



SCOPE OF ACCREDITATION TO ISO/IEC 17025:2017

P3T LAB – POLYURETHANE PHYSICAL PROPERTY TESTING LABORATORY

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MECHANICAL

Valid To: March 31, 2025

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In recognition of the successful completion of the A2LA evaluation process, accreditation is granted to this laboratory to perform the following tests on polyurethane foam (flexible and semi-rigid), foam / fiberglass laminated boards and foam / fabric laminated rolls:

Table with 2 columns: Test Description and Test Method(s). Rows include Abrasion (Taber Method), Adhesion, and Aged Load Loss with their respective test methods.



Test(s):	Test Method(s):
Aged Weight Loss	ESB-M2D297-A4 (3.13); MS-AY 352
Air Permeability	AS 2282.14; ASTM D737, ASTM D3574 (G); GMW 16750 (3.4.3); HES D6506-00 (5.17); ISO 7231, 9237; JIS K6400 (13); Toyota TSL 2107G (4.1); MS-AY326; TSM 7100G (4.15); BSDM 7100 (4.15); TSK 6712 (6.1.13)
Ash Content	AS 2282.16; ASTM D586 2019, ASTM D1278 (14-17); Fiat 7.M8300 (1.10)
Ball Rebound	AS 2282.11; ASTM D3574 (H); ESB-M2D221 (3.17); ESX 83218 (4.15); FM-LOS-ST-10-6-01E (4.7.5); GMW14093 (3.2.3); ISO 8307; JASO B 408-89 (6.7); JIS K6400 (9), JIS K6401 (2); MÊS MN210 (5.9); MS 200-34 (4.10) NES M0086; Toyota TS Tech Honda (4-6); TSM 7100G (4.7); BSDM 7100 (4.7); Volvo STD 1024.1311; WSS-M15P6-D (3.7), WSS-M8P16-B (3.10.3)
Cell Count	AS 2282.5; WSD-M2D243-A2 (3.5.8), WSD-M2D243-A4 (3.5.8), WSD-M2D243-A5 (3.5.8); WSS-M2D491-A1 (3.5.8)
Circular Modulus	Toyota TSL 2104G (4.8)
Cleanability	Chrysler LP-463KC-04-01 (Procedures 1 and 2); GM6291M (3.1.2 Withdrawn February 2003) ¹ ; FLTM BN112-08
Coefficient of Friction	ASTM D1894
Coefficient of Linear Thermal Expansion	Toyota TSL 3616 (6.2.9); TSM 5725G (7.3.2.3), TSM 5754G (4.8), TSM 6729G (5.8), TSM 5743G (7.2.1); HTSL3616 (6.2.9)

Test(s):	Test Method(s):
Cold Cracking	Fiat 9.03138 (2.15.1); GMW14093, GMW14127; Toyota TSF 6250 (7.7); BSDA 1250 (7.8); TSK 7707G (6.12); WSS-M99-P29-A (3.4.3.2), WSS-M15P32-D (3.7.3); DBL 5306 (7.3), DBL 5471; LP -463KB-28-01 (Method B); SAE J323; Fiat MS13474; Honda 7060Z-SDN-A000 (5-21)
Cold (Low Temperature) Flexibility	ASTM D1056 (Section 57-61), Suffix F1, F2, F3; ESA M4D57-A (3.1.8), ESA M4D200-B (3.1.8); ESF-M4D155-A (3.8); ESH-M4D291(3.1.8); Fiat 7M8300 (1.9), 9.03138 (2.15.2)); FLTM BN 102-01; Honda 7426Z-S3V-A000 (4.2.5); MS-AY 301, MS-AY 303, MS-AY 326, MS-AY 349, MS-AY 350, MS-AY 355, MS-AY 545; MS-AY 358 (4.2.1); WSS M15P2-C; M99-P32-A (3.10); DBL 5455 (4.9)
Cold Fold	LP-463KB-28-01, Method A
Cold Resistance	MS-AY 310; TSK 7707G (6.5, 6.13)
Color	SAE J1767; VW 50190; ISO 105-A05; LP.7M029(A); ASTM D2244
Compression and Recovery	ESB-M17H93-C2, ESB-M17H93-C3, ESB-M17H93-C4 (3.4.9)
Compression, Recovery, Extrusion	ASTM D545, ASTM D1752, ASTM D5249, ASTM D7174
Compression Deflection Stress	ISO 3386-1, ISO 3386-2
Compression Force Deflection	ASTM D1056 (17-22, 35-42), ASTM D3574 (C); BS 4443-2-7; DIN 53577; ESX 83218 (4.4, 4.7); ISO 844, 6916-2 (Annex B); JIS K6400 (Annex); Kia MS200-34 (4.7, 4.8); Renault D47 1003; Toyota TSK 6712G (6.1.2); TSM 6716G (4.8.2, 4.8.3), TSM 7100G (4.3, 4.4); BSDM 7100; Fiat 50423 (2)

Test(s):	Test Method(s):
Compression Load Deflection Change	ESB-M2D221 (3.5.2); FLTM BO 13-2
Compression Ratio and Recovery	TSL 5100G (4.27)
Compression Set	AS 2282.9; ASTM D1056 (50-56), ASTM D3574 (D), ASTM D3575 (B); BS 4443-1-6A; DIN 53572; ESX 83218 (4.9); Fiat 7M8300 (1.6), Fiat 50423 (3.1); FLTM BN 115-07; FM-LOS-ST-10-6-01E (4.7.6); Honda 7426Z-S3V-A000 (4.3.3); Hyundai MS-200-34; ISO 815-1, ISO 1856, ISO 6916-2 (Annex D); JASO B 408-89 (6.9); JIS K6301 (10), JIS K6400 (7); MES MN210 (5.7); NES M0086 (8); NHK-00-045A; Renault D45 1046; Toyota TS Tech Honda (4-8-1); TSK 6712G (6.1.5.1); TSM 5725G (7.1.2.3), TSM 5743G (7.1.2), TSM 7100G (4.8); Volvo STD 1024.1111; BSDM 7100 (4.8.1)
Compressive Strength	ASTM D1621 (A), ASTM D3575 (D); DIN 53421; FLTM BO 115-08; PV 3919; TSL 3608G (4.7); TSM 5725G (7.1), TSM 6729G (5.6), TSM 5743G (7.1.2)
Conditioning	AS 2282.1; ASTM D3574 (6); ISO 2231; GMW3221 (A & B); BSDM 7100 (3.1)
Crease	GM9201P; LP-463KB-32-01; WSS M8P3 (3.29.1), WSS M8P18 (3.13.2)
Curling	GMW4089; WSS-M8P18-A1/A2/A3/A4 (3.19), WSS-M8P30-A (3.11); TM-6001 (3.6.4.11)

Test Description	Test Method(s)
Density	AS 2282.3, -4; ASTM C271/C271M, ASTM D1056 (61-66), ASTM D1622, ASTM D3574 (A), ASTM D3575 Suffix A (B); BS 4443-1-2; ESX 83218; FLTM BN106-01; FM-LOS-ST-10-6-01E (4.7.1); Fiat 7M8300 (1.14); HES D6506-00 (5.1); Honda 8330Z-SDCA-A000 (4.2.1), 7426Z-S3V-A000; Hyundai MS-200-34; ISO 845; DRRR; JASO B 408-89 (6.1); JIS K6400 (5); MES MN 210 (5.7); NES M0086 (4); NHK-00-045A; Renault D45 1045; Toyota TS Tech Honda (4-1); TSK 7707G (6.1), 6712G (6.1.1); TSL 3608G, (4.3); TSM 5725G (7.1.2), TSM 6729G, TSM 7100G (4.1), TSM 5743G (7.11); Volvo STD 1026.6122; Fiat 50423 (3.3); BSDL 2603 (5.3); BSDM 7100 (4.1)
Dimensional Stability	ASTM D2126, ASTM D3574 (K), ASTM D3575 Suffix S; DIN 53424 (3); GMW4217, 15725; Honda 98M-8320Z-S84-0000 (5.23), 7060Z-SDN-A000, 8320Z-SDA-000; HTSL3616 (6.2.7), (6.2.8) ISO 2796; 17130; MS DC600 (Table 3.8); NES D6505 (5.25, 5.26), NES M0086 (9); SAE J315 (3.15), SAE J883; Toyota TL 52685 (8.5); TSL 2104G (4.5), TSL 3616 (6.2.7, 6.2.8); TSM 5725G (7.3), TSM 6729G (5.7), TSM 5743G (7.2.2); WB 0001 (3.3.1); WSK-M2D419-A(3.4.4)

Test Description	Test Method(s)
Dry Heat Aging	ASTM D3574 (K), ASTM D1056 (35-42), ASTM D573; Chrysler LP-463LB-13-01; LP-463CB10-01; ESX 83218 (4.4a); Fiat AUTO 9.03139 (2.12.2), 7M8300 (2.3); GMW14358, 14196 (3.8.2); Honda 98M-8320Z-S84-0000 (5.2); 7060Z-SDN-A000 (5.2); HTSL 3616 (6.2.4), (6.2.6); ISO 2440; TP-0000706; Kia MS200-34 (4.4); Toyota TSF 6250 (7.6), 7754G (5.6)(5.8.2); BSDA 1250 (7.7); TSK 7707G (6.10), TSK 6712G (6.19); TSM 7100G (4.11); BSDM 7100 (4.11); TSL 5100G (4.17), TSL 3608 (4.8), (4.13); Volvo STD 1027.2221
Effect of Liquids	ASTM D896, ASTM D543; GMW15725 (4.7), 14334; ISO 1817 (7.2, 7.3, 7.4)
Environmental Aging	AS 2282.10; Chrysler 463LB-12-01; Fiat AUTO 9.03137 (2.14.2), Fiat AUTO 9.03138 (2.14); GMW15725 (4.3), GMW3232, GMW14124 (Cycles: H, M, N, P, Q, R, S, T, W); Honda 98M-8320Z-S84-0000 (5.4); FLTM BO 040-01; ISO 2440; Ford SK-M98D9736-A; WSS-M99-P29-A (3.4.7), B (3.2.5), WSS-M99P32-E2/E3/E4/E5/E6 (3.3.15.1), (3.3.15.2): F2/F3/F4/F5 (3.3.15.1), (3.3.15.2); WSS-M99P48, WSS-M15P32-D (3.7.1), (3.7.2); Toyota TSF 6250G (7.4), TSF 7754G (5.8); TSL-3608G(4.14) BSDA 1250 (7.4); TSM 5725G (3, 4, 5, 6), TSM 7100G (4.10), TSM 6729G (5.6.2, 5.6.3, 5.6.4, 5.6.5, 5.6.6); BSDM 7100 (4.10); TSK 6712G (6.1.11, 6.1.12)

Test Description	Test Method(s)
<p>Fatigue Resistance</p> <p>by Roller Shear</p> <p>by Constant Force Pounding</p> <p>by Static Force</p> <p>by Constant Deflection</p>	<p>AS 2282.12 (Method B); ASTM D3574 (I2); FLTM BO 12-4;</p> <p>ASTM D3574 (I3), ASTM D1564; ESX 83218 (4.10); Honda 7426Z-S3V-A000 (4.3.4), 8330Z-SDCA-A000; Hyundai MS-200-34 (4.10); ISO 3385; JASO B 408-89 (6.8); JIS K6382, K6400 (8); NES M0086 (11); NHK-00-045A Toyota TS Tech Honda (4-7); TSK 6712 (6.1.8); TSM 7100G (4.9); BSDM 7100 (4.9);</p> <p>AS 2282.12 (Method A); ASTM D3574 (II);</p> <p>ASTM D3574 (I5);</p>
<p>Flammability</p>	<p>CAL 117, Vertical Burn & Smoldering, CAL 117-2000, Section A, Part I, Vertical Burn; CAL 117-2000, Section D, Part II, Smoldering; TL 1011; UFAC – 1990 (Part A); UL 94 (except section 10, Radiant Panel Flame Spread Test); NFPA 260</p>

Test(s):	Test Method(s):
Flammability, Horizontal Burn	ASTM D5132; TSD No. 302 DIN 75200; ES-E97B-1011014-AA; ESX 60410; FIAT AUTO STD 7-G200; FLTM BN 024-02; FM-LOS-ST-10-6-01E (4.7.7); FMVSS 302, DBL 5307; GB 8410; GM 9070P (Withdrawn September 2011) ¹ ; GMW3232; HES C206-99 (A), HES D6003; ISO 3795 MS.90095; JIS K6400 (12); Kia MS300-08; MES CF 050; MS JP 9-4; NES M0094; PV 3357; Renault D45 1333; SAE J369; Toyota TSM 0500G, 0504G (A); BSDM 0500; HTSM 0500G; Volvo STD 5031.1, 104-0001; VW TL 1010
Flexibility	ESB M2D221 (3.5.3), M2D243-A (3.3.8.2), M2D297-A4 (3.12), M4D113 (3.4.2), M4D262-C (3.4.2), M17H93 (3.4.3); FLTM BN 102-01, BO 012-01; M17H93-C7 (3.6.6)
Flexural Modulus	ASTM C203, D790 (A); DIN 53423; GMW14278 (4.4); Honda 8320Z-SDA-0000 (6.17), 98M-8320Z-S84-0000 (5.21), 7060Z-SDN-A000 (5.11), 8460Z-TX6-0000 ISO 178; ISO 14125; JCI-OHS-028; HTSL3616(6.2.5) SAE J949; TSL 3608(4.5), TSL 3616 (6.2.5)

Test(s):	Test Method(s):
Fogging	Chrysler LP-463DB-12-01; DIN 75201; ISO 6452; GMW3235; FM-LOS-ST-10-6-01E (4.7.9); NES M0086; Renault D 45 1727; PV 3015; SAE J1756; Toyota TSM 0503G; BSDM 0503; HTSM 0503G; Volvo STD 1027.2711, STD 1027.2719
Amine Fogging Composite	TSL 2606G (5.32.3), TSL 5702G (6.12.2), TSL 5100G(4.3.1) TSM 0503G; NES M408
Friability	ASTM C421
Gloss	ASTM D523; LP.7M032(A)
Heat Aged Weight Loss	Honda 7426Z-S3V-A000 (4.2.6); MS-AY 352 (Table 1)
Heat and Humidity Discoloration Resistance	Chrysler LP-463LB-13-01; GMW14196 (3.8.2), GMW 15725 (4.3, 4.5.1); NES 8700 NDS00 (12.1.1); PV 3959
Hemmed Spot	TSL 2105G (4.17)
Humidity Aging	ASTM D2126, ASTM D3574 (J1, J2) (L); BSDA 1250 (7.5); FLTM BO 12-1; GMW14357, 14729 Option B, GMW 14444 (4.4.10); ISO 2440; JASO B 408-89 (6.11); JIS K6400 (2); Renault 1637; Toyota TS Tech Honda (4-8-2); TSK 7707G (6.11), TSK 6712G (6.1.10); TSL 3616(6.2.4), TSL 3608 (4.9); TSF 7754G (5.7) (5.8.3), TSF 7754G (5.19); TSM 7100G (4.8); BSDM 7100 (4.12); Volvo STD 1027.2421; Honda 7060Z-SDN-A000 (5-3)
Hydrolytic Stability	GM9231P (Withdrawn May 2017) ¹

Test(s):	Test Method(s):
Hysteresis Loss of Foams	ASTM D3574 (N); JASO B408-89 (6.3); JIS K6400 (Annex); Toyota TS Tech Honda (4-3-5); TSM 7100G (4.3); MES MN210(6.2) BSDM 7100 (4.3); TSK 6712G (6.1.2.2); PV 3427; D45 5128; FLTM BO 121-01
Hot Creep	Honda 7060Z-SDN-A000 (5-5); TSK 6712G (6.3.8.2)
Ignitability of Upholstered Furniture	SN EN 1021-1, -2; ISO 8191-1, -2; ISO 7176
Indentation Force Deflection	AS 2282.8; ASTM D3574 (B1, B2); BS 4443-2-7; DIN 53576, 53579 (T1); ESX 83218 (4.7); FIAT Auto STD 7.M8300 (D/1), MS 50430/02; FLTM BO 12-1, BO 121-01; FM-LOS-ST-10-6-01E (4.7.2); GMW14359; ISO 2439, 3385, ISO 2439, 48-4; JASO B 408-89 (6.2); JIS K6382 (5.3), JIS K6400; Kia MS200-34 (4.7, 4.8); MS DC-649 (Appendix A), DC69<S> (Table 3); NES M0086 (5); SAE J815; Toyota TS Tech Honda (4-2); TSK 7707G (6.14), TSK 6712G (6.1.2.1); TSM 6716G (4.8.2), TSM 7100G (4.2, 4.3); BSDM 7100 (4.2); Volvo STD 1024.3131
Inverted Bending Test	ASTM D1388 Option A; GMW3390; TSL 2104G (4.9)
Leakage Test	WSK-M2D419-A (3.4.8.1); GMW 17650
Linear Dimensions	AS 2282.02-1999; ISO 1923; Volvo STD 1022.2315
Limited Oxygen Index (Flammability)	ASTM D2863; ISO 4589-2; GB/T 2409
Load Height Change (Loss)	ESB M2D221 (3.5.1), ESB M17H93-C1, C2, C3, C4, C5, C6 (3.4.2)
Low Temperature, Bending Test Under Constant Load	TSL 5100G (4.29)

Test(s):	Test Method(s):
Low Temperature Load Compression	ESB M2D221 (3.6), ESB M2D243-A (3.3.9), ESB M4D262 (3.5)
Mass per Area	ASTM D3776 (Option C), ASTM D5261, ASTM D751; FLTM BN 106-01; ISO 2286-2; GMW3182; SAE J860; Toyota TSL 2104G (4.1), 5100G (4.2); HTSL3616 (6.2.3); BSDL 2603 (5.2), 2104 (4.16)
Mildew Resistance	ESB-M2D297-A4 (3.11); FIS 1225; FLTM BO131-03; Ford WSS-M99-P32-A (3.15), WSS-M99P32 E1 (3.7.1), WSS-M99P32 E6 (3.6.1), WSS-M99P32 F1, 2, 3, 4,5 (3.3.4), WSS-M15P27F (3.10), WSS-M8P30-A1 (3.8), WSS-M99P48-B1-B3, WSS-M15P32-D (3.4.4); TM 6001 (3.6.3.27); TM 4001(3.4.22); GMW3259
Moisture Uptake	GMW14777; Ford WSS-M99P32-E1 (3.8.6), Ford WSS-M99P32- E6 (3.7.6), WSS-M2D491-A1 (3.5.14), WSS-M99P-32A (3.9),WSS-M99P-B (3.7), -C (3.11); WSS-M99P-F2/F3/F4/F5 (3.3.5)
Odor	ESB-M2D221 (3.8), ESB-M4D262 (3.7); ESX 62101, ESX 32102, ESX 83220, ESX 83218; FIS 1225; FLTM BO 131-01, FLTM BO 131-03; FM-LOS-ST-10-6-01E (4.7.8); GMW3205; Honda 7426Z-S3V-A000 (4.4.9), 8330Z-SDCA-A000 (4.2.10); LP-463KC-09-01; MS DC634-B5, MS 300-34; MES CF 055B; NSC STD 2.16.1; SAE J1351; Toyota TS 202731; TSM 0505G; BSDM 0505; HTSM 0505G; PV3900; VDA 270
Open Cell Content	ASTM D6226
Pinch Fold	LP-463KB-28-01 Method C
Recoverability	MS DC600 (Table 3.9)
Recovery Time	ASTM D3574 (M)
Resistance to Blocking	GMW14132
Resistance to Heat	Chrysler LP-463LB-13-01
Resistance to Cold Cracking	GMW14127; SAE J323 (A)

Test(s):	Test Method(s):
Resistance to Deterioration	ESB M2D221-A, B, C (3.5), ESB M4D113-C (3.4), ESB M4D262-C (3.4); FLTM BO 12-1
Resistance to Humidity Hot and Cold Cycling	Chrysler LP-463LB-12-01; GMW15725 (4.3); ISO 6270-2; TSF7754G (5.19)
Resistance to Steaming	Chrysler LP-463KC-15-01
Sag	GMW16190, GMW14838; Honda 8320Z-SDA-0000 (6.18), Honda 8320Z-S84-0000 (5.22), Honda 7060Z-SDN-A00 (5.12)
Shear Creep Test	TSK 6712G (6.3.8) (6.3.3); Honda 7060Z-SDN-A000 (5-6)
Shrinkage	FLTM BN 105-01; SAE J883; GMW4217, GMW14122 (3.2.6); TSL 2100G (4.4), TSL 5100 (4.15) (4.16); HES D6506-00 (5.12); Honda 7426Z-S3V-A000 (4.2.6)
Solvent Resistance	AS 2282.13; ESB M2D221-A, B, C (3.11), ESB M2D221-D (3.10), ESB M2D243-A (3.3.13), ESB M4D113 (3.10), ESB M4D262-C (3.10), ESB M17H93 (3.4.7), ESB MS-AY 309, 310; NSC STD 2.16.1; TS 202731 (3.8.14); TMS 6501 (4.3.9)
Shore Hardness Type A, D, 000	ASTM D2240
Staining	ASTM D925 (A); GMW14444 (4.4.7); MS200-34, MS-DC649(Appendix A), MS-DC69(Appendix A), MS-AY320 Appendix A; NSC STD 2.16.1; PF 10696 Table 7; Toyota TSK 7707G (6.4), TSK 6712G (6.17); TSM 7100G (4.14); BSDM 7100 (4.14); VW Staining PV 3937; WSS M15P20-B1/B2 (3.3.13); Fiat 9.03163 (2.17)
Staining of Polycarbonate	Honda 7426Z-S3V-A000 (4.3.5)
Stress Relaxation Test	TSM 7100G (4.4); BSDM 7100 (4.4)
Stretch and Set	GMW3211; HES D6506-00 (5.5); SAE J855; Toyota TSL 2104G (4.6), TSL 2105G (4.2), TSL 5100G (4.26)

Test(s):	Test Method(s):
Tear Resistance	AS 2282.7; ASTM D624 (Die C), ASTM D1004, ASTM D2261, ASTM D3574 (F), ASTM D4533, ASTM D5587, DIN 53356 A; ESX-83218 (4.3); GMW3326; HES D6506-00 (5.6); Hyundai MS-200-34 (4.3); ISO 34-1, ISO 8067, ISO 13937-2; ISO 4674-1 JASO B 408-89 (6.6); JIS K6301, K6400; NES M0086 (12); NHK00-045A Renault D41 1048; Toyota TS Tech Honda (4-5); TSK 7707G (6.3); TSL 2105G (4.3), TSL 2106G (4.2, 4.3); TSL 5100G (4.4.2); TSM 7100G (4.6), TSM 5743G (7.2.3); BSDM 7100 (4.6); BSDL 2603 (5.8); Volvo STD 1024.3721
Tensile / Elongation	AS 2282.6; ASTM D412, ASTM D1623, ASTM D3574 (E), ASTM D5034, ASTM D5035, ASTM D638, ASTM D882, ASTM D751 (11-17); BS 4443-1-3A; DIN 53571 A2; ESX-83218 (4.2); GMW3010; HES D6506-00 (5.4), HES 832-0Z-SW5-9000 (5.4); Honda 98M-8320Z-S84-0000 (5.3), Honda 83308-SDCA-A000; Hyundai MS-200-34 (4.2); ISO 527-1, -2 (<i>except 5.1.5</i>), ISO 1798, ISO 1926, ISO 3342, ISO 1421; JASO B 408-89 (6.5); JIS K6251, JIS K6301 (3), JIS K6400 (10); LP-463KP-02-01; NES M0086 (6); NHK 00-045A Renault D41 1029; Toyota TS Tech Honda (4-4); TSK 7707G (6.2), TSK 6712G (6.1.3); TSL 2105G (4.1), TSL 2106G (4.1), TSL 5100G (4.3.2), TSL 3608(4.6); TSM 7100G (4.5), TSM 5743G (7.2.4); BSDL 2603 (5.5) (5.7); BSDM 7100 (4.5); Volvo STD 1024.2115
Thermal Conductivity	ASTM C518

Test(s):	Test Method(s):
Thickness	ASTM D1777, ASTM D1813, ASTM D5199, ASTM D5736; GMW14777; ISO 5084, ISO 1923, ISO 2589; SAE J882; TSL 2100G; TSL 2104G, TSL 5100G (6.4)
Water Absorption	ASTM C272, ASTM D570, ASTM D1056 (43-49), ASTM D1016, Methods A and B GMW14102, GMW14777; Honda 7060Z-SDN-A000 (5-7), Honda 8320Z-SDA-000 (6-7); ISO 6916-2 (Annex E); MS DC600 (Table 3.11); NES M0086; SAE J315 (12); Toyota TSK 7707G (6.7); TSK 6712G (6.1.6); BSDL 2603 (5.4); TSL 3608(4.12)
Wet Heat Aging Compression Set	ASTM D3574 (L); ESX-83218 (4.9); JIS K6400; ISO 13362; MÊS MN210 (5.10), MS 200-34 (4.9.3) NES M0086; NHK 00-045A Renault 41 1637; Toyota TS Tech Honda (4-8-2); TSK 6712G (6.1.5 [2]); TSM 7100G (4.8.2); BSDM 7100 (4.8.2); TIS 01208-00L92 (2.3)
Water Wicking	9.03160 (2.16); SAE J913 (3.2 a,b,c); TSL 3608G (4.5)
Wet Aged CFD Loss	ASTM D3574 (L, C)
VOC/SVOC	GMW15634, 8081; VDA 278; DBL 8585; ISO12219-1, ISO 12219-2, ISO 16000-6; PSA 10 5495; STD 429-0003; PV3341; FLMT BZ 157-01; VDA227; TSM 0508G; HES0094Z-SNA-0000 MES CF 080; NES M 0402; TP-0000912; TM-4001 RTS-1745; RDS 00260

Test(s):	Test Method(s):
Aldehyde & Ketone Emissions	GMW15635; FLTM BZ 156-01; PV3925; PB VWL 709; VDA275; ISO 12219-2, 16000-3; STD 429-0002; BMW AA-0061

¹ 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.

The laboratory is only accredited for the test methods listed above. The accredited test methods are used in determining compliance with the material 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.

ASTM D3887, Section 9
MS-DB 50, Sections 18, 19
WSS-M99-P32



Accredited Laboratory

A2LA has accredited

P3T LAB – POLYURETHANE PHYSICAL PROPERTY TESTING LABORATORY

Woodbridge, Ontario, Canada

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 6th day of March 2023.

A blue ink signature of Trace McInturff, written in a cursive style.

Mr. Trace McInturff, Vice President, Accreditation Services
For the Accreditation Council
Certificate Number 2050.01
Valid to March 31, 2025

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