



# CERTIFICATE OF ACCREDITATION

**The ANSI National Accreditation Board**

Hereby attests that

**Link Engineering Company**  
20715 West Happy Valley Road  
Wittmann, AZ 85361

Fulfills the requirements of

**ISO/IEC 17025:2017**

In the field of

**TESTING and CALIBRATION**

This certificate is valid only when accompanied by a current scope of accreditation document.  
The current scope of accreditation can be verified at [www.anab.org](http://www.anab.org).

A handwritten signature in black ink, appearing to read 'R. Douglas Leonard Jr.', is positioned above a horizontal line.

R. Douglas Leonard Jr., VP, PILR SBU

Expiry Date: 21 October 2023  
Certificate Number: ACT-1997.02



This laboratory is accredited in accordance with the recognized International Standard ISO/IEC 17025:2017.  
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).

**SCOPE OF ACCREDITATION TO ISO/IEC 17025:2017**

**Link Engineering Company**

20715 West Happy Valley Road  
Wittmann, AZ 85361

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**TESTING AND CALIBRATION**

Valid to: **October 21, 2023**

Certificate Number: **ACT-1997.02**

**TESTING**

**Mechanical**

<b>Specific Tests and/or Properties Measured</b>	<b>Specification, Standard, Method, or Test Technique</b>	<b>Items, Materials or Product Tested</b>	<b>Key Equipment or Technology</b>
Full Brake System	ECE-R13, ECE-R13H, ECE-R78, ECE R90, FMVSS 105, FMVSS 122, FMVSS 135, ECE R139 (BAS)	Friction Materials/ Brake Hardware/ Full Vehicle	Vehicle, In-Vehicle Data Acquisition System, Proving Grounds Field Testing
Performance	Thermal Capacity, High Speed Fade, AMS Fade Test, Vacuum Boosted, Trailer Tow, Death Valley, Link Brake Balance, New Car Assessment Program, Customer Specified Variations of the Above Listed Tests	Friction Materials/ Brake Hardware/ Full Vehicle	Vehicle, In-Vehicle Data Acquisition System, Proving Grounds Field Testing
Durability	Detroit City Traffic, Phoenix City Traffic, Detroit Suburban Traffic, Phoenix Suburban Traffic, Huron Detroit Metropolitan Traffic, Customer Specification 7.2-L2-495	Friction Materials/ Brake Hardware/ Full Vehicle	Vehicle, In-Vehicle Data Acquisition System, Proving Grounds Field Testing
Brake Wear	Los Angeles City Traffic, Detroit City Traffic, Phoenix City Traffic, Detroit Suburban Traffic, Phoenix Suburban Traffic, Huron Detroit Metropolitan Traffic, Customer Specification 7.2-L2-495	Friction Materials/ Brake Hardware/ Full Vehicle	Vehicle, In-Vehicle Data Acquisition System, Proving Grounds Field Testing



ANSI National Accreditation Board

**Mechanical**

Specific Tests and/or Properties Measured	Specification, Standard, Method, or Test Technique	Items, Materials or Product Tested	Key Equipment or Technology
Noise	Los Angeles City Traffic, Phoenix City Suburban Traffic, Marquette City Traffic, Customer Specification 7.2-L2-495	Friction Materials/ Brake Hardware/ Full Vehicle	Vehicle, In-Vehicle Data Acquisition System, Proving Grounds Field Testing
Thermal Failure	Death Valley/Fluid Boil	Friction Materials/ Brake Hardware/ Full Vehicle	Vehicle, In-Vehicle Data Acquisition System, Proving Grounds Field Testing
Customer Specification	Stopping Distance, Brake Line Pressure, Pedal Force, Pedal Travel, Deceleration, Brake Pad Temperature, Rotor Temperature, Customer Specified Variations of the Above Listed Tests	Friction Materials/ Brake Hardware/ Full Vehicle	Vehicle, In-Vehicle Data Acquisition System, Proving Grounds Field Testing
Fuel Economy, Coast-down, Fuel Consumption	SAE J1321, SAE J2263	Full Vehicle	Vehicle, In-Vehicle Data Acquisition System, Proving Grounds Field Testing
NVH Vehicle Testing, Interior/Exterior Noise Studies, Pass by Noise	SAE J986, ECE R51, ECE R28	Full Vehicle	Vehicle, In-Vehicle Data Acquisition System, Proving Grounds Field Testing
Thermal HVAC, Cooling Systems, Cold Chamber, Performance, Durability	Customer Specification	Full Vehicle	Vehicle, In-Vehicle Data Acquisition System, Proving Grounds Field Testing
Wheel and Tire, Tire Blow-out, Structural Integrity	FMVSS 110, ECE R141	Full Vehicle	Vehicle, In-Vehicle Data Acquisition System, Proving Grounds Field Testing
Stability Control System	FMVSS 126, ECE R140	Full Vehicle	Vehicle, In-Vehicle Data Acquisition System, Proving Grounds Field Testing

## CALIBRATION

### Mass and Mass Related

Parameter/Equipment	Range	Expanded Uncertainty of Measurement (+/-) <sup>4,5,7,8</sup>	Reference Standard, Method, and/or Equipment
Pressure Sensors	(0.1 to 206 84.27) kPa	(0.020 7+0.000 43 <i>P</i> ) kPa	6.4-L2-176 Calibration of Pressure Transducers
Vacuum Sensors	(0.5 to 711.2) mmHg	(0.117 + 0.000 02 <i>V</i> ) mmHg	6.4-L2-164 Calibration of Vacuum Transducers
Force Sensors	(4.448 to 1 338.92) N	(0.09 + 0.000 29 <i>F</i> ) N	6.4-L2-90 Calibration of Pedal Force Transducers
Accelerometers	(-1 to 1) g	(0.0025 + 0.000 8 <i>A</i> ) g	6.4-L2-1413 Calibration of Accelerometers

### Length – Dimensional Metrology

Parameter/Equipment	Range	Expanded Uncertainty of Measurement (+/-) <sup>6</sup>	Reference Standard, Method, and/or Equipment
Non-Contact Displacement Probes	(0.01 to 25.4) mm	0.002 mm	6.4-L2-227 Calibration of Non-Contact Probes
Distance Sensors	(0.025 to 508) mm	(0.005 + 0.000 39 <i>L</i> ) mm	6.4-L2-92 Calibration of String Potentiometers.

- Notes:
1. Calibration and Measurement Capability (CMC) is expressed in terms of the measurement parameter, measurement range, expanded uncertainty of measurement and reference standard, method, and/or equipment. The expanded uncertainty of measurement is expressed as the standard uncertainty of the measurement multiplied by a coverage factor of 2 ( $k=2$ ), corresponding to a confidence level of approximately 95%.
  2. On-site service is available for calibration parameters, since on-site conditions are typically more variable than those in the laboratory, larger measurement uncertainties are expected on-site than what is reported on the accredited scope.
  3. Parameters identified with an asterisk (\*) are available for on-site testing or calibration.
  4. The term *P* represents Pressure in units appropriate to the uncertainty statement.
  5. The term *F* represents Force in units appropriate to the uncertainty statement.
  6. The term *L* represents Length in units appropriate to the uncertainty statement.
  7. The term *A* represents Acceleration/Deceleration in units appropriate to the uncertainty statement.
  8. The term *V* represents for vacuum in units appropriate to the uncertainty statement.
  9. This scope is part of and must be included with the Certificate of Accreditation No. ACT-1997.02



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