



THE AMERICAN ASSOCIATION FOR
LABORATORY ACCREDITATION

ACCREDITED LABORATORY

A2LA has accredited

**COMPLIANCE MANAGEMENT GROUP (CMG) -
MARLBORO, MA**

Marlboro, MA

for technical competence in the field of

Electrical Testing

This laboratory is accredited in accordance with the recognized International Standard ISO/IEC 17025:2005 *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 18 June 2005*).



Presented this 26th day of October 2007.

A handwritten signature in cursive script, reading "Peter Abney".

President

For the Accreditation Council

Certificate Number 2316.01

Valid to May 31, 2009

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

SCOPE OF ACCREDITATION TO ISO/IEC 17025:2005

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ELECTRICAL (AEMCLAP/EMC)¹

Valid to: May 31, 2009

Certificate Number: 2316.01

In recognition of the successful completion of the A2LA and the Automotive EMC Laboratory Accreditation Program (AEMCLAP)¹ evaluation process, accreditation is granted to this laboratory to perform the following automotive electromagnetic compatibility and other electrical and environmental simulation tests:

Test Technology:

***AEMCLRP⁽¹⁾ (Rev. 4) Recognized Tests
and Addendum May 25, 2007)***

Test Method(s)

Electrostatic Discharge (ESD)

Appendix D

(Ford, GM, Chrysler)

Pebble Beach - TP 4001 Test Configuration

ISO 10605 (2001);
DC-11224 (Change A), Section 10.1, 10.2;
Ford ES-XW7T-1A278-AC (CI 280);
GMW 3097 (2006) Sections 3.6.1, 3.6.2, 3.6.3,
3.6.4, 3.6.5

RF Conducted Emissions

Appendix F

(Chrysler, Ford, GM)

Augusta National - TP 4003 Test Configuration

CISPR 25 (2002) Section 6.2 & 6.3;
Ford ES-XW7T-1A278-AC (CE 420);
DC-11224 (Change A) Section 6.3 and 6.4 and
LP-388C-65;
GMW 3097 (2006) Section 3.3.2

Bulk Current Injection (BCI)

Appendix I, Substitution Method

(Chrysler, Ford, GM)

Pebble Beach - TP 4005 Test Configuration

ISO 11452-4 (2005);
DC-11224 (Change A), Section 7.2 and
LP 388C-65;
Ford ES-XW7T-1A278-AC (RI 112);
GMW 3097 (2006) Section 3.4.1

Test Technology:

Automotive Non-AEMCLRP

Electrostatic Discharge (ESD)

Test Method(s)

ISO 10605; SAE J1113-13;
GMW 3097 Section 3.6;
Ford ES-XW7T-1A278-AB (CI-280);
DC-10614, LP388C-42

Absorption Chamber
(Up to 3 GHz)

ISO 11452-2;
SAE J1113-21;
Ford ES-XW7T-1A278-AB (RI 114)

Radiated & Conducted Emissions
(Automotive EMC)

CISPR 25 Section 6.2 & 6.4;
SAE J1113-41;
GMW 3097 Section 3.3.1 & 3.3.2;
Ford ES-XW7T-1A278-AB/AC (RE 310),
(CE420);
DC-10614 Sections 6.3 & 6.5

Bulk Current Injection (BCI),
Close Loop & Substitution Method

ISO 11452-4;
SAE J1113-4;
GM 3097 Section 3.4.1 Substitution Method;
DC-10614 Section 6.5;
Ford ES-XW7T-1A278-AB/AC (RI 112)

Conducted Transient Disturbances
Power lines

ISO 7637-2;
SAE J1113-11

Conducted Transient Disturbances
Other than supply lines

ISO 7637-3;
SAE J1113-12

Commercial EMC Emissions

Radiated and Conducted EMI Emissions
(Commercial EMC)

CFR 47, FCC Method Part 15, (using ANSI/IEEE
C63.4 2003), FCC Part 18 (using MP5); CISPR 11,
CISPR 15, CISPR 22; EN 55011, EN55015, EN
55022, EN 55103-1; AS/NZS CISPR 11, AS/NZS
CISPR 22; AS/NZS 3548; AS/NZS 2064.1/2;
ICES-001; ICES-003; CNS 13438, CNS 13783,
CNS 13803; VCCI V-2, V-3, V-4; KN 11,
KN 15, KN 22

Harmonic Current Emissions and Flicker

IEC 61000-3-2; EN 61000-3-2;
AS/NZS 61000.3.2; IEC 61000-3-3;
EN 61000-3-3; AS/NZS 61000.3.3

Generic Standards- Emissions

EN 61000-6-3, EN 61000-6-4; CISPR 14-1;
EN 55014-1;

Test Technology:

Test Method(s)

Immunity

Electrostatic Discharge (ESD)

IEC 61000-4-2; EN 61000-4-2;
AS/NZS 61000.4.2; KN 61000-4-2

Radiated Immunity

IEC 61000-4-3; EN 61000-4-3;
AS/NZS 61000.4.3; KN 61000-4-3

Electrical Fast Transient (EFT)

IEC 61000-4-4; EN 61000-4-4;
AS/NZS 61000.4.4; KN 61000-4-4

Surge Immunity

IEC 61000-4-5; EN 61000-4-5;
AS/NZS 61000.4.5; KN 61000-4-5

Conducted Immunity

IEC 61000-4-6; EN 61000-4-6;
AS/NZS 61000.4.6; KN 61000-4-6

Magnetic Fields Immunity

IEC 61000-4-8; EN 61000-4-8;
AS/NZS 61000.4.8; KN 61000-4-8

Voltage Dips & Interrupts

IEC 61000-4-11; EN 61000-4-11;
AS/NZS 61000.4-11; KN 61000-4-11

Generic or specific

EN 50091-2; EN 55014-2; EN 55020; EN 55024;
EN 55103-2 EN 60601-1-2; EN 61000-6-1;
EN 61000-6-2; EN 61326-1; EN 61547;
EN 62040-2; AS/NZS 61000.6.1; KN 60601-1-2;
AS/NZS 61000.6.2; AS/NZS CISPR 24; CISPR 24

***Republic of Korea Radio Research Laboratory
[RRL] List of Technical Regulations***

Technical Requirements for Electromagnetic
Interference

RRL Notice No. 2006-126, Dec 29, 2006

Technical Requirements for Electromagnetic
Susceptibility

RRL Notice No. 2006-127, Dec 29, 2006

Conformity Assessment Procedure for
Electromagnetic Interference

RRL Notice No. 2006-128, Dec 29, 2006

Conformity Assessment Procedure for
Electromagnetic Susceptibility

RRL Notice No. 2006-129, Dec 29, 2006

*The specific test methods designated with the KN
prefix are shown in the EMC Sections in this Scope
of Accreditation.*

<u>Test Technology:</u>	<u>Test Method(s)</u>
<i>Environmental Simulation Tests</i>	
Cold	IEC68-2-01
Change of Temperature	IEC68-2-14
Mechanical Shock	IEC68-2-27
Damp Heat, Cyclic	IEC68-2-30
Vibration, Sinusoidal	IEC60068-2-06
Dry Heat	IEC68-2-02
Packaging Tests	ISTA Procedures 1A, 1B, 1C, 1D, 2A, 2B, 2C, 2D, 2E, 3C, and 3D

¹ A2LA provides Accreditation for the Automotive EMC Laboratory Recognition Program (AEMCLRP) which is designated as the Automotive EMC Laboratory Accreditation Program (AEMCLAP). Chrysler, Ford Motor Company (Ford) and General Motors Corporation (GM) provide overall recognition as part of the AEMCLRP document (Fourth Edition, 01/27/06 and Addendum May 25, 2007). This document is available on the A2LA web site (www.a2la.org). Accreditation to the A2LA AEMCLAP requirements does not ensure recognition by the aforementioned organizations. Confirmation of recognition can be obtained from these organizations directly.