INTERIOR TONNEAU/CARGO SHADE ASSEMBLY

WSS-M8P29-A1

1. SCOPE

This specification defines the standard performance requirements for soft flexible materials used in interior tonneau/cargo shade applications.

2. APPLICATION

This specification was released originally for materials used in the interior cargo shade. Components that are part of the cargo management and cargo retention systems are not included.

3. REQUIREMENTS

3.1 STANDARD REQUIREMENTS FOR PRODUCTION MATERIALS

- 3.1.1 This specification is performance based and does not have approved sources.
- 3.1.2 In addition to the requirements listed herein, materials within the cargo shade system must meet all the applicable requirements if present in the system:
- Hard, molded-in-color plastic components – WSS-M15P4-G/latest
 - Interior painted plastic components – WSS-M2P188-B1/latest
 - Interior painted metal components – WSS-M2P190-A/latest
 - Interior chrome-plated plastic components – WSS-M1P83-E1/latest
 - Thread specification – WSS-M8P25-C/latest
 - Label performance – WSS-M99P41-A10-A72/latest

Applicable applicators/requirements as directed by Materials Engineering

Refer to Table 2 within this specification for new construction and color approval requirements.

3.2 DV/PV TEST PLAN

PEC/FEC/PV testing must be conducted in compliance with program milestones unless otherwise specified by Ford Engineering. See Table 2 for DV/PV testing.

3.3 APPEARANCE

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

3.4 ODOR

(FLTM BO 131-03)

Condition 1
Condition 2
Condition 3

Rating 3 max
Rating 3 max
Rating 3 max

Date	Action	Revisions	Rev. 00
2017 04 04	Released		



Documents

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**3.5 FOGGING**

70 min

(SAE J1756, 3 h at 100 °C heating, 21 °C cooling plate, post test conditioning 16 h)

Formation of clear film, droplets or crystals is cause for rejection.

All materials, parts and components should be stored in an open environment for 14-28 days after manufacture, and then must be bagged in sealed polyethylene (PE) or PE coated aluminum bags for shipping. Parts for testing must be labelled with supplier and date of manufacture.

3.6 FLAMMABILITY

(ISO 3795)

Burn Rate

100 mm/minute max

3.7 CONSTRUCTION PROPERTIES

3.7.1 Resistance to Abrasion of Automotive Bodycloth, Vinyl, and Leather
(FLTM BN 108-02, CS-10 wheels, 1000 g load)

250 cycles

Some gloss change is allowed. Excessive loss of grain or wear through to the backing fabric is not allowed. Samples are to be submitted to Ford Materials Engineering for review. All specimens must be deemed a pass. The abrasion resistance of production material shall be equal to or better than the sample approved by Materials Engineering.

3.7.2 Resistance to Scuffing
(SAE J365, 0.9 kg load, A head)

200 cycles

No evidence of lifting, peeling or excessive top-coat removal.

3.7.3 Cold Flexibility -30 °C
(SAE J323, Method A)

The material must remain flexible and after bending at 180° it must not exhibit cracks.

3.7.4 Bally Flex Test
(FLTM BN 162-01, 15,000 cycles)

3.7.4.1 Original

Rating 1 max

3.7.4.2 After Heat Aging per 3.6.X

Rating 1 max

No cracking of the surface finish with a 6X microscope when the sample is bent over a 12 +/- 2 mm mandrel in the direction of the test area.

3.8 COLOR PROPERTIES

3.8.1 Soiling and Cleanability
(FLTM BN 112-08, AATCC Evaluation Procedure 2)

Agents:
Standard Soil
Grease

Rating 4 min

Rating 4 min

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