



FLOOR MATS, FLAT POLYMERIC GRAINED, SHAPED

WSS-M99D67-B1

FLOOR MATS, DEEP LIP TRAY, POLYMERIC GRAINED, SHAPED

WSS-M99D67-B2

1. SCOPE

This classification system is used to identify the material characteristics of non-carpeted accessory floor mats used in automotive applications.

2. APPLICATION

The B1 specification was released originally for material used as an all weather injection molded floor mats. The B2 specification was originally released for material used for a deep lip tray style molded floor mat.

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 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 PERFORMANCE CRITERIA

3.3.1 Materials approved to the specification must meet all of the requirements in this specification, WSS-M9P11-A and/or WSS-M9P11-A2 and all applicable functional requirements. The values for each suppliers material will be uploaded and maintained in the construction package for all new materials. See Table 1 for number of samples required.

3.3.2 Recycled Content

Materials with recycled content as defined by WSS-M99P42-A (post consumer and / or post industrial recyclates and repolymerized recycled materials) should be used whenever feasible and following all materials and PV testing required by Ford Materials Engineering.

Date	Action	Revisions	Rev 01
2016 07 25	Revised	Released B2 See Summary of Revisions	L. Sinclair, NA
2015 06 19	Released	Released B1	L. Sinclair, NA



3.3.3 Regrind

The use of regrind is permitted, for economic / environmental reasons. Part manufacturers using this specification must complete DV and PV testing with the allowable amount of regrind and the maximum allowable regrind content must be specified on the engineering drawing. Any changes to what is specified on the drawing (no specific amount implies zero regrind) must be approved by Materials and PD Engineering through the formal Ford Motor Company process (SREA).

3.3.4 Vehicle Interior Environment Quality Materials/Component Performance Requirements

All weather mats must meet WSS-M99P2222-D1/ Latest. Data must be included in the material construction approval package.

3.4 ORIGINAL PROPERTIES

3.4.1	Material Type	Report Type	
3.4.2	Tear Strength, (ASTM D624, Die C)	Report Value, kN/m	
	Parallel to flow and perpendicular to flow		
3.4.3	Hardness Durometer, Shore A (ISO 868/ASTM D 2240 6 mm thick piled up specimens, 15 s delay)	B1 50-75	B2 86-95
3.4.4	Tensile Strength (ISO 37/ASTM D412 Method A, 300 mm/minute test speed)	Report Value, MPa	
	Parallel to flow and perpendicular to flow		
3.4.5	Elongation (ISO 37/ASTM D412 Method A, 300 mm/minute test speed)	Report Value, %	
	Parallel to flow and perpendicular to flow		

3.5 AGED PROPERTIES

(ASTM D573/ISO 188, except 150 +/- 50 air changes/h, 1000 h at 80 +/- 2 °C)

3.5.1	Tear Strength (ASTM D 624, Die C)	+/- 15% of original
	Parallel to flow and perpendicular to flow	
3.5.2	Hardness - Durometer "A" (ISO 868/ASTM D2240 6 mm thick piled up specimens, 15 s delay)	+/- 15% of original
3.5.3	Tensile Strength ISO 37/ASTM D412 Method A, 300 mm/minute test speed)	+/- 15% of original
	Parallel to flow and perpendicular to flow	