



SCOPE OF ACCREDITATION TO ISO/IEC 17025:2017

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MECHANICAL

Valid To: March 31, 2023

Certificate Number: 2012.01

In recognition of the successful completion of the A2LA evaluation process, accreditation is granted to this laboratory to perform the following tests on metals and metal coatings:

<u>Test</u>	<u>Test Methods¹</u>
<u>Corrosion:</u>	
Salt Spray (Fog)	AAMA 611 (9.6); AAMA 612 (8.10.2); AAMA 621 (7.9.2) (2002) withdrawn, no superseding; AAMA 907 (3.2); AAMA 2603 (8.7.2); AAMA 2604 (8.8.2); ASTM B117; ASTM G85 (Annexes A1, A2, A5); Daimler 49-00023 (10.2); DIN 50 021 (1988) superseded; EIA 364-26; European Norm EN 60068-2-11; Ford FLTM BI 103-01; GM 4298P (2010) replaced; GMW 3044 (3.5); GMW 3286; GMW 4700 (3.6); Honda 5100Z-SE0-0000 (6-2-1); Honda 5100Z-SG0-A000 (6-2-1); Honda 5100Z-TR0-6000 (6.9); Honda 5100Z-TR0-6001 (6.9); Honda 9000Z-T2A-A000 (6.3); Honda 9000Z-SJA-A000 (6.3);

Test

Test Methods¹

Salt Spray (Fog), *cont'd*

Honda HES D2021;
Honda HES D6001 (4.3);
Honda HES D6501 (3.15.1, 3.15.2);
ISO 7253 (1996) superseded;
ISO 9227;

JIS H 8502 (7.1);
JIS Z 2371 (6.2);
John Deere JDQ 115;
John Deere JDQ 150;
MIL-M-13508 (4.4.8) (1973) inactive for new design;
MIL-STD-202-101;
MIL-STD-753 (Method 104) (1990) superseded;
MIL-STD-810 Method 509.6;
National Aerospace NASM 1312-1;

Navistar MPAPS GT-Paint (GT-7D);
Nissan NES M0140;
PACCAR CMT0033 (9.14);
SAE AMS-STD-753 (Method 104);
Toyota TSH 1552G

Modified Salt Fog

ASTM G85 (Annex A1 Acetic Acid Salt Spray);
ASTM G85 (Annex A2 Cyclic Acidified Salt Water);
ASTM G85 (Annex A3 SWAAT);
ASTM G85 (Annex A4 SO₂-Modified Salt Spray);
ASTM G85 (Annex A5 Dilute Electrolyte Cyclic Salt
Spray-Prohesion)

20% Salt Spray

ASTM C1503 (7.3)

Acetic Acid Salt Spray (AASS)

ASTM G85 (Annex A1);
DIN 50 021 (1988) superseded;
ISO 9227;
JIS H 8502 (7.2);
JIS Z 2371 (6.3);
MIL-STD-810 (Method 518.2);
PACCAR CMT0033 (9.13)

Accelerated Corrosion Testing
– (Mud Test)

GMW15264;
GMW17026

Copper Accelerated Acetic Acid
– Salt Testing (CASS)

ASTM B368;
DIN 50 021 (1988) superseded;
Ford FLTM BQ 105-01;

Test

Test Methods¹

Copper Accelerated Acetic Acid
– Salt Testing (CASS), *cont'd*

GM 4476P (2010) replaced;
GMW 14458;
Honda HES D6001 (4.3);
ISO 9227;
JIS H 8502 (7.3);
JIS Z 2371 (6.4)

Cyclic Salt Fog with UV Exposure

ASTM D5894;
ISO 11997-2;
ISO 20340 (2009) (Annex A) superseded

Cyclic Corrosion Resistance

AAMA 2605 (8.8.2);
CNH MTM0106;
Delphi DX900115;
FCA LP-463PB-22-01;
Ford CETP 00.00-L-467;
Ford TM 00.00-L-467;
Ford CETP 00.00-L-3190;
Ford FLTM BI 123-01;
Ford FLTM BI 123-02;
Ford FLTM BI 123-03;
Ford MA0045;
GM 9540P;
GMW 3172 (2018) (9.4.7, 9.4.8);
GMW 4700 (3.7);
GMW 14124 (Cycles A, D-K, M-P, R);
GMW 14872;
Honda 5100Z-SE0-0000 (6-2-2);
Honda 5100Z-SG0-A000 (6-2-2);
Honda 5100Z-TR0-6000 (6.10);
Honda 5100Z-TR0-6001 (6.10);
Honda 6320Z-TK4-A000 (3.6);
Honda 9000Z-T2A-A000 (6.3);
Honda 9000Z-SJA-A000 (6.3);
Honda HES D2003 (5.3);
Honda HES D6001 (4.3);
IEC 60068-2-52;
ISO 11997-1;
JASO M609;
JASO M610;
MIL-DTL-19834 (4.6.5);
MIL-STD-331, App C, Test C1, Tbl C1-1;
Navistar MPAPS GT-Paint (GT-7D);
Nissan 92111 NDS00;
Nissan NES M0007 (33.4);
Nissan NES M0158;
Nissin Kogyo ST89-003 (2-2-2-2.2);

<u>Test</u>	<u>Test Methods¹</u>
Cyclic Corrosion Resistance, <i>cont'd</i>	Renault D17 2028; SAE J2334; SAE J2842 (5.5.2.2); Toyota TSH 1555G; VDA 621-415; Volkswagen PV 1210; Volvo STD 423-0014; Volvo VCS 1027,149
Chipping Corrosion	FCA LP-463PB-52-01; Honda HES D6501 (3.33); Navistar MPAPS GT-Paint (GT-30)
Filiform Corrosion	ASTM D2803; Daimler 49-00023 (10.5); European Norm EN 3665; GMW 15287; Honda HES D6501 (3.16.1); ISO 4623-2; Nissan NES M0007 (Method 35); SAE J2635; Volvo STD 1027,141
Hot Salt Water Resistance	FCA MS-PB-1-2 (3.1.2); Honda 5100Z-SE0-0000 (6-3); Honda 5100Z-SG0-A000 (6-3); Honda 5100Z-TR0-6000 (6.5); Honda 5100Z-TR0-6001 (6.5)
Humidity	AAMA 612 (8.10.1); AAMA 621 (7.9.1) (2002) withdrawn, no superseding; AAMA 2603 (8.7.1); AAMA 2604 (8.8.1); AAMA 2605 (8.8.1); ASTM A380/A380M (7.2.5.2); ASTM A967/A967M (14.2 Practice B); ASTM D1735; ASTM D2247; ASTM D4585/D4585M; Daimler 49-00023 (10.3); DIN 50 017 (1982) superseded; Federal QQ-P-35C (4.4.1.2) (1988) superseded; Ford FLTM BI-104-02; GM 4465P (2010) superseded; GMW14729;

Test

Humidity, *cont'd*

Test Methods¹

Honda 4251Z-SEP-A000 (5-4);
Honda 5100Z-SE0-0000 (6-8);
Honda 5100Z-SG0-A000 (6-9);
Honda 5100Z-TR0-6000 (6.7);
Honda 5100Z-TR0-6001 (6.7);
Honda 9000Z-T2A-A000 (6.6);
Honda 9000Z-SJA-A000 (6.6);
Honda HES D2008 (4.2.6);
Honda HES D6501 (3.19);
ISO 6270-1;
ISO 6270-2;
John Deere JDQ 120;
MIL-M-13508 (4.4.7) (1973) inactive for new design;
MIL-STD-202-103;
MIL-STD-753 (Method 101) (1990) superseded;
MIL-STD-810 (Method 507.6);

Navistar MPAPS GT-Paint (GT-7E);
Nissan NES M0007 (Method 32);
PACCAR CMT0033 (9.12);
SAE AMS-2700 (3.2.1.1);
SAE AMS-STD 753 (Method 101);
SAE J1756 (7);
Toyota PPS 1005;
Toyota TSH 1505G (2.3);
Volvo STD 423-0018;
Whirlpool T22

SCAB Corrosion Creepback

Daimler 49-00023 (10.9);
GM 9511P (2010) superseded;
GMW 15288;
IEEE C57.12.28 (5.5.6 and Annex A);
IEEE C57.12.32 (5.4.7 and Annex B);
Nissan NES M0007 (Method 34)

Miscellaneous:

Abrasion

ASTM D4060;
Daimler 49-00023 (9.11)
Ford FLTM BN 108-02;
Ford FLTM BN 108-04;
Honda HES D6501 (3.32.1, Method A);
MIL-P-18493 (4.3.3.4);
MIL-STD-13231 (5.11.1a)

Acid Resistance

ASTM D1308;

Test

Test Methods¹

Honda 5100Z-SE0-0000 (6-14);
Honda 5100Z-SG0-A000 (6-15);
Honda 5100Z-TR0-6000 (6-11);
Honda 5100Z-TR0-6001 (6-11);
Honda HES D6501 (3.25);
Hyundai MS619-07 (2006) (4.6);
Nissan NES M0007 (Method 36);
Toyota PPS 1002;
Toyota TSH 1509G (2.1.3, 2.2.2);
Toyota TSH 1551G

Adhesion

AAMA 612 (8.6);
AAMA 621 (7.4) (2002) withdrawn, no superseding;
AAMA 907 (3.1);
AAMA 2603 (8.4);
AAMA 2604 (8.4);
AAMA 2605 (8.4);
ASTM B571 (*excluding Section 6*);
ASTM D3359;
ASTM D4541 (A4, Method E);
Daimler 49-00023 (9.3)
FED-STD-141 (Method 6301.3);
Federal QQ-P-416F (4.6.2, Tbl 3) (1991/Amd 2000) superseded;
Ford FLTM BI 106-01;
Fuji/Subaru TS430-7-82 (6-2-5);
GM 9071P (2002) inactive, superseded;
GM 9502P (1988) inactive, no superseding;
GMW 14829;
Harley Davidson ES805-07012 (6.3);
Honda 4251Z-SEP-A000 (5.1);
Honda 5100Z-SE0-0000 (6-5);
Honda 5100Z-SG0-A000 (6-6);
Honda 5100Z-TR0-6000 (6.4);
Honda 5100Z-TR0-6001 (6.4);
Honda 9000Z-T2A-A000 (6.10);
Honda 9000Z-SJA-A000 (6.10);
Honda HES D2008 (4.2.10);
Honda HES D6501 (3.6);
Hyundai MS600-35 (6.8);
ISO 2409 (8.2);
ISO 2819 (4.1-4.10, 4.12);
John Deere JDQ 17;

Adhesion, *cont'd*

Kongsberg KVS-200 (9.6.1, 9.6.2);

Test

Test Methods¹

	MIL-DTL-53072 (4.2.3.6.1); Navistar MPAPS GT-Paint (GT-5A); Nissan NES M0007 (Method 29); PACCAR CMT 0033 (9.5, 9.6, 9.7, 9.8); SAE AMS-QQ-P-416 (3.3.2/4.6.2); Toyota PPS 4002; Toyota TSH 1503G (2.1, 2.2); Toyota TSH 1551G; Volvo STD 423-0009; Volvo STD423-0012; Volvo STD 5712,104
Alkali Resistance	ASTM D1308; Honda 5100Z-SE0-0000 (6-13); Honda 5100Z-SG0-A000 (6-14); Honda 5100Z-TR0-6000 (6.12); Honda 5100Z-TR0-6001 (6.12); Honda 9000Z-T2A-A000 (6.9); Honda 9000Z-SJA-A000 (6.9); Honda HES D2008 (4.2.9); Honda HES D6501 (3.24); Nissan NES M0007 (Method 37); Toyota PPS 1002; Toyota TSH 1509G (2.1.2, 2.2.1); Toyota TSH 1551G; Volkswagen TL 212 (3.6.2)
Bend Resistance/Flexibility	ASTM B545 (X2.4); ASTM B571 (3); ASTM D522, D522M; Ford FLTM BI 105-01; Honda 5100Z-SE0-0000 (6-12); Honda 5100Z-SG0-A000 (6-13); Honda HES D6501 (3.10.1, 3.11); ISO 6860; Nissan NES M0007 (Method 30); Toyota PPS 4003; Toyota TSH 1504G (2.2.1)
Chemical, Cleaning Agent, Lubricant, and Fuel Resistance	AAMA 612 (8.9); AAMA 621 (7.8) (2002) withdrawn, no superseding; AAMA 2603 (8.6); AAMA 2604 (8.7); AAMA 2605 (8.7);

Test

Chemical, Cleaning Agent,
Lubricant, and Fuel Resistance, *cont'd*

Test Methods¹

ASTM D1308;
ASTM D2248;
CAT MG1004-151;
Chrysler LP-463PB-31-01;
Daimler 49-00023 (9.6, 9.12, 10.6, 10.8);
EN/IEC 60068-2-74;
FCA LP-463PB-31-01;
GM 9500P (1988) inactive, superseded;
GMW 14333;
GMW 14334;
GMW 14701 (Methods 2-4);
GMW 15284;
Honda 4251Z-SEP-A000 (5-5);
Honda 5100Z-SE0-0000 (6-16);
Honda 5100Z-SG0-A000 (6-17);
Honda 5100Z-TR0-6000 (6.14);
Honda 5100Z-TR0-6001 (6.14);
Honda 9000Z-T2A-A000 (6.7);
Honda 9000Z-SJA-A000 (6.7);
Honda HES D2008 (4.2.7);
Honda HES D6501 (3.21, 3.22, 3.26.1, 3.27.1);
IEEE C57.12.28 (5.5.4);
IEEE C57.12.29 (5.5.4);
IEEE C57.12.32 (5.4.5);
ISO 2812-4;
John Deere JDQ 138;
MIL-PRF-24667 (4.5.8);

Navistar MPAPS GT-Paint (GT-7H, GT-7J);
Nissan NES M0007 (Methods 38, 40, 41);
PACCAR CMT 0033 (9.23);
Toyota PPS 1002;
Toyota PPS 1006;
Toyota TSH 1551G;
VDA 621-412;
Volvo STD 1026,8177

Chip Resistance (Gravelometer)

ASTM D3170/D3170M (5.4.2, 5.4.3);
Daimler 49-00023 (9.4)
Delphi DX 900163 (Method B);

GM 9508P (Method B) (2002) inactive, superseded;
GMW 14700 (Methods B and C);

Chip Resistance (Gravelometer), *cont'd*

Honda 5100Z-SE0-0000(6-10);

Test

Test Methods¹

Honda 5100Z-SG0-A000 (6-11);
Honda 5100Z-TR0-6000 (6.8);
Honda 5100Z-TR0-6001 (6.8);
John Deere JDQ 118;
Nissan NES M0007 (Method 28.3);
PACCAR CMT 0033 (9.18);
SAE J400 (Methods B and C);
Toyota TSH 1553G;
Volvo STD 1024,7132 (Room Temp)

Coating Weight

AAMA 611 (9.2);
AAMA 612 (8.2);
ASTM A90/A90M;
ASTM A428/A428M;
ASTM B137;
ASTM B680;
ASTM B767 (9.1.1);

Ford FLTM BQ 007-02;
GM 9733P (1988) superseded;
Honda 5100Z-SE0-0000 (7.2);
Honda 5100Z-SG0-A000 (7.2);
Honda 9000Z-T2A-A000 (6.2);
Honda 9000Z-SJA-A000 (6.2.1);
Honda HES D2008 (4.2.2);
ISO/EN 3892;
MIL-PRF-8625 (4.5.2.1);
MIL-DTL-16232 (4.7.3.2)

Dime Scrape

GM 9506P (1988) inactive, no superseding;
Delphi DX900068;
PACCAR CMT0033 (9.22)

Distinctness of Image (DOI) Holdout

PACCAR CMT 0033 (9.21)

Gasoline Puddle

GM 9500P (1988) superseded;

Gasoline Dip Test for Painted Parts

GM 9501P (1997) superseded;
GMW 14333 (4.3.2)

Gloss

AAMA 611 (9.4);
AAMA 612 (8.4);

Gloss, *cont'd*

AAMA 621 (7.2) (2002) withdrawn, no superseding;

Test

Test Methods¹

AAMA 2603 (8.2);
AAMA 2604 (8.2);
AAMA 2605 (8.2);
ASTM D523;
ASTM D2457;
Daimler 49-00023 (9.1);
Ford FLTM BI 110-01;
Honda HES D6501 (3.3);
ISO 2813;
John Deere JDQ 12;
Nissan NES M0007 (Method 21);
PACCAR CMT 0033 (9.16, 9.17);
Toyota TSH 1519G (3)

Hardness

AAMA 612 (8.5);
AAMA 621 (7.3) (2002) withdrawn, no superseding;
AAMA 2603 (8.3);
AAMA 2604 (8.3);
AAMA 2605 (8.3);
ASTM D3363;
Daimler 49-00023 (9.7);
Fuji/Subaru TS430-07-089 (6.2);
Honda 5100Z-SE0-0000(6-4-1);
Honda 5100Z-SG0-A000 (6-5-1);
Honda 5100Z-TR0-6000 (6.3);
Honda 5100Z-TR0-6001 (6.3);
Honda HES D6501 (3.5);
ISO 15184;
JIS K 5600-5-4;
John Deere JDQ 11;
Mitsubishi MS-82-3101 (6.6);

Navistar MPAPS GT-Paint (GT-4D);
Nissan NES M0007 (Method 26);
PACCAR CMT 0033 (9.4);
Toyota TSH 1539G (2.1)

Heat/Quench - Rapid Water Cooling

Delphi DX551200 (4.4.3);
Delphi DX551300 (4.5.3);
GMW 3044 (3.4);
GMW 4700 (3.2);
Harley-Davidson ES805-07011 (6.8);
Harley-Davidson ES805-07012 (6.8);
Honda HES D6501 (3.20.2);
Toyota TSH 3101G (5.7)

Hydrogen Embrittlement

ASTM F519

<u>Test</u>	<u>Test Methods¹</u>
Impact	AAMA 612 (8.7); AAMA 621 (7.5) (2002) withdrawn, no superseding; AAMA 2603 (8.5); AAMA 2604 (8.5); AAMA 2605 (8.5); ASTM D2794; ASTM D5420; Daimler 49-00023 (9.9); ISO 6272-1; ISO 6272-2; JIS K5600-5-3 (6); Nissan NES M0007 (Method 27); PACCAR CMT 0033 (9.10); Toyota TSH 1504G (2.1); Toyota TSH 1551G (3)
Label Compatibility	GMW 4700 (3.8)
Oil Resistance	ASTM D1308; Daimler 49-00023 (10.7); Ford WSS-M21P44-A1 (3.11.4) (2019) inactive for new design; GMW14671 (3.9.1); Honda 4251Z-SEP-A000 (5.6); Honda 5100Z-SE0-0000 (6-15); Honda 5100Z-SG0-A000 (6-16); Honda 5100Z-TR0-6000 (6.13); Honda 5100Z-TR0-6001 (6.13); Honda 9000Z-SJA-A000 (6.8); Honda 9000Z-T2A-A000 (6.8); Honda HES D2008 (4.2.8); Honda HES D6501 (3.23); Isuzu ISC-E00-006 (4.17, 4.20, 4.21); Mitsubishi ES-X71221 (4.3); Nissan NES M0007 (Method 39); Toyota TSH 1551G (10, 13) Volvo STD 1026,8177
Pull Off Strength (Adhesion)	ASTM D4541 (A4, Method E)
Rating and Evaluation: Degree of Rusting	ASTM D610; GM 8101G (1998) superseded;

Rating and Evaluation, *cont'd*:

<u>Test</u>	<u>Test Methods¹</u>
Degree of Rusting, <i>cont'd</i>	GMW 15356; GMW15357; GMW 15359; ISO 4628-3
Degree of Blistering	ASTM D714; ISO 4628-2
Evaluation of Painted/Coated/ Plated Specimens	ASTM B537; ASTM D1654; ASTM D4214; GM 9102P (2010) superseded; GMW 15282; ISO 4628-1; ISO 4628-8; ISO 10289
Rub Resistance	Toyota TSH 1502G
Scratch Resistance	ASTM D5178; ISO 1518-1
Solvent Rub Method for Determining Cure	ASTM D5402; Daimler 49-00023 (9.5); Delphi DX900120; FCA LP-463PB-31-01 (Method J) Ford WSS-M70J5-C1 (3.8.3); Ford WSS-M99P40-A3/A4 (3.5.9); Fuji/Subaru TS430-07-026 (7.10); GM 9509P (2012) superseded; GMW 15891; Honda HES D6501 (3.22); Kongsberg KVS-200 (9.5.1); MIL-DTL-53072 (4.2.3.2); Navistar MPAPS GT-Paint (GT-14A); PACCAR CMT 0033 (9.15); Toyota TSH 1551G (5.2)
Sulfur Dioxide Test (Acid Rain) (Kesternich) (SO ₂)	ASTM D6294/ D6294M; ASTM G85 (Annex A4); ASTM G87; DIN 50 018; Fiat 50180 (2007) (Methods D1 and D2); IEC/EN 60068-2-42;

Test

Sulfur Dioxide Test
(Acid Rain) (Kesternich) (SO₂), *cont'd*

Temperature Resistance /
Heat Resistance /
Thermal Cycle / Shock

Test Methods¹

ISO 3231 (1993) superseded;
ISO 6988 (1985) superseded;
UL 2703 (2015) (19.2)

ASTM C884/ C884M (12);
ASTM D5427;
ASTM D6944;
FCA LP-463-PB-22-01;
FCA LP-463-PB-64-01;
FCA PF.90176 (5.1, 5.2);
Ford ESFL34-18C310-AA; (3.17);
Ford ESGV61-18D473-AA; (R1, R2, R3);

Ford FLTM BI 107-05;
Ford FLTM BQ 104-07;
Ford WSS-M1P83-F1 (3.6);
Ford WSS-M2P177-A1-5 (3.5.7) (2006) inactive for new design;
Ford WSS-M2P184-A (3.6, 3.7, 3.8) (2009) superseded;
Ford WSS-M2P190-A (3.4.7, 3.4.8);
Ford WSS-M15P52-A (2009) (3.3.5, 3.3.6);
Ford WSS-M70J5-C1 (3.8.9, 3.8.10);
Fuji/Subaru TS430-7-82 (6.2.13);
GM 4372M (3.5.2) (2011) superseded;
GMW 14658 (3.4.2.4, 3.4.3.5);
GMW 14668 (3.4.7, 3.4.8, 3.4.9);
GMW14672 (3.4.6);
Harley-Davidson ES805-07011 (6.7);
Harley-Davidson ES805-07012 (6.7);
Honda 4251Z-SEP-A000 (5-7);
Honda 9000Z-T2A-A000 (6.11);
Honda 9000Z-SJA-A000 (6.11);
Honda HES D6001 (4.4.1);
Honda HES D6501 (3.20.1, 3.29);
IEEE C57.12.32 (4.5.6) (2002);

John Deere JDQ 148;
John Deere JDQ 149;
MIL-DTL-19834 (4.6.12);
MIL-M-13508 (4.4.4) (1973) inactive for new design;
MIL-STD-810 (Methods 501.7, 502.7);

Navistar MPAPS GT-Paint (GT-14C);
Nissan NES M0007 (Method 46);
SAE AMS-2403 (3.4.3);

Toyota TSH 3101G (5.7);
Toyota TSH 1551G;

Temperature Resistance /

Volkswagen TL211 (5.1, 5.1.1);

Test

Test Methods¹

Heat Resistance /
Thermal Cycle / Shock, *cont'd*

Volkswagen TL212 (3.7);
Volkswagen TL256 (9);
Yamaha YGK-8-501 (7.12, 7.13)

Thickness

AAMA 611 (9.1);
AAMA 612 (8.1);
ASTM B244;
ASTM B499;
ASTM D1005 (6.3);
ASTM D7091 (Type 2);
CAT 1E1951 (9.4);
CAT 1E1952 (9.4);
CAT 1E2731 (9.2);
CAT 1E2732 (9.2);

Ford FLTM BI 117-01;
Ford WSS M2P190-A (3.2.4);
Fuji/Subaru TS430-07-089 (6.1);
GM 4260P (Method 8) (1988) inactive, no superseding;
Honda 5100Z-TR0-6000 (6.2);
Honda 5100Z-TR0-6001 (6.2);
Honda HES D6501 (3.2.2);
ISO 2808 (5.2.4.1.1.3, 5.3.4, 5.5.7);
JIS H8501 (11);
MIL-DTL-53072 (4.2.3.3);
PACCAR CMT0033 (9.2.3)

Thickness, X-Ray

ASTM B568;
GM 4260P (Method 9) (1988) inactive, no superseding;
ISO 3497;
JIS H 8501 (13)

Thumbnail Hardness Test for Painted Parts

GM 9507P (1988) inactive, no superseding

UV Weathering

ASTM D4329;
ASTM D4587;
ASTM D4674 (9.1.1, Method 1);
ASTM D4799/ D4799M;
ASTM D5208;
ASTM G53 (1996) superseded;
ASTM G151;
ASTM G154;
European Norm EN 927-6;
European Norm EN 1297;
European Norm EN 12224;
European Norm EN/DIN 13523-10;
IEEE C57.12.28 (5.5.5);
IEEE C57.12.31 (4.5.5);

UV Weathering (*Cont'd*)



Test

Test Methods¹

Water Resistance

ISO 4892-1;
ISO 4892-3;
Navistar MPAPS GT-31 (Methods C&D);
Nissan NES M0007 (Method 48- 48.6.4);
PACCAR CMT0033 (9.11);
SAE J2020

ASTM A967/A967M (14.1, Practice A);
ASTM D870;
CAT MG1004-151;
Daimler 49-00023 (10.4);
Ford FLTM BI 104-01;
Ford WSS-M2P170-B1 (3.4.3);
Ford WSS-M99P41-A10 (3.26);
GMW 14704;
Honda 4251Z-SEP-A000 (5.3);
Honda 5100Z-SE0-0000 (6-7, 6-9);
Honda 5100Z-SG0-A000 (6-8, 6-10);
Honda 5100Z-TR0-6000 (6.6);
Honda 5100Z-TR0-6001 (6.6);
Honda HES D2008 (4.2.5);
Honda HES D6501 (3.18, 3.37);

ISO 2812-2;
ISO 20653 (8.4, Tbl 7, Codes 7,8);
MIL-STD-753 (Method 100) (1990) superseded;
Mitsubishi ES X 71221 (4.4);
Navistar MPAPS GT-Paint (GT-7G);
Nissan NES M0007 (Method 57);
PACCAR CMT 0033 (9.25);
SAE AMS2700 (3.2.1.2);
SAE AMS-STD-753 (Method 100);
Toyota PPS 1005;
Toyota TSH 1505G;
Toyota TSH 1509G (2.1.1);
Toyota TSH 1551G (6)

Wax Resistance

Fuji/Subaru TS430-07-026 (7.13);
Honda 5100Z-SE0-0000 (6-17);
Honda 5100Z-SG0-A000 (6-18)

Xenon Arc Weathering

ASTM D7869;

Test

Test Methods¹

ASTM G155;
Ford BO 116-01;
ISO 4892-2;
ISO 16474-2;
Navistar MPAPS GT-31 (Methods A&B);
Nissan NES M0007 (Method 48- 48.6.3);
SAE J2412;
SAE J2527

¹ When the date, revision or edition of a test method standard is not identified on the scope of accreditation, the laboratory is required to be using the current version within one year of the date of publication, per part C., Section 1 of A2LA R101 - General Requirements- Accreditation of ISO-IEC 17025 Laboratories.

NOTE: This laboratory's scope contains withdrawn or superseded methods. As a clarifier, this indicates that the applicable method itself has been withdrawn or is now considered "historical" and not that the laboratory's accreditation for the method has been withdrawn.



Accredited Laboratory

A2LA has accredited

ASSURED TESTING SERVICES

Ridgway, PA

for technical competence in the field of

Mechanical Testing

This laboratory is accredited in accordance with the recognized International Standard ISO/IEC 17025:2017 *General requirements for the competence of testing and calibration laboratories*. This accreditation demonstrates technical competence for a defined scope and the operation of a laboratory quality management system (refer to joint ISO-ILAC-IAF Communiqué dated April 2017).



Presented this 17th day of May 2021.

A blue ink signature of the Vice President of Accreditation Services.

Vice President, Accreditation Services
For the Accreditation Council
Certificate Number 2012.01
Valid to March 31, 2023

For the types of tests to which this accreditation applies, please refer to the laboratory's Mechanical Scope of Accreditation.