SCOPE OF ACCREDITATION TO ISO/IEC 17025:2017

GHESQUIERE PLASTIC TESTING, INC.
20450 Harper Avenue
Harper Woods, MI 48225
Evan Gregory Phone: 313 885 3535
Fax: 313 885 1771
E-mail: evan@gptesting.com

MECHANICAL

Valid To: December 31, 2023 Certificate Number: 0079.01

In recognition of the successful completion of the A2LA evaluation process, accreditation is granted to this laboratory to perform the following automotive tests on Plastics, Rubber, Foams, Paper/Paperboard, Composites, Textiles, Leather, Adhesives, Paints, and related materials:

Test:	**Test Method:**
Abrasion:	
Falling Sand	ASTM D968; GM9542P (8/89)[1]
Gakushin	HES D6511 Section 4.12; JIS L0849; NES M0602 Sections 20-22
Martindale	ASTM D4966; Ford FLTM BN 158-01; GMW15651; ISO 5470-2; VDA 230-210
RCA	ASTM F2357-10[1], ASTM F3152; GM9304P (9/88)[1]; Nissan NES M0136
Seatbelt	FMVSS 209 S5.1(d)
Stolle	ASTM D3886; Ford FLTM BN 108-01, FLTM BN 112-01 (9/90)[1]
Taber	ASTM D1044, ASTM D3884, ASTM D4060, ASTM G195; Chrysler LP-463KB-21-01; Ford FLTM BN 108-02; GM9337P (12/98)[1], GM9515P (9/88)[1]; GMW3208; Honda HES D6506, HES D6507; SAE J948, SAE J1530, SAE J1847, SAE Z26.1

Test:	**Test Method:**
Abrasion (cont'd):	
Wyzenbeek	ASTM D4157; Chrysler LP-463KB-06-01, LP-463KC-22-01; GM9082P (11/88)[1], GM 9222P (9/88) [1]; SAE J948, SAE J1530
Chemical Stress Resistance	ASTM D896, ASTM D1693; Ford FLTM BO 101-05, FLTM BO 127-03, FLTM BO 130-01, FLTM BO 158-03, FLTM BP 008-05, FLTM BI 113-08; GM9308P (7/95)[1]; GMW14334, GMW14445; ISO 4599, ISO 22088-3; Tesla TP-0000703
Chip Resistance / Gravelometer	ASTM D3170; Chrysler LP-463PB-52-01; GMW14700; SAE J400
Cleanability	Chrysler LP-463KC-04-01, LP-463KC-04-02, LP-463KC-04-03; Ford FLTM BN 112-03, FLTM BN 112-08, FLTM BN 110-02; GM9156P (4/89) [1]; GMW3402, GMW14334, GMW15377; Hyundai/Kia MS-210-05[1]; ISO 26082-1; Nissan NES M0133
Color Evaluation	AATCC TM 173 (Evaluation Procedures 1, 2, and 8), AATCC EP1, AATCC EP2, AATCC EP8; ASTM D1003, ASTM D2244, ASTM E313; GM9101P (1/13)[1]; ISO 105-A02, ISO 105-A03; SAE J1545, SAE J1767
Compression	ASTM D395, ASTM D695, ASTM D1056, ASTM D1621, ASTM D1667, ASTM D3574, ASTM D3575; DIN 53457, DIN 53517, DIN 53577; Ford FLTM BN 015-06, FLTM BN 115-07, FLTM BO 013-02, FLTM BO 111-01, FLTM BO 111-02, FLTM BO 113-03, FLTM BO 113-04; Honda HES D6002; ISO 604, ISO 815, ISO 844, ISO 1856, ISO 3386; Nissan NES M0142; SAE J1352
Conditioning	ASTM D618; GMW3221; ISO 291; JIS Z8703
Crocking	AATCC TM 8; Chrysler LP-463PB-54-01; Ford FLTM BN 107-01, Ford FLTM BN 107-02; GM9033P (7/13)[1]; GMW3274; ISO 105-X12, ISO 20433; SAE J861

Test:	Test Method:
Density / Weight	ASTM D297 (Hydrostatic Method s.16.3), ASTM D792, ASTM D1056, ASTM D1475, ASTM D3574, ASTM D3575, ASTM D3776; Chrysler LP-463NB-15-01; DIN 53420, DIN 53479 (Method A); Honda HES D6002; ISO 171, ISO 845, ISO 1183-1 (Method A); SAE J315, SAE J860
Filler	ASTM D586, ASTM D1278, ASTM D1506, ASTM D2584, ASTM D4218, ASTM D5630 (Method B); DIN EN 60; Ford FLTM BO 006-01, FLTM BO 006-02, FLTM BV 150-10, FLTM BV 150-12; GM9010P (3/11)[1], GM9077P (9/88)[1], GM9194P (7/88)[1]; ISO 1172, ISO 3451, ISO 6964
Film Thickness	ASTM D4138 (Procedure A); GM9518P (7/88)[1]; ISO 2808 (Methods 6A-1, 6B)
Flammability	ASTM D635, ASTM D3801, ASTM D5132, ASTM D6413; BMW GS97038; Chinese GB 8410; Chrysler MS-JP-9; DIN 75200; Fiat 7-G2000; FMVSS 302; Ford FLTM BN 024-02; ES-E97B-1011014-AA; Fuji/Subaru TS 420-00-002; GM6090M (4/89)[1]; GMW3232; Honda HES D6003; HES C206; Hyundai/Kia MS-300-08; ISO 1326, ISO 3795; Mazda MES CF050C; Mercedes DBL5307.10; Mitsubishi ES-X60410; Nissan NES M0094, NES M0142; SAE J369; Toyota TSM 0500G, BSDM 0500; Volkswagen TL 1010; Volvo 104-0001
Flex	ASTM D790, ASTM D2097, ASTM D4475, ASTM D4476, ASTM D6182; DIN 53452, DIN 53457; Ford FLTM BN 002-03, FLTM BN 102-02, FLTM BN 102-04, FLTM BN 162-01; GM9143P (6/15)[1], GM9216P (1/93) [1]; GMW3390; Honda HES D6501; ISO 178, ISO 5402, ISO 14125; Jaguar Land Rover TPJLR.52.413; SAE J949; Toyota TSM 0501G, BSDM 0501

Test:	Test Method:
Flex Fold	Chrysler LP-463KB-28-01 (Method A and C), LP- 463LB-9-01; Ford FLTM BN 102-04, FLTM BO 113-04
Fluid Immersion / Extraction	ASTM D471, ASTM D570, ASTM D629, ASTM D870, ASTM D1667, ASTM D1815, ASTM D2842; Chrysler LP-463PB-31-01, LP-463TB-1-01, LP-463TB-13-01, LP-463PB-57-03; Coast Guard CGD 77-145; Ford FLTM BI 104-01, FLTM BO 029-03, FLTM BO 129-02, FLTM BO 157-01, FLTM BP 010-01, FLTM BP 117-01, FLTM BS 004-02; GM9454P (7/10)[1], GM9514P (2/03)[1]; Honda HES D2008[2], HES D6501; ISO 62, ISO 175, ISO 1817, ISO 6427, ISO 6916-1 (Annex E); SAE J913
Fogging	ASTM D1003, ASTM D5393-93[1]; Chrysler LP-463DB-12-01; DIN 75201; Ford FLTM BO 116-03 (7/90)[1]; Fuji/Subaru TS 420-00-032; GMW3235; Honda HES D6508; Hyundai/Kia MS-300-54; ISO 6452; Mazda MES MN401; Mitsubishi ES-X83217, ES-X83231; Nissan NES M0161, NES M7081; SAE J1756; Toyota TSM 0503G, BSDM 0503; Volkswagen PV 3015; Volvo 420-0003
Friction	ASTM D1894; Chrysler LP-463KB-29-01; Ford FLTM BN 014-03, FLTM BP 003-02; ISO 8295
Fungus / Mildew	AATCC TM 30 (Parts II, III); ASTM D5590, ASTM G21, ASTM E1428; Chrysler LP463KB-34-01; ES-8G13-19A672-AA; Ford FLTM BN 012-03; GM 9215P (9/88)[1;] GMW3259, GMW16124, GMW16128; ISO 846; Mahindra E01 1269; MIL STD 810C (Method 508); Nissan NES M0076
Gloss	ASTM C584, ASTM D523, ASTM D1455; Chrysler LP-463PB-11-01; Ford FLTM BI 110-01, FLTM BI 010-02; Honda HES D6501; ISO 2813

Test:	Test Method:
Hardness	ASTM D785 (R Scale), ASTM D2240 (Shore A, D), ASTM D3363; DIN 53505; Ford FLTM BI 151-01; Honda HES D6501; ISO 868, ISO 2039-2, ISO 7619-1; Nissan NES M0142
HDT (Heat Deflection Temperature) / VICAT / SOFT POINT	ASTM D648 (Method B), ASTM D1525; Chrysler LP-463TB-14-01; ISO 75, ISO 306; Toyota TSM 0501G; BSDM 0501
Humidity	ASTM D1735, ASTM D2247, ASTM D4585; Ford FLTM BQ 104-02; GM9329P (2/03)[1]; GMW14729; Honda HES D2008[2], HES D6501
Impact	ASTM D256, ASTM D3763, ASTM D4812, ASTM D5420, ASTM D6110; Chrysler LP-463KB-28-01-B, LP-463NB-13-01, LP-463TB-9-01; DIN 53453; Ford FLTM BI 108-01, FLTM BO 117-02, FLTM BO 151-01, FLTM BO 163-01, FLTM BV 101-01, FLTM BV 101-02; GM9011P (7/14)[1], GM9528P (7/94)[1], GM9904P (1/11)[1]; GMW14093, GMW17141; Honda HES D2500, HES D6501; ISO 179, ISO 180, ISO 6603-1, ISO 6603-2; Nissan NES M0134; Toyota TSM 0501G (Section 9.4); Volkswagen PV3905
Infrared Scan	ASTM D2124, ASTM E168, ASTM E1252 (Section 9.0); GM9740P (9/88)[1]
Low Temperature Brittleness	ASTM D746, ASTM D751 (Section 60), ASTM D1329, ASTM D1790, ASTM D1912, ASTM D2137; Chrysler LP-463DD-7-01, LP-463-LB-11-01; Ford FLTM BI 107-02, FLTM BN 102-01 (Method A), FLTM BN 128-01, FLTM BU 152-04; GMW14126, GMW14127; ISO 812, ISO 974; SAE J323 (Method A)
Melt Flow	ASTM D1238, ASTM D3364; Ford FLTM BO 021-01; ISO 1133, ISO 4440
Minking / Pilling	Chrysler LP-463KB-37-01; Ford FLTM BN 108-03, FLTM BN 108-14
Moisture Content	ASTM D6869; Ford FLTM BI 102-01, FLTM BI 120-08, FLTM BO 024-02; ISO 960 (Method A), ISO 15512 (Methods A and B); SAE J315
Moisture Vapor Transmission	Ford FLTM BU 001-01, FLTM BU 001-02; GM9450P

Test:	**Test Method:**
Odor	ASTM D4339; BSDM 0505 *(excluding water extraction);* Chrysler LP-463KC-09-01; Ford FLTM BO 131-01, FLTM BO 131-03; Fuji/Subaru TS300-00-001; GME 60276 (7/78)[1]; GMW3205; Honda HES D6507; Hyundai/Kia MS-300-34; PV3900; SAE J1351; Toyota TSM 0505G *(excluding water extraction);* VDA 270; Volvo 429-0001;
Oven / Exposure Cycle	ASTM D573, ASTM D751, ASTM D1056, ASTM D1509, ASTM D3012, ASTM D3045, ASTM D3574, ASTM D3575; Chrysler LP-463CB-10-01, LP-463DD-8-02, LP-463KC-15-01, LP-463LB-12-01, LP-463LB-13-01, LP-463PB-22-01, LP-463PB-36-01; Ford FLTM BN 113-02, FLTM BN 113-03, FLTM BO 012-01, FLTM BQ 104-07, FLTM BO 040 Procedure B; GM9131P (7/94)[1], GM9142P (6/15)[1], GM9200P (7/88)[1], GM9231P (10/99)[1], GM9504P (2/03)[1], GM9758P (3/98)[1]; GMW3221, GMW14124; Hyundai/Kia MS-210-05[2]; ISO 188, ISO 2578, ISO 2796, ISO 4577, ISO 2440; Nissan NES M0131, NES M0132, NES M0142; Tesla TP-0000706
Paint Adhesion	ASTM D3359, ASTM D5402; Chrysler LP-463LB-19-01; Ford FLTM BI 104-04, FLTM BI 106-01; GM4489P (6/97)[1], GM9160P (6/15)[1], GM9502P (11/88)[1], GM9506P (11/88)[1], GM9507P (9/88)[1]; GMW14333, GMW14829, GMW15891, GMW16745, GMW16746; Honda HES D6501; ISO 2409
Peel	ASTM D413, ASTM D751, ASTM D903, ASTM D1000, ASTM D3330; Chrysler LP-463AB-37-01, LP-463LB-10-01, LP-463TB-3-01, LP-463TB-11-01; Ford FLTM BN 113-01, FLTM BN 151-05, FLTM BO 101-06, FLTM BP 008-03; GM9207P (9/88)[1], GM9210P, GM9758P (3/98)[1], GM9795P (3/90)[1], GM9797P (3/11)[1]; GMW3220, GMW14132; Honda HES D6511; ISO 2411, ISO 6133, ISO 8033, ISO 8510-2; Magna WI-7145; SAE J912, SAE J1600 (4/87)[1], SAE J1907

Test:	**Test Method:**
Plastic (General)	BSDM 0501; GM7400M (12/13)[1,2], GM 7451M (1/11)[1,2], GM 7452M (3/07)[1,2]; Honda HES D2500, HES D2501, HES D2502; ISO 1923, ISO 4591; Toyota TSM 0501G;
Salt Spray / Corrosion	ASTM B117, ASTM B368, ASTM D1654, ASTM D2059; Fiat 50180; Ford FLTM BI 004-03, FLTM BI 103-01, FLTM BQ 007-02, FLTM BQ 105-01, GMW3286, GMW14458, GMW15282, GMW16862; Honda HES D6501; ISO 4611, ISO 4628-1, ISO 4628-2, ISO 4628-3, ISO 4628-8, ISO 9227; Nissan NES M0140, NES M4063 (Section 4.5.2); SAE J1389
Scuff / Mar	Chrysler LP-463DD-18-01, LP-463PB-54-01, LP-463PF-10938; Ford FLTM BN 108-04, FLTM BN 108-10, FLTM BN 108-13, FLTM BO 162-01; GMW14130, GMW14698; GMW14125 (Appendix F and H); SAE J365; Volvo 1024 3113
Seam Strength	ASTM D751, ASTM D1117, ASTM D1683, ASTM D4884; Chrysler LP-463KB-13-01; Ford FLTM BN 106-02, FLTM BN 119-01; GMW3405, GMW14145; Honda HES D6506, HES D6511; ISO 13935; Jaguar/Land Rover TPJLR.S2.414
Shear Strength	ASTM D732, ASTM D2344, ASTM D3163, ASTM D3164, ASTM D3846; Chrysler LP-463CB-1-02, LP-463CB-8-01; Ford FLTM BV 101-06; ISO 4585, ISO 4587, ISO 6237, ISO 6238; SAE J1523, SAE J1525
Shrinkage / Dimensional Stability	ASTM D955, ASTM D1204; Chrysler LP-463TB-10-01, LP-463TB-12-01; Ford FLTM BN 005-02, FLTM BN 105-01, FLTM BN 105-03, FLTM BO 129-01; GMW4217; ISO 294-4; Nissan NES M0602; SAE J315, SAE J883, SAE J1717

Test:	Test Method:
Stain	AATCC TM 15, AATCC TM 23, AATCC TM 107, AATCC TM 118; ASTM D925 (Methods A and B), ASTM D1712, ASTM D1913; Chrysler LP-463DD-06-01, LP-463KC-01-01, LP-463KC-03-01, LP-463NB-14-01, LP-463LB-05-01, LP-463PB-57-02, LP-463KC-21-01, LP-463KC-04-04, 7.M0021; Ford FLTM AN 101-01, FLTM AN 102-01, FLTM BI 113-01, FLTM BI 113-02, FLTM BI 113-03 (3/01), FLTM BI 113-05, FLTM BI 113-07, FLTM BN 103-01, FLTM BO 112-06, FLTM BP 115-01, FLTM BP 153-01, FLTM BU 105-01, FLTM BV 107-01, FLTM BO 061-01; GM9027P (9/88)[1], GM9214P (9/88)[1], GM9240P (9/88)[1], GM9317P (7/96)[1], GM9517P (11/88)[1], GM9689P (6/14)[1], GM9736P (7/88)[1], GM9902P (7/17)[1]; GMN8170 (8/02)[1], GMN10033 (4/04)[1]; GMW14069 (8/05) [1], GMW14102, GMW14131, GMW14141, GMW14296, GMW14445, GMW14864, GMW15891; ISO 105-G02, ISO 15701, ISO 3865 (Method A, B.1 and B.2), ISO 2812-4, ISO 5978, ISO 14419; Nissan NES M0142; SAE J322, SAE J1326; VDA 230-223
Stiffness	ASTM D747; Chrysler LP-463KB-25-01; Ford FLTM BN 157-01, FLTM BN 157-02; GMW16190; ISO 17235
Tear Strength:	
Die "C"	ASTM D624, ASTM D1004; ISO 34
Elmendorf	ASTM D751, ASTM D1117, ASTM D1424, ASTM D1922, ASTM D5734 (2008)[1]; ISO 6383
Stitch	ASTM D4705; GM9149P (6/15)[1]
Tongue	ASTM D751, ASTM D1117, ASTM D1938, ASTM D2261; Chrysler LP-463KB-3-01; DIN 53507; Honda HES D6511; ISO 4674-1 (Method B), ISO 6383, ISO 8067, ISO 13937-2
Trapezoid	ASTM D1117, ASTM D4533, ASTM D5587, ASTM D5733-99; Chrysler LP-463KB-3-01; GMW3326; Honda HES D6506

Test:	**Test Method:**
Tensile	ASTM D412, ASTM D461, ASTM D638, ASTM D751, ASTM D882, ASTM D1056, ASTM D1117, ASTM D2208, ASTM D2209, ASTM D2211, ASTM D2256, ASTM D3574, ASTM D3575, ASTM D3759, ASTM D3826, ASTM D4632, ASTM D5034, ASTM D5035; Chrysler LP-463KB-2-01, LP-463KB-22-01; DIN 53455, DIN 53457, DIN 53504, DIN 53571, DIN 53857; Ford FLTM BN 013-07, FLTM BN 121-01, FLTM BN 150-04, FLTM BP 116-01; GMN6753 (10/12)[1]; GMW3010, GMW3211, GMW14148, GMW14695; Honda HES D6506, HES D6507, HES D6511; ISO 37, ISO 527, ISO 1184, ISO 1421, ISO 1798, ISO 1926, ISO 2062, ISO 13934; Nissan NES M0142; SAE J855; Toyota TSM 0501G, BSDM 0501
Textile Construction	ASTM D737, ASTM D1777, ASTM D1813, ASTM D2061, ASTM D3774, ASTM D3775, ASTM D3776, ASTM D3882, ASTM F778, ASTM D751, ASTM D3887; Chrysler LP-463KB-14-01, LP-463LB-7-01; DIN 53584, DIN 53855; Ford FLTM BN 106-01, FLTM BN 108-08; GM 9146P (7/88)[1]; GMW3182, GMW3387, GMW4089, GMW4090, GMW4141, GMW4726, GMW14777; Honda HES D6506; ISO 2286-2, ISO 2286-3, ISO 2589, ISO 5084, ISO 9073-1, ISO 9073-2 (Method A); NES M7081; SAE J882;
Thermal Analysis	ASTM D3418, ASTM D3850, ASTM D3895, ASTM D4065, ASTM D5028, ASTM D5279, ASTM E793, ASTM E794, ASTM E1131, ASTM E1269, ASTM E1356, ASTM E1640; GM9094P (11/88)[1]; ISO 3146:1985[1] (Method C), ISO 11357-1, ISO 11357-2, ISO 11357-3, ISO11358-1, ISO 11359-1, ISO 113592, ISO 11359-3, ISO 1218 (Method B)
Thermal Expansion	ASTM D696, ASTM E831, ASTM E1545; Fiat 50560
Thermal Shock	Chrysler LP-463PB-64-01, LP.7M061; Ford FLTM BI 107-05; GM9525P (9/88)[1]; GMW15919; Hyundai/Kia MS-210-05[2]
Viscosity	ASTM D789 (Section 9.3), ASTM D1200, ASTM D2196; Ford FLTM BI 102-03, FLTM BI 111-01; ISO 307, ISO 1628

Test:	**Test Method:**
Volatile Loss	ASTM D1203; Chrysler LP-463DD-4-01, LP-463NA-1-01; Honda HES D6511; ISO 176
Warpage	Ford FLTM BS 002-01; SAE J315
Weathering	AATCC TM 16.2; ASTM D822, ASTM D1499, ASTM D2565, ASTM D4355, ASTM D4459, ASTM D5031, ASTM D5071, ASTM D7869, ASTM G152, ASTM G153, ASTM G155; Chrysler LP463 KB-12-01; Fiat 50451/01 (Method A); Ford FLTM BN 017-02, FLTM BN 117-01, FLTM BN 117-03, FLTM BO 015-03, FLTM BO 115-01, FLTM BO 115-02, FLTM BO 116-01; GM9125P (7/91)[1], GMW14162 (Method D); Honda HES D6501, HES D6511; ISO 105-B06 (Procedure 5), ISO 4892-1, ISO 4892-2, ISO 4892-4; JIS D0205; Nissan NES M0135, NES M0142; SAE J1885 (3/05)[1], SAE J1960 (10/04)[1], SAE J2412, SAE J2527; Toyota TSL 0601G (Methods A and E); Tesla TP-0000701
Wrinkling	Chrysler LP-463KB-24-01, LP-463-KB-32-01

[1] *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.*

[2] *The laboratory is accredited for the test methods listed above. The accredited test methods are used in determining compliance with any material specifications included on this Scope; however, the inclusion of these material specifications on this Scope does not confer laboratory accreditation to the material specifications. Inclusion of these material specifications on this Scope also does not confer accreditation for every method embedded within the specification. Only the methods listed above on this Scope are accredited.*

Accredited Laboratory

A2LA has accredited

GHESQUIERE PLASTIC TESTING, INC.

Harper Woods, MI

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 11th day of January 2022.

Vice President, Accreditation Services
For the Accreditation Council
Certificate Number 0079.01
Valid to December 31, 2023

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