SCOPE OF ACCREDITATION TO ISO/IEC 17025:2017

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MECHANICAL

Valid To: May 31, 2027 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 for paints and coatings on ferrous and non-ferrous substrates, plastics, fabrics, concrete, electrical, rubber, roofing, wood and carbon:

Test:	**Test Method(s):**
Corrosion:	
Salt Spray (Fog)[1] Temperature: Ambient to 50°C	ASTM B117; ASTM G85 (Annexes A1, A2, A5); DIN 50 021 (1988); EIA 364-26; European Norm EN 60068-2-11; Ford FLTM BI 103-01; GM4298P (2010); GMW3044 (3.5); GMW3286; GMW4700 (3.6); Honda 5100Z-SE0-0000 (6-2-1); Honda 5100Z-SG0-A000 (6-2-1); Honda 5100Z-TR0-6001 (6.9); Honda 9000Z-T2A-A000 (6.3); Honda HES D6501 (3.15.1, 3.15.2); 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); MIL-STD-202-101; MIL-STD-753 (Method 104) (1990); MIL-STD-810 (Method 509.8 Procedure 1); National Aerospace NASM 1312-1; International MPAPS GT-Paint (GT-7D); Nissan NES M0140;

Test:	Test Method(s):
Salt Spray (Fog)[1] Temperature: Ambient to 50°C (*continued*)	PACCAR CMT0033 (9.14); Toyota TSH1552G
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)
Acetic Acid Salt Spray (AASS)	ASTM G85 (Annex A1); DIN 50 021 (1988); 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)	DIN 50 021 (1988); GMW14458; ISO 9227; JIS H 8502 (7.3); JIS Z 2371 (6.4)
Cyclic Salt Fog with UV Exposure	ASTM D5894;
Cyclic Corrosion Resistance[1] Temperature: Ambient to 70°C -70 to 190°C Relative Humidity: 30 to 100%	CNH MTM0106; Delphi DX900115; Ford 00.00-L-467; Ford 00.00-L-3190; Ford FLTM BI 123-01; Ford FLTM BI 123-02; Ford FLTM BI 123-03; Ford MA0045; GM9540P (2010); GMW3172 (9.4.7, 9.4.8) (2018); GMW4700 (3.7); GMW14124 (Cycles A-K, M-P, R,S, U-X); GMW14872; Honda 5100Z-SE0-0000 (6-2-2); Honda 5100Z-SG0-A000 (6-2-2); Honda 5100Z-TR0-6001 (6.10); Honda 6320Z-TK4-A000 (3.6); Honda 9000Z-T2A-A000 (6.3);

Test:	Test Method(s):
Cyclic Corrosion Resistance[1] Temperature: Ambient to 70°C / -70 to 190°C Relative Humidity: 30 to 100% (*continued*)	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); International 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); Renault D17 2028; SAE J2334; SAE J2842 (5.5.2.2); Tesla TP-0000808; Toyota TSH1555G; VDA 621-415 (1982); Volkswagen PV 1210; Volvo STD 423-0014; Volvo VCS 1027,149
Chipping Corrosion	FCA LP-463PB-52-01; Honda HES D6501 (3.33); International MPAPS GT-Paint (GT-30)
Filiform Corrosion	ASTM D2803; Daimler 49-00023 (10.5); European Norm EN 3665; GMW15287; Honda HES D6501 (3.16.1); ISO 4623-2; Nissan NES M0007 (Method 35); Volvo STD 1027,141
Hot Saltwater Resistance	FCA MS-PB-1-2 (3.1.2); Honda 5100Z-SE0-0000 (6-3); Honda 5100Z-SG0-A000 (6-3); Honda 5100Z-TR0-6001 (6.5)
Humidity[1] Temperature: Ambient to 50°C Relative Humidity: Ambient to 100%	ASTM A380/A380M (8.2.5.2); ASTM A967/A967M (14.2 Practice B); ASTM D1735; ASTM D2247; ASTM D4585/D4585M; DIN 50 017 (1982); Federal QQ-P-35C (4.4.1.2) (1988); Ford FLTM BI-104-02; GM4465P (2010);

Test:	Test Method(s):
Humidity[1] Temperature: Ambient to 50°C Relative Humidity: Ambient to 100% (*continued*)	GMW14729; Honda 4251Z-SEP-A000 (5-4); Honda 5100Z-SE0-0000 (6-8); Honda 5100Z-SG0-A000 (6-9); 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); MIL-STD-202-103; MIL-STD-753 (Method 101) (1990); MIL-STD-810 (Method 507.6); International MPAPS GT-Paint (GT-7E); Nissan NES M0007 (Method 32); PACCAR CMT0033 (9.12); SAE AMS2700 (3.2.1.1); SAE AMS-STD 753 (Method 101); SAE J1756 (7); Toyota TSH1505G (2.3); Volvo STD 423-0018; Whirlpool T22
SCAB Corrosion Creepback	Daimler 49-00023 (10.9); GMW15288; 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)
<u>Miscellaneous</u>: Abrasion	ASTM D4060; 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; Honda 5100Z-SE0-0000 (6-14); Honda 5100Z-SG0-A000 (6-15); Honda 5100Z-TR0-6001 (6-11); Honda HES D6501 (3.25); Nissan NES M0007 (Method 36); Toyota PPS 1002; Toyota TSH1509G (2.1.3, 2.2.2); Toyota TSH1551G

Test:	Test Method(s):
Adhesion	AAMA 612 (8.6); AAMA 2603 (8.4); AAMA 2604 (8.4); AAMA 2605 (8.4); ASTM B571 (excluding Section 6); ASTM D3359; ASTM D4541 (A4, Method E); FED-STD-141 (Method 6301.3); Ford FLTM BI 106-01; Fuji/Subaru TS430-07-082 (9.5); GM 9071P (2002); GMW14829; 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-TR0-6001 (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; Kongsberg KVS-200 (5.6.1. 5.6.2, 5.6.3); MIL-DTL-53072 (4.2.3.6.1); Nissan NES M0007 (Method 29); PACCAR CMT0033 (9.5, 9.6, 9.7, 9.8); SAE AMS-QQ-P-416 (3.3.2/4.6.2); Toyota TSH1503G (2.1, 2.2); Toyota TSH1551G; Volvo STD 423-0009; Volvo STD 423-0012; Volvo STD 5712,104
Alkali Resistance	ASTM D1308; Honda 5100Z-SE0-0000 (6-13); Honda 5100Z-SG0-A000 (6-14); 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 TSH1509G (2.1.2, 2.2.1); Toyota TSH1551G; Volkswagen TL 212 (3.6.2)

Test:	Test Method(s):
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 TSH1504G (2.2.1)
Chemical, Cleaning Agent, Lubricant, and Fuel Resistance	AAMA 612 (8.9); AAMA 2603 (8.6); AAMA 2604 (8.7); AAMA 2605 (8.7); ASTM D1308; ASTM D2248; CAT MG1004-151; Chrysler LP-463PB-31-01; Daimler 49-00023 (10.6, 10.8); EN/IEC 60068-2-74; FCA LP-463PB-31-01; GM9500P (1988); GMW14333; GMW14334; GMW14701 (Methods 2-4); GMW15284; Honda 4251Z-SEP-A000 (5-5); Honda 5100Z-SE0-0000 (6-16); Honda 5100Z-SG0-A000 (6-17); 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 (4.5.6); International MPAPS GT-Paint (GT-7H, GT-7J); Nissan NES M0007 (Methods 38, 40, 41); PACCAR CMT0033 (9.23); Toyota PPS 1002; Toyota PPS 1006; Toyota TSH1551G; VDA 621-412 (1985); Volvo STD 1026,8177

Test:	Test Method(s):
Chip Resistance (Gravelometer)	ASTM D3170/D3170M (5.4.2, 5.4.3); Delphi DX900163 (Method B); GM9508P (Method B) (2002); GMW14700 (Methods B and C); Honda 5100Z-SE0-0000 (6-10); Honda 5100Z-SG0-A000 (6-11); Honda 5100Z-TR0-6001 (6.8); ISO 20567-1; John Deere JDQ 118; Nissan NES M0007 (Method 28.3); PACCAR CMT0033 (9.18); SAE J400 (Methods B and C); Toyota TSH1553G; Volvo STD 1024,7132 (Room Temp)
Coating Weight	ASTM A90/A90M; ASTM A428/A428M; ASTM B137; ASTM B680; ASTM B767 (9.1.1); Ford FLTM BQ 007-02; 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)
Contact Resistance	Kongsberg KVS-10 (9.5) MIL-DTL-81706 (4.5.5) SAE AMS2474 (3.4.3.1)
Dime Scrape	Delphi DX900068; PACCAR CMT0033 (9.22)
Gasoline Puddle	GM9500P (1988);
Gasoline Dip Test for Painted Parts	GM9501P (1997); GMW14333 (4.3.2)
Gloss	ASTM D523; ASTM D2457; Ford FLTM BI 110-01; Honda HES D6501 (3.3); ISO 2813; John Deere JDQ 12; Nissan NES M0007 (Method 21);

Test:	Test Method(s):
Gloss (*continued*)	PACCAR CMT0033 (9.16, 9.17); Toyota TSH1519G (3)
Hardness	AAMA 612 (8.5); AAMA 2603 (8.3); AAMA 2604 (8.3); AAMA 2605 (8.3); ASTM D3363; Fuji/Subaru TS430-07-089 (6.2); Honda 5100Z-SE0-0000 (6-4-1); Honda 5100Z-SG0-A000 (6-5-1); Honda HES D6501 (3.5); ISO 15184; JIS K 5600-5-4; John Deere JDQ 11; Mitsubishi MS-82-3101 (6.6); Nissan NES M0007 (Method 26); PACCAR CMT0033 (9.4); Toyota TSH1539G (2.1)
Heat/Quench - Rapid Water Cooling	Delphi DX551200 (4.4.3); Delphi DX551300 (4.5.3); GMW3044 (3.4); GMW4700 (3.2); Harley-Davidson ES805-07011 (6.8); Harley-Davidson ES805-07012 (6.8); Honda HES D6501 (3.20.2); Toyota TSH3101G (5.7)
Hydrogen Embrittlement	ASTM F519
Impact	AAMA 612 (8.7); AAMA 2603 (8.5); AAMA 2604 (8.5); AAMA 2605 (8.5); ASTM D2794; ASTM D5420; ISO 6272-1; ISO 6272-2; JIS K 5600-5-3 (6); Nissan NES M0007 (Method 27); PACCAR CMT0033 (9.10); Toyota TSH1504G (2.1); Toyota TSH1551G (3)
Label Compatibility	GMW4700 (3.8)
Oil Resistance	ASTM D1308; Daimler 49-00023 (10.7);

Test:	Test Method(s):
Oil Resistance *(continued)*	GMW14671 (4.11.1); Honda 4251Z-SEP-A000 (5.6); Honda 5100Z-SE0-0000 (6-15); Honda 5100Z-SG0-A000 (6-16); 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 TSH1551G (10, 13); Volvo STD 1026,8177
Pull Off Strength (Adhesion)	ASTM D4541 (A4, Method E)
Rating and Evaluation:	
Degree of Rusting	ASTM D610; GMW15356; GMW15357; GMW15359; ISO 4628-3
Degree of Blistering	ASTM D714; ISO 4628-2
Evaluation of Painted/Coated/Plated Specimens	ASTM B537; ASTM D1654; ASTM D4214; GM9102P (2010); GMW15282; ISO 4628-1; ISO 4628-8; ISO 10289
Rub Resistance	Toyota TSH1502G
Scratch Resistance	ASTM D5178; ISO 1518-1
Solvent Rub Method for Determining Cure	ASTM D5402; 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); GM9509P (2012);

Test:	Test Method(s):
Solvent Rub Method for Determining Cure *(continued)*	GMW15891; Honda HES D6501 (3.22); Kongsberg KVS-200 (5.5); MIL-DTL-53072 (4.2.3.2); International MPAPS GT-Paint (GT-14A); PACCAR CMT0033 (9.15); Toyota TSH1551G (5.2)
Sulfur Dioxide Test (Acid Rain) (Kesternich) (SO2)	ASTM D6294/ D6294M; ASTM G85 (Annex A4); ASTM G87; DIN 50 018; ISO 3231 (1993); ISO 6988 (1985); UL 2703 (19.2)
Temperature Resistance / Heat Resistance	ASTM C884/ C884M (12); Toyota TSH3101G (5.7);
Thermal Cycle / Shock	ASTM D5427; ASTM D6944; FCA LP-463-PB-22-01; FCA LP-463-PB-64-01; FCA PF.90176 (5.1); Ford FLTM BI 107-05; Ford FLTM BQ 104-07; Ford WSS-M1P83-F1 (3.6); Ford WSS-M2P190-A (3.4.7, 3.4.8) (2021); Ford WSS-M70J5-C1 (3.8.9, 3.8.10); Fuji/Subaru TS430-07-082 (9.11); GMW14658 (3.4.2.4, 3.4.3.5); GMW14668 (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); John Deere JDQ 148; John Deere JDQ 149; MIL-DTL-19834 (4.6.12); MIL-M-13508 (4.4.4) (1973); MIL-STD-810 (Methods 501.7, 502.7); International MPAPS GT-Paint (GT-14C); Nissan NES M0007 (Method 46); SAE AMS2403 (3.4.3); Toyota TSH3101G (5.7);

Test:	Test Method(s):
Thermal Cycle / Shock (*continued*)	Toyota TSH1551G; Volkswagen TL211 (5.1, 5.1.1); Volkswagen TL212 (3.7); Volkswagen TL256 (9); Yamaha YGK-8-501 (7.12, 7.13)
Thickness	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) (2021); Fuji/Subaru TS430-07-089 (6.1); 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 H 8501 (11); MIL-DTL-53072 (4.2.3.3); PACCAR CMT0033 (9.2.3)
UV Weathering[1] Irradiance: 0.20 to 2.04 W/(m^2•nm) Black Panel Temperature: 45 to 80°C	ASTM D4329; ASTM D4587; ASTM D4674 (9.1.1, Method 1); ASTM D4799/ D4799M; ASTM D5208; 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 (5.4.5); ISO 4892-3; Navistar MPAPS GT-31 (Methods C&D); Nissan NES M0007 (Method 48- 48.6.4); PACCAR CMT0033 (9.11); SAE J2020
Water Resistance	ASTM A967/A967M (14.1, Practice A); ASTM D870; CAT MG1004-151; Ford FLTM BI 104-01; GMW14704; Honda 4251Z-SEP-A000 (5.3);

Test:	Test Method(s):
Water Resistance (*continued*)	Honda 5100Z-SE0-0000 (6-7, 6-9); Honda 5100Z-SG0-A000 (6-8, 6-10); 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); Mitsubishi ES X 71221 (4.4); International 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 TSH1505G; Toyota TSH1509G (2.1.1); Toyota TSH1551G (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[1] Irradiance: 0.25 to 2.04 W/(m^2•nm) Chamber Air Temperature: 15 to 65°C Black Panel Temperature: 15 to 120°C Relative Humidity: 20 to 95%	ASTM D7869; 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] This laboratory also uses customer-supplied specifications directly related to the testing technologies and parameters listed above.

The laboratory is only accredited for the test methods listed above. The accredited test methods are used in determining compliance with the material/requirement specifications listed below. The inclusion of these material specifications on this Scope does not confer laboratory accreditation to the material specifications nor does it confer accreditation for the method(s) embedded within the specifications unless listed above.

AAMA 611
AAMA 612
AAMA 2603
AAMA 2604
AAMA 2605
Daimler 49-00023
FCA PF.90176
Ford WSS-M2P170-B
Ford WSS-M2P177-C
General Motors GMW14664
General Motors GMW14669
General Motors GMW14671
Honda 9000Z-SJA-A000
Honda HES D 2003
Honda HES D 2021
Honda HES D 6001
MIL-DTL-5541
MIL-PRF-8625
International MPAPS GT-Paint
Nissan M5083
SAE AMS-STD-753
Toyota PPS 1005

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 3rd day of March 2025.

Mr. Trace McInturff, Vice President, Accreditation Services
For the Accreditation Council
Certificate Number 2012.01
Valid to May 31, 2027
Revised September 25, 2026

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