PERFORMANCE, SEATING FABRIC LOW VISIBILTY FOR B/C SURFACE APPLICATIONS BI-LAMINATE **WSS-M8P31-A1**

PERFORMANCE, SEATING FABRIC LOW VISIBILITY FOR B/C SURFACE APPLICATIONS TRI-LAMINATE **WSS-M8P31-A2**

1. SCOPE

This specification defines the performance requirements for interior seating trim fabrics for B/C surface applications only.

2. APPLICATION

This specification was released for materials used as interior seating trim fabrics for the areas of gussets, bite line, low side facings and any areas that are non-visible to the customer.

WSS-M8P31-A1 is defined as a bi-laminate composite with fabric/foam, which could include PE (polyethylene) film added to foam backing for the manufacturing process of sewing and seat builds.

WSS-M8P31-A2 is defined as a tri-laminate composite with fabric/foam/backing, which includes backing examples of scrims such as warp or circular knits, or non-woven materials.

3. REQUIREMENTS

3.1 APPROVED SOURCES

This specification is performance based and does not have approved sources.

3.2 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.

3.3 CONSTRUCTION

In addition to the requirements listed herein, the face fabric shall meet all requirements of the applicable material specification. The material specification shall take precedence over the performance specification, for any requirement that differs from the performance specification.

3.3.1 Face Fabric, Back Coating, and Scrim construction shall be documented in the Material specification.

3.3.2 Contact the appropriate Materials Engineering department based on Global Lead for the Vehicle Engineering or a Regional Program for Bi or Tri-laminate composition requirements for construction package approvals. Any development that deviates away from Global Lead Region should contact the regional Materials Engineering.

Date	Action	Revisions	Rev. 0
2017 10 27	Released		D. Murtonen FNA

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3.3.3 For lamination requirements refer to Performance Lamination for Seating and Interior Trim Specification WSS-M8P30-A1.

3.3.4 Composition Percent
(ASTM D629)

The yarn composition and fiber blend of material supplied to this specification shall correspond in quality and ratio to that specified in the individual material specification.

3.4 TEST PLAN

Unless otherwise directed by Materials Engineering, all initial evaluation and testing shall be conducted with 3mm nominal thickness at 25-29 Kg/m^3 (1.7lb/ft^3), 35-45 ILD with nominal 40, from an approved Ford foam source.

See Table 1, for construction and color approval test requirements.

3.5 APPEARANCE

The color, pattern, hand and face construction shall match the approved Corporate Design Master sample. No modifications are allowed once the Master Sample is developed and MCDCC's are signed without notifying Color and Materials and Materials Engineering.

All regional manufacturing locations for the same pattern must match the approved Corporate Design Master sample.

3.6 FOGGING (PHOTOMETRIC)

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

Fog Number	70 min

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

For shipping, all materials or parts shall be sampled immediately after manufacture, then bagged in a zipper- or slide-sealed polyethylene (PE) bag, PE-coated aluminum bag or wrapped in aluminum foil prior to bagging. Test specimens shall be cut, then stored in a clean, open environment for 14-28 days. After 14-28 days of air exposure, the specimens shall be tested immediately or re-bagged until testing can be performed. Bagged materials or parts must be labelled on the outside of the bag with the following information, and included in the test report: supplier, contact information, product code/trade name or part number, manufacturing location, date of manufacture, shipping date, start and end dates of conditioning period and test date.

Sample shall be tested as part of a production assembly composite if it is 100% bonded. If not 100% bonded, test each component separately. Parts for testing must be labelled with supplier and date of manufacture.

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