



SCOPE OF ACCREDITATION TO ISO/IEC 17025:2017

DEKRA TESTING AND CERTIFICATION (SUZHOU) CO., LTD.

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ELECTRICAL¹

Valid To: March 31, 2024

Certificate Number: 3235.01

In recognition of the successful completion of the A2LA evaluation process, accreditation is granted to this laboratory at the location listed above, *as well as the satellite laboratory location listed below¹*, to perform the following automotive electromagnetic compatibility, EMC, RF and SAR tests:

Test Technology

Test Method(s)²

Electrostatic Discharge (ESD)

ISO 10605 (2008); ISO 10605;
GB/T 19951 (2005,2019); GB/T 19951;
GB/T 36282(2018); GB/T 36282;
VW TL82466 (2009); VW TL82466;
VW TL81000 (2016); VW TL81000;
Jaguar EMC-CS-2010JLR v1.2;
Jaguar EMC-CS-2010JLR;
Jaguar JLR-EMC-CS v1.0; Jaguar JLR-EMC-CS;
GMW3097 (2019); GMW3097;
Ford EMC-CS-2009.1; Ford FMC1278;
BMW GS-95002-2 (2019,2021); BMW GS-95002-2;
Daimler MBN 10284-2 (2015); Daimler MBN 10284-2;
Daimler MBN 10284-4 (2017); Daimler MBN 10284-4;
Geely Q/JLY J7110779D-2019;
CEVT 8888621495-003;
Shangqi SMTC 3 800 006-2017 (IV5);
Shangqi SMTC 3 800 006;
QJ/GAC 1523.029 2018 QJ/GAC 1523.029;
Nissan 28401NDS02 [8]; Nissan 28401NDS02;
Dong Feng EQC-1204-2007; Dong Feng EQC-1204;
Dong Feng Q/EQCS-1204-2017;
BYD Q/BYDQ-A1901.706.3(2012);
BYD Q/BYDQ-A1901.706.3

Bulk Current Injection (BCI)

100k to 400 MHz

ISO 11452-4 (2020); ISO 11452-4;
GB/T 17619 (1998); GB/T 17619;
GB/T 36282(2018); GB/T 36282;
GB/T 33014.4(2016);GB/T 33014.4;
ECE R10 (Rev 6.); ECE R10;
VW TL82166 (2011); VW TL82166;

Test Technology

Bulk Current Injection (BCI)
100k to 400 MHz (cont.)

Test Method(s)²

VW TL81000 (2016); VW TL81000;
Jaguar EMC-CS-2010JLR v1.2;
Jaguar EMC-CS-2010JLR;
Jaguar JLR-EMC-CS v1.0; Jaguar JLR-EMC-CS;
GMW3097 (2019); GMW3097;
Ford EMC-CS-2009.1; Ford FMC1278;
BMW GS-95002-2 (2019); BMW GS-95002-2;
Daimler MBN 10284-2 (2015); Daimler MBN 10284-2;
Daimler MBN 10284-4 (2017); Daimler MBN 10284-4;
Geely Q/JLY J7110779D-2019;
CEVT 8888621495-003;
Shangqi SMTC 3 800 006-2017 (V5);
Shangqi SMTC 3 800 006;
QJ/GAC 1523.029 2018 QJ/GAC 1523.029;
Nissan 28401NDS02 [5][6][8]; Nissan 28401NDS02;
Dong Feng EQC-1204-2007; Dong Feng EQC-1204;
Dong Feng Q/EQCS-1204-2017;
BYD Q/BYDQ-A1901.706.3(2012);
BYD Q/BYDQ-A1901.706.3

Conducted Emissions

CISPR 25(2021) Sections 6.3, 6.4 and Annex I;
CISPR 25 Sections 6.3, 6.4 and Annex I;
GB 18655 (2001, 2010, 2018); GB 18655;
VW TL965 (2012); VW TL965;
VW TL81000 (2016); VW TL81000;
Jaguar EMC-CS-2010JLR v1.2;
Jaguar EMC-CS-2010JLR;
Jaguar JLR-EMC-CS v1.0; Jaguar JLR-EMC-CS;
GMW3097 (2019); GMW3097;
Ford EMC-CS-2009.1; Ford FMC1278;
BMW GS-95002-2 (2019); BMW GS-95002-2;
BMW GS-95002-5 (2013); BMW GS-95002-5;
Daimler MBN 10284-2 (2015); Daimler MBN 10284-2;
Daimler MBN 10284-4 (2017); Daimler MBN 10284-4;
Geely Q/JLY J7110779D-2019;
CEVT 8888621495-003;
Shangqi SMTC 3 800 006-2017 (V5);
Shangqi SMTC 3 800 006;
QJ/GAC 1523.029 2018 QJ/GAC 1523.029;
Nissan 28401NDS02 [5][6][8]; Nissan 28401NDS02;
Dong Feng EQC-1204-2007; Dong Feng EQC-1204;
Dong Feng Q/EQCS-1204-2017;
BYD Q/BYDQ-A1901.706.3(2012);
BYD Q/BYDQ-A1901.706

Radiated Emissions

CISPR 25 (2021) Section 6.5 and Annex I;
CISPR 25 Section 6.5 and Annex I;
GB 18655 (2001, 2010, 2018); GB 18655;
GB/T 36282-2018; GB/T 36282;
ECE R10 (Rev 6.); ECE R10;
VW TL965 (2012); VW TL965;

Test Technology

Radiated Emissions (*cont.*)

Absorber-Lined Shielded Enclosure (ALSE)

80 MHz to 200MHz, Vertical,
100 V/m @ 1m

200 MHz to 4GHz, Vertical,
200 V/m @ 1m

300 MHz to 4 GHz, Horizontal,
200 V/m @ 1m

1.2 GHz to 1.4 GHz, Horizontal and
Vertical, 300 V/m @ 1m

2.7 GHz to 3.1 GHz, Horizontal and
Vertical, 300 V/m @ 1m

4 GHz to 6 GHz, Horizontal and Vertical,
140 V/m @ 1m

4GHz to 6GHz, Horizontal and Vertical,
100 V/m @ 1m

Test Method(s)²

VW TL81000 (2016); VW TL81000;
Jaguar EMC-CS-2010JLR v1.2;
Jaguar EMC-CS-2010JLR;
Jaguar JLR-EMC-CS v1.0; Jaguar JLR-EMC-CS;
GMW3097 (2019); GMW3097;
Ford EMC-CS-2009.1; Ford FMC1278;
BMW GS-95002-2 (2019); BMW GS-95002-2;
BMW GS-95002-5 (2013); BMW GS-95002-5;
Daimler MBN 10284-2 (2015);
Daimler MBN 10284-2;
Daimler MBN 10284-4 (2017);
Daimler MBN 10284-4;
Geely Q/JLY J7110779D-2019;
CEVT 8888621495-003;
Shangqi SMTC 3 800 006-2017 (V5);
Shangqi SMTC 3 800 006;
QJ/GAC 1523.029 2018 QJ/GAC 1523.029;
Nissan 28401NDS02 [5][6][8]; Nissan 28401NDS02;
Dong Feng EQC-1204-2007; Dong Feng EQC-1204;
Dong Feng Q/EQCS-1204-2017;
BYD Q/BYDQ-A1901.706.3(2012);
BYD Q/BYDQ-A1901.706.3

ISO 11452-2 (2019); ISO 11452-2;
GB/T 17619 (1998); GB/T 17619;
GB/T 36282(2018);GB/T 36282;
GB/T 33014.2(2016);GB/T 33014.2;
ECE R10 (Rev 6.); ECE R10;
VW TL82166 (2011); VW TL82166;
VW TL81000 (2016); VW TL81000;
Jaguar EMC-CS-2010JLR v1.2;
Jaguar EMC-CS-2010JLR;
Jaguar JLR-EMC-CS v1.0; Jaguar JLR-EMC-CS;
GMW3097 (2019); GMW3097;
Ford EMC-CS-2009.1; Ford FMC1278;
BMW GS-95002-2 (2019); BMW GS-95002-2;
BMW GS-95002-5 (2013); BMW GS-95002-5;
Daimler MBN 10284-2 (2015);
Daimler MBN 10284-2;
Daimler MBN 10284-4 (2017);
Daimler MBN 10284-4;
Geely Q/JLY J7110779D-2019;
CEVT 8888621495-003;
Shangqi SMTC 3 800 006-2017 (V5);
Shangqi SMTC 3 800 006;
QJ/GAC 1523.029 2018 QJ/GAC 1523.029;
Nissan 28401NDS02 [5][6][8]; Nissan 28401NDS02;
Dong Feng EQC-1204-2007; Dong Feng EQC-1204;
Dong Feng Q/EQCS-1204-2017;
BYD Q/BYDQ-A1901.706.3(2012);
BYD Q/BYDQ-A1901.706.3

Test Technology

Conducted Transient Emission (CTE)

Test Method(s)²

ISO 7637-2 (2011); ISO 7637-2;
ECE R10 (Rev 6.); ECE R10;
GB/T 21437.2 (2008); GB/T 21437.2;
VW TL81000 (2016); VW TL81000;
Jaguar EMC-CS-2010JLR v1.2;
Jaguar EMC-CS-2010JLR;
Jaguar JLR-EMC-CS v1.0; Jaguar JLR-EMC-CS;
GMW3097 (2019); GMW3097;
Ford EMC-CS-2009.1; Ford FMC1278;
BMW GS-95002-2 (2019); BMW GS-95002-2;
BMW GS-95002-5 (2013); BMW GS-95002-5;
Daimler MBN 10284-2 (2015);
Daimler MBN 10284-2;
Daimler MBN 10284-4 (2017);
Daimler MBN 10284-4;
Geely Q/JLY J7110779D-2019;
CEVT 8888621495-003;
Shangqi SMTC 3 800 006-2017 (V5);
Shangqi SMTC 3 800 006;
QJ/GAC 1523.029 2018 QJ/GAC 1523.029;
Nissan 28401NDS02 [5][6][8]; Nissan 28401NDS02;
Dong Feng EQC-1204-2007; Dong Feng EQC-1204;
Dong Feng Q/EQCS-1204-2017;
BYD Q/BYDQ-A1901.706.3(2012);
BYD Q/BYDQ-A1901.706.3

Immunity to Magnetic Fields
(Radiating Loop Method)

ISO 11452-8 (2015); ISO 11452-8;
VW TL81000 (2016); VW TL81000;
Jaguar EMC-CS-2010JLR v1.2;
Jaguar EMC-CS-2010JLR;
Jaguar JLR-EMC-CS v1.0; Jaguar JLR-EMC-CS;
GMW3097 (2019); GMW3097;
Ford EMC-CS-2009.1; Ford FMC1278;
BMW GS-95002-2 (2019); BMW GS-95002-2;
BMW GS-95002-5 (2013); BMW GS-95002-5;
Daimler MBN 10284-2 (2015);
Daimler MBN 10284-2;
Daimler MBN 10284-4 (2017);
Daimler MBN 10284-4;
Geely Q/JLY J7110779D-2019;
CEVT 8888621495-003;
Shangqi SMTC 3 800 006-2017 (V5);
Shangqi SMTC 3 800 006;
QJ/GAC 1523.029 2018 QJ/GAC 1523.029;
Nissan 28401NDS02 [5][6][8]; Nissan 28401NDS02;
Dong Feng EQC-1204-2007; Dong Feng EQC-1204;
Dong Feng Q/EQCS-1204-2017;
BYD Q/BYDQ-A1901.706.3(2012);
BYD Q/BYDQ-A1901.706.3

Test Technology

Portable Transmitters

Test Method(s)²


ISO 11452-9 (2021); ISO 11452-9;
VW TL81000 (2016); VW TL81000;
Jaguar EMC-CS-2010JLR v1.2;
Jaguar EMC-CS-2010JLR;
Jaguar JLR-EMC-CS v1.0; Jaguar JLR-EMC-CS;
GMW3097 (2019); GMW3097;
Ford EMC-CS-2009.1; Ford FMC1278;
Geely Q/JLY J7110779D-2019;
CEVT 8888621495-003;
QJ/GAC 1523.029 2018 QJ/GAC 1523.029;
Nissan 28401NDS02 [5][6][8]; Nissan 28401NDS02;
Dong Feng EQC-1204-2007; Dong Feng EQC-1204;
Dong Feng Q/EQCS-1204-2017;
BYD Q/BYDQ-A1901.706.3(2012);
BYD Q/BYDQ-A1901.706.3

Electrical Tests

ISO 16750-2 (2012); ISO 16750-2;
GB/T 28046.2 (2011); GB/T 28046.2;
VW VW80000 (2021); VW VW80000;
Jaguar EMC-CS-2010JLR v1.2;
Jaguar EMC-CS-2010JLR;
Jaguar JLR-EMC-CS v1.0; Jaguar JLR-EMC-CS;
GMW 3172 (2018); GMW3172;
Ford EMC-CS-2009.1; Ford FMC1278;
BMW GS-95003-2 (2007); BMW GS-95003-2;
BMW GS-95024-2-1 (2010); BMW GS-95024-2-1;
Daimler MBN LV 124-1 (2013);
Daimler MBN LV 124-1;
Nissan 28401NDS02 [5][6][8]; Nissan 28401NDS02;
Dong Feng EQC-1204-200; Dong Feng EQC-1204;
Dong Feng Q/EQCS-1204-2017

Conducted Transient Immunity

ISO 7637-2 (2011); ISO 7637-2;
ISO 7637-3 (2016); ISO 7637-3;
ISO 7637-4 (2020); ISO 7637-4;
ECE R10 (Rev 6.); ECE R10;
GB/T 21437.2 (2008); GB/T 21437.2;
GB/T 21437.3 (2012); GB/T 21437.3;
GB/T 36282(2018); GB/T 36282;
VW TL82366 (2008); VW TL82366;
VW TL81000 (2016); VW TL81000;
Jaguar EMC-CS-2010JLR v1.2;
Jaguar EMC-CS-2010JLR;
Jaguar JLR-EMC-CS v1.0; Jaguar JLR-EMC-CS;
GMW3097 (2019); GMW3097;
Ford EMC-CS-2009.1; Ford FMC1278;
BMW GS-95002-2 (2019); BMW GS-95002-2;
BMW GS-95003-2 (2007); BMW GS-95003-2;
BMW GS-95024-2-1 (2010); BMW GS-95024-2-1;
BMW GS-95002-2 (2019); BMW GS-95002-2;
BMW GS-95002-5 (2013); BMW GS-95002-5;



Test Technology

Conducted Transient Immunity (*cont.*)

Test Method(s)²

Daimler MBN 10284-2 (2015);
Daimler MBN 10284-2;
Geely Q/JLY J7110779D-2019;
CEVT 8888621495-003;
Shangqi SMTC 3 800 006-2017 (V5);
Shangqi SMTC 3 800 006;
QJ/GAC 1523.029;
Nissan 28401NDS02 [5][6][8]; Nissan 28401NDS02;
Dong Feng EQC-1204-2007; Dong Feng EQC-1204;
Dong Feng Q/EQCS-1204-2017;
BYD Q/BYDQ-A1901.706.3(2012);
BYD Q/BYDQ-A1901.706.3

Stripline

ISO 11452-5 (2002); ISO 11452-5;
ISO 13766 (2006); ISO 13766;
GB/T 17619 (1998); GB/T 17619;
EN 13309 (2010); EN 13309;
ECE R10 (Rev 6.); ECE R10;
SAE J1113-23 (2002); SAE J1113-23;
VW TL82166 (2011); VW TL82166;
VW TL81000 (2016); VW TL81000;
BMW GS-95002-2 (2019); BMW GS-95002-2

*Unintentional Radiators
Emissions*

Radiated and Conducted

CFR 47, FCC Part 15 Subpart B
(using ANSI C63.4:2014 and ANSI C63.4a:2017);
CFR 47, FCC Part 18 (using MP-5:1986);
ICES-001; ICES-005; ICES-003; BETS-7;
IEC 61000-6-3; EN 61000-6-3; EN IEC 61000-6-3;
BS EN 61000-6-3; BS EN IEC 61000-6-3;
GB 17799.3;
IEC 61000-6-4; EN 61000-6-4; EN IEC 61000-6-4;
BS EN IEC 61000-6-4;
GB 17799.4;
CISPR 11; EN 55011; BS EN 55011; GB 4824;
CISPR 14-1; EN 55014-1; EN IEC 55014-1,
BS EN 55014-1; BS EN IEC 55014-1; GB 4343.1;
GB/T 9254; CNS 13438;
GB/T 13837; CNS 13439;
CISPR 15; EN 55015; EN IEC 55015;
AS/NZS CISPR 15;
BS EN 55015; BS EN IEC 55015; GB/T 17743;
CISPR 32; AS/NZS CISPR 32; EN55032;
VCCI-CISPR 32; BS EN 55032

Test Technology**Test Method(s)²**

Harmonic current emissions

GB 17625.1;
IEC 61000-3-2; EN 61000-3-2; EN IEC 61000-3-2;
BS EN 61000-3-2; BS EN IEC 61000-3-2
GB/T 17625.8;
IEC 61000-3-12; EN 61000-3-12; BS EN 61000-3-12

Voltage fluctuations and flicker

GB/T 17625.2;
IEC 61000-3-3; EN 61000-3-3; BS EN 61000-3-3;
GB/T 17625.7;
IEC 61000-3-11; EN 61000-3-11; BS EN 61000-3-11

Click

GB 4824;
CISPR 11; EN 55011; BS EN 55011;
GB 4343.1;
CISPR 14-1; EN 55014-1; EN IEC 55014-1;
BS EN 55014-1; BS EN IEC 55014-1

Disturbance power

GB 4343.1;
CISPR 14-1; EN 55014-1; EN IEC 55014-1;
BS EN 55014-1; BS EN IEC 55014-1
GB/T 13837; CNS 13439*Immunity*

ESD

IEC 61000-4-2; EN 61000-4-2; BS EN 61000-4-2;
GB/T 17626.2

Radiated Immunity

IEC 61000-4-3; EN 61000-4-3; BS EN 61000-4-3;
GB/T 17626.3

Fast Transients

IEC 61000-4-4; EN 61000-4-4; BS EN 61000-4-4 ;
GB/T 17626.4

Surge

IEC 61000-4-5; EN 61000-4-5; BS EN 61000-4-5;
GB/T 17626.5

Conducted Immunity

IEC 61000-4-6; EN 61000-4-6; BS EN 61000-4-6;
GB/T 17626.6

Power Magnetic Fields

IEC 61000-4-8; EN 61000-4-8; BS EN 61000-4-8;
GB/T 17626.8

Pulsed Magnetic Fields

IEC 61000-4-9; EN 61000-4-9; BS EN 61000-4-9;
GB/T 17626.9

Voltage Dips, Interrupts

IEC 61000-4-11; EN 61000-4-11; EN IEC 61000-4-11;
BS EN IEC 61000-4-11; GB/T 17626.11

Ring wave immunity

IEC 61000-4-12; EN 61000-4-12; GB/T 17626.12

Broadband impulsive conducted
disturbances

CISPR 35; EN 55035

Test Technology

Generic and Product Specific EMC

Test Method(s)²

IEC 61000-6-1; EN 61000-6-1; EN IEC 61000-6-1;
BS EN IEC 61000-6-1; GB/T 17799.1;

IEC 61000-6-2; EN 61000-6-2; EN IEC 61000-6-2;
BS EN IEC 61000-6-2; GB/T 17799.2;

IEC 61000-6-3; EN 61000-6-3; EN IEC 61000-6-3;
BS EN 61000-6-3; BS EN IEC 61000-6-3; GB 17799.3;

IEC 61000-6-4; EN 61000-6-4; EN IEC 61000-6-4;
BS EN IEC 61000-6-4;
GB 17799.4;

CISPR 11; EN 55011; BS EN 55011; GB 4824;

IEC 60601-1-2; EN 60601-1-2; BS EN 60601-1-2;
YY 0505;

CISPR 14-1; EN 55014-1; EN IEC 55014-1;
BS EN 55014-1; BS EN IEC 55014-1;
GB 4343.1;

CISPR 14-2; EN 55014-2; EN IEC 55014-2;
BS EN 55014-2; BS EN IEC 55014-2;
GB/T 4343.2;

GB/T 9254; CNS 13438;

CISPR 24; EN 55024; BS EN 55024; GB/T 17618;

IEC 61326-1; EN 61326-1; EN IEC 61326-1;
BS EN 61326-1; BS EN IEC 61326-1; GB/T 18268.1;

ETSI EN 300 386;

CISPR 15; EN 55015; EN IEC 55015;
AS/NZS CISPR 15;

BS EN 55015; BS EN IEC 55015; GB/T 17743;

IEC 61547; EN 61547; BS EN 61547; GB/T 18595;

CISPR 32; EN 55032; AS/NZS CISPR 32;
VCCI-CISPR 32; BS EN 55032;

CISPR 35; EN 55035; BS EN 55035;

IEC 61851-21-2;

EN 61851-22; IEC 61851-22; GB/T 18487.2

Test Technology

Generic and Product Specific EMC (cont.)

Test Method(s)²

EN 61851-21-2; EN IEC 61851-21-2;
BS EN 61851-21-2; BS EN IEC 61851-21-2;
IEC 62920; EN 62920; BS EN 62920;

ENV 50204;

IEC 60601-1-2; EN 60601-1-2; BS EN 60601-1-2;
YY 0505;

IEC 61326-1; EN 61326-1; EN IEC 61326-1;
BS EN 61326-1; BS EN IEC 61326-1;
GB/T 18268.1;

ETSI EN 301 489-1; ETSI EN 301 489-3;
ETSI EN 301 489-17; ETSI EN 301 489-19;
ETSI EN 301 489-27; ETSI EN 301 489-33;
ETSI EN 301 489-52

Radio Communications

US

CFR 47, FCC Part 15 C, E, F
(using: ANSI C63.10:2013; ANSI C63.10:2020;
FCC KDB Publication 905462 D02)

FCC Parts 22, 24, 25, 27, 74
(using: ANSI/TIA-603-E-2016; TIA-102.CAAA-E-2016;
ANSI C63.26:2015)

FCC Parts 22, 90, 95, 97, 101
(using: ANSI/TIA-603-E-2016; TIA-102.CAAA-E-2016;
ANSI C63.26:2015)

Test Technology

European Union (EU)

Test Method(s)²

ETSI EN 300 328; ETSI EN 301 893;
ETSI EN 301 908-1; ETSI EN 301 908-2;
ETSI EN 301 908-13;
ETSI EN 301 511;
ETSI TS 151 010-1;
ETSI TS 136 521-1;
ETSI TS 134 121-1;

ETSI EN 300 220-1; ETSI EN 300 220-2;
ETSI EN 300 220-3-1; ETSI EN 300 220-3-2;
ETSI EN 300 220-4; ETSI EN 300 330;
ETSI EN 300 440; ETSI EN 302 208;
ETSI EN 302 502;

ETSI EN 302 065-1; ETSI EN 302 065-2;
ETSI EN 302 065-3; ETSI EN 302 065-4;
ETSI EN 302 065-5;

ETSI EN 303 883; ETSI TS 103 361;
ETSI TS 138 521-1; ETSI TS 138 521-3;

ETSI EN 303 345-1; ETSI EN 303 345-2;
ETSI EN 303 345-3; ETSI EN 303 345-4;
ETSI EN 303 345-5;

ETSI EN 303 413; ETSI EN 303 417

Australia

AS/NZS 4268;
AS/ACIF S042.3;
AS/CA S042.4

Japan

ARIB STD-T66;
Article 2 Paragraph 1 item 19;
Article 2 Paragraph 1 item 19-2-2;
ARIB STD-33;
Article 2 Paragraph 1 item 19-2;
Article 2 Paragraph 1 item 19-2-3;
ARIB STD-T71;
Article 2 Paragraph 1 item 19-3;
ARIB-STD-T63;
Article 2 Paragraph 1 item 11-3;
ARIB-STD-T104;
Article 2 Paragraph 1 item 11-19;
Article 2 Paragraph 1 item 11-19-2;
Article 2 Paragraph 1 item 11-19-3;
Article 2 Paragraph 1 item 11-30

Test Technology

Canada

*RF Exposure, SAR
(SAR up to 6 GHz)*

Test Method(s)²

RSS-Gen; RSS-119; RSS-130; RSS-132; RSS-133;
RSS-139; RSS-140; RSS-194; RSS-195; RSS-197;
RSS-199; RSS-210; RSS-216; RSS-220; RSS-247;
RSS-248; RSS-310

ANSI C95.1, ANSI C95.3;
FCC 47CFR §2.1091; FCC 47CFR §2.1093;
IEEE Std 1528-2013;

RSS-102 Measurement (SAR);
RSS-102 Measurement (RF Exp);
RSS-102 Measurement (NS); SPR-002;

BS EN 50360;
EN 50383; BS EN 50383;
EN 50385; BS EN 50385; EN 50566;
IEC 62209-1; EN 62209-1; BS EN 62209-1
EN 62209-2; IEC 62209-2; BS EN 62209-2;
IEEE 62209-1528; BS IEC/IEEE 62209-1528;
EN 62311; EN IEC 62311; BS EN IEC 62311;
EN 62479; BS EN 62479;
EN 62493 (*excluding clause 5*);
BS EN 62493 (*excluding clause 5*);
EN 50663; BS EN 50663;
EN 50665; BS EN 50665; BS EN 50566;

ACMA Radiocommunications (Electromagnetic
Radiation-Human Exposure) Standard 2014;
AS/NZS 2772.1;
AS/NZS 2772.2;
ARPANSA Radiation Protection Series No.3;

ARIB STD-T56;
MIC Notice No.88

¹ This accreditation covers testing performed at the main laboratory listed above, and the satellite laboratory listed below:

DEKRA TESTING AND CERTIFICATION (SUZHOU) CO., LTD.
Block.1, No.1050, XingXian Road
Jiading District, Shanghai
People's Republic of China

Test Technology

Test Method(s)²

Electrostatic Discharge (ESD)

ISO 10605 (2008); ISO 10605;
GB/T 19951 (2005,2019); GB/T 19951;
GB/T 36282(2018);GB/T 36282;
VW TL82466 (2009); VW TL82466;
VW TL81000 (2016); VW TL81000;
Jaguar EMC-CS-2010JLR v1.2;
Jaguar EMC-CS-2010JLR;
Jaguar JLR-EMC-CS v1.0; Jaguar JLR-EMC-CS;
GMW3097 2019; GMW3097;
Ford EMC-CS-2009.1; Ford FMC1278;
BMW GS-95002-2 (2019, 2021); BMW GS-95002-2;
Daimler MBN 10284-2 (2015);
Daimler MBN 10284-2;
Daimler MBN 10284-4 (2017);
Daimler MBN 10284-4;
Geely Q/JLY J7110779D-2019;
CEVT 8888621495-003;
Shangqi SMTC 3 800 006-2017 (V5);
Shangqi SMTC 3 800 006;
QJ/GAC 1523.029 2018 QJ/GAC 1523.029;
Nissan 28401NDS02 [8]; Nissan 28401NDS02;
Dong Feng EQC-1204-2007; Dong Feng EQC-1204;
Dong Feng Q/EQCS-1204-2017;
BYD Q/BYDQ-A1901.706.3(2012);
BYD Q/BYDQ-A1901.706.3

Bulk Current Injection (BCI)
1 to 400 MHz

ISO 11452-4 (2020); ISO 11452-4;
GB/T 17619 (1998); GB/T 17619;
GB/T 36282(2018); GB/T 36282;
GB/T 33014.4(2016); GB/T 33014.4;
ECE R10 (Rev 6.); ECE R10;
VW TL82166 (2011); VW TL82166;
VW TL81000 (2016); VW TL81000;
Jaguar EMC-CS-2010JLR v1.2;
Jaguar EMC-CS-2010JLR;
Jaguar JLR-EMC-CS v1.0; Jaguar JLR-EMC-CS;
GMW3097 (2019); GMW3097;
Ford EMC-CS-2009.1; Ford FMC1278;
BMW GS-95002-2 (2019); BMW GS-95002-2;
Daimler MBN 10284-2 (2015);
Daimler MBN 10284-2;
Daimler MBN 10284-4 (2017);

Test Technology

Bulk Current Injection (BCI) (cont.)
1 to 400 MHz

Test Method(s)²

Daimler MBN 10284-4;
Geely Q/JLY J7110779D-2019;
CEVT 8888621495-003;
Shangqi SMTC 3 800 006-2017 (V5);
Shangqi SMTC 3 800 006;
QJ/GAC 1523.029 2018 QJ/GAC 1523.029;
Nissan 28401NDS02 [5][6][8]; Nissan 28401NDS02;
Dong Feng EQC-1204-2007; Dong Feng EQC-1204;
Dong Feng Q/EQCS-1204-2017;
BYD Q/BYDQ-A1901.706.3(2012);
BYD Q/BYDQ-A1901.706.3

Conducted Emissions

CISPR 25 (2021) Sections 6.3, 6.4 and Annex I;
CISPR 25 Sections 6.3, 6.4 and Annex I;
GB 18655 (2001, 2010, 2018); GB 18655;
VW TL965 (2012); VW TL965;
VW TL81000 (2016); VW TL81000;
Jaguar EMC-CS-2010JLR v1.2;
Jaguar EMC-CS-2010JLR;
Jaguar JLR-EMC-CS v1.0; Jaguar JLR-EMC-CS;
GMW3097 (2019); GMW3097;
Ford EMC-CS-2009.1; Ford FMC1278;
BMW GS-95002-2 (2019); BMW GS-95002-2;
BMW GS-95002-5 (2013); BMW GS-95002-5;
Daimler MBN 10284-2 (2015);
Daimler MBN 10284-2;
Daimler MBN 10284-4 (2017);
Daimler MBN 10284-4;
Geely Q/JLY J7110779D-2019;
CEVT 8888621495-003;
Shangqi SMTC 3 800 006-2017 (V5);
Shangqi SMTC 3 800 006;
QJ/GAC 1523.029 2018 QJ/GAC 1523.029;
Nissan 28401NDS02 [5][6][8]; Nissan 28401NDS02;
Dong Feng EQC-1204-2007; Dong Feng EQC-1204

Radiated Emissions

CISPR 25 (2021) Section 6.5 and Annex I;
CISPR 25 Section 6.5 and Annex I;
GB 18655 (2001, 2010, 2018); GB 18655;
GB/T 36282-2018; GB/T 36282;
ECE R10 (Rev 6.); ECE R10;
VW TL965 (2012); VW TL965;
VW TL81000 (2016); VW TL81000;
Jaguar EMC-CS-2010JLR v1.2;
Jaguar EMC-CS-2010JLR;
Jaguar JLR-EMC-CS v1.0; Jaguar JLR-EMC-CS;
GMW3097 (2019); GMW3097;
Ford EMC-CS-2009.1; Ford FMC1278;
BMW GS-95002-2 (2019); BMW GS-95002-2;
BMW GS-95002-5 (2013); BMW GS-95002-5;
Daimler MBN 10284-2 (2015);



Test Technology

Test Method(s)²

Radiated Emissions (*cont.*)

Daimler MBN 10284-2;
Daimler MBN 10284-4 (2017);
Daimler MBN 10284-4;
Geely Q/JLY J7110779D-2019;
CEVT 8888621495-003;
Shangqi SMTC 3 800 006-2017 (V5);
Shangqi SMTC 3 800 006;
QJ/GAC 1523.029 2018 QJ/GAC 1523.029;
Nissan 28401NDS02 [5][6][8]; Nissan 28401NDS02;
Dong Feng EQC-1204-2007; Dong Feng EQC-1204;
Dong Feng Q/EQCS-1204-2017;
BYD Q/BYDQ-A1901.706.3(2012);
BYD Q/BYDQ-A1901.706.3

Absorber-Lined Shielded Enclosure (ALSE)

ISO 11452-2 (2019); ISO 11452-2;
GB/T 17619 (1998); GB/T 17619;
GB/T 36282(2018); GB/T 36282;
GB/T 33014.2(2016); GB/T 33014.2;
ECE R10 (Rev 6.); ECE R10;
VW TL82166 (2011); VW TL82166;
VW TL81000 (2016); VW TL81000;
Jaguar EMC-CS-2010JLR v1.2;
Jaguar EMC-CS-2010JLR;
Jaguar JLR-EMC-CS v1.0; Jaguar JLR-EMC-CS;
GMW3097 (2019); GMW3097;
Ford EMC-CS-2009.1; Ford FMC1278;
BMW GS-95002-2 (2019); BMW GS-95002-2;
BMW GS-95002-5 (2013); BMW GS-95002-5;
Daimler MBN 10284-2 (2015);
Daimler MBN 10284-2;
Daimler MBN 10284-4 (2017);
Daimler MBN 10284-4;
Geely Q/JLY J7110779D-2019;
CEVT 8888621495-003;
Shangqi SMTC 3 800 006-2017 (V5);
Shangqi SMTC 3 800 006;
QJ/GAC 1523.029 2018 QJ/GAC 1523.029;
Nissan 28401NDS02 [5][6][8]; Nissan 28401NDS02;
Dong Feng EQC-1204-2007; Dong Feng EQC-1204;
Dong Feng Q/EQCS-1204-2017;
BYD Q/BYDQ-A1901.706.3(2012);
BYD Q/BYDQ-A1901.706.3

20MHz to 200MHz, Horizontal and Vertical, 100 V/m @ 1m

200 MHz to 4GHz, Vertical, 200 V/m @ 1m

300 MHz to 4 GHz, Horizontal, 200 V/m @ 1m

1.2 GHz to 1.4 GHz, Horizontal and Vertical, 600 V/m @ 1m

2.7 GHz to 3.1 GHz, Horizontal and Vertical, 600 V/m @ 1m

4GHz to 6GHz, Horizontal and Vertical, 100 V/m @ 1m

Conducted Transient Emission (CTE)

ISO 7637-2 (2011); ISO 7637-2;
ECE R10 (Rev.5); ECE R10;
GB/T 21437.2 (2008); GB/T 21437.2;
VW TL81000 (2016); VW TL81000;
Jaguar EMC-CS-2010JLR v1.2;
Jaguar EMC-CS-2010JLR;
Jaguar JLR-EMC-CS v1.0; Jaguar JLR-EMC-CS;
GMW3097 (2015); GMW3097;



Test Technology

Test Method(s)²

Conducted Transient Emission (CTE) (*cont.*)

Ford EMC-CS-2009.1; Ford FMC1278;
BMW GS-95002-2 (2013); BMW GS-95002-2;
Daimler MBN 10284-2 (2011);
Daimler MBN 10284-2;
Daimler MBN 10284-4 (2011);
Daimler MBN 10284-4;
Geely Q/JLY J7110779D-2019;
CEVT 8888621495-003;
Shangqi SMTC 3 800 006-2017 (V5);
Shangqi SMTC 3 800 006;

QJ/GAC 1523.029;
Nissan 28401NDS02 [5][6]; Nissan 28401NDS02;
Dong Feng EQC-1204-2007; Dong Feng EQC-1204;
Dong Feng Q/EQCS-1204-2017;
BYD Q/BYDQ-A1901.706.3(2012);
BYD Q/BYDQ-A1901.706.3

Immunity to Magnetic Fields
(*Radiating Loop Method*)

ISO 11452-8 (2015); ISO 11452-8;
VW TL81000 (2016); VW TL81000;
Jaguar EMC-CS-2010JLR v1.2;
Jaguar EMC-CS-2010JLR;
Jaguar JLR-EMC-CS v1.0; Jaguar JLR-EMC-CS;
GMW3097 (2019); GMW3097;
Ford EMC-CS-2009.1; Ford FMC1278;
BMW GS-95002-2 (2019); BMW GS-95002-2;
BMW GS-95002-5 (2013); BMW GS-95002-5;
Daimler MBN 10284-2 (2015);
Daimler MBN 10284-2;
Daimler MBN 10284-4 (2017);
Daimler MBN 10284-4;
Geely Q/JLY J7110779D-2019;
CEVT 8888621495-003;
Shangqi SMTC 3 800 006-2017 (V5);
Shangqi SMTC 3 800 006;
QJ/GAC 1523.029 2018 QJ/GAC 1523.029;
Nissan 28401NDS02 [5][6][8]; Nissan 28401NDS02;
Dong Feng EQC-1204-2007; Dong Feng EQC-1204;
Dong Feng Q/EQCS-1204-2017;
BYD Q/BYDQ-A1901.706.3(2012);
BYD Q/BYDQ-A1901.706.3

Portable Transmitters

ISO 11452-9 (2021); ISO 11452-9;
VW TL81000 (2016); VW TL81000;
Jaguar EMC-CS-2010JLR v1.2;
Jaguar EMC-CS-2010JLR;
Jaguar JLR-EMC-CS v1.0; Jaguar JLR-EMC-CS;
GMW3097 (2019); GMW3097;
Ford EMC-CS-2009.1; Ford FMC1278;
Geely Q/JLY J7110779D-2019;
CEVT 8888621495-003;

Test Technology

Portable Transmitters (*cont.*)

Electrical Test

Conducted Transient Immunity

Test Method(s)²

QJ/GAC 1523.029 2018 QJ/GAC 1523.029;
Nissan 28401NDS02 [5][6][8]; Nissan 28401NDS02;
Dong Feng EQC-1204-2007; Dong Feng EQC-1204;
Dong Feng Q/EQCS-1204-2017;
BYD Q/BYDQ-A1901.706.3(2012);
BYD Q/BYDQ-A1901.706.3

ISO 16750-2 (2012); ISO 16750-2;
GB/T 28046.2 (2011); GB/T 28046.2;
VW VW80000 (2021); VW VW80000;
Jaguar EMC-CS-2010JLR v1.2;
Jaguar EMC-CS-2010JLR;
Jaguar JLR-EMC-CS v1.0; Jaguar JLR-EMC-CS;
GMW 3172 (2018); GMW3172;
Ford EMC-CS-2009.1; Ford FMC1278;
BMW GS-95003-2 (2007); BMW GS-95003-2;
BMW GS-95024-2-1 (2010); BMW GS-95024-2-1;
Daimler MBN LV 124-1 (2013);
Daimler MBN LV 124-1;
Nissan 28401NDS02 [5][6][8]; Nissan 28401NDS02;
Dong Feng EQC-1204-200; Dong Feng EQC-1204;
Dong Feng Q/EQCS-1204-2017

ISO 7637-2 (2011); ISO 7637-2; ISO 7637-3 (2016);
ISO 7637-3; ECE R10 (Rev 6.); ECE R10;
GB/T 21437.2 (2008); GB/T 21437.2;
GB/T 21437.3 (2012); GB/T 21437.3;
GB/T 36282(2018);GB/T 36282;
VW TL82366 (2008); VW TL82366;
VW TL81000 (2016); VW TL81000;
Jaguar EMC-CS-2010JLR v1.2;
Jaguar EMC-CS-2010JLR;
Jaguar JLR-EMC-CS v1.0; Jaguar JLR-EMC-CS;
GMW3097 (2019); GMW3097;
Ford EMC-CS-2009.1; Ford FMC1278;
BMW GS-95002-2 (2019); BMW GS-95002-2;
BMW GS-95003-2 (2007); BMW GS-95003-2;
BMW GS-95024-2-1 (2010); BMW GS-95024-2-1;
BMW GS-95002-2 (2019); BMW GS-95002-2;
BMW GS-95002-5 (2013); BMW GS-95002-5;
Daimler MBN 10284-2 (2015);
Daimler MBN 10284-2;
Geely Q/JLY J7110779D-2019;
CEVT 8888621495-003;
Shangqi SMTC 3 800 006-2017 (V5);
Shangqi SMTC 3 800 006; QJ/GAC 1523.029;
Nissan 28401NDS02 [5][6][8]; Nissan 28401NDS02;
Dong Feng EQC-1204-2007; Dong Feng EQC-1204;
Dong Feng Q/EQCS-1204-2017;
BYD Q/BYDQ-A1901.706.3(2012);
BYD Q/BYDQ-A1901.706.3

<u>Test Technology</u>	<u>Test Method(s)²</u>
<i>Stripline</i>	ISO 11452-5 (2002); ISO 11452-5
<i>TEM cell</i>	ISO 11452-3 (2016); ISO 11452-3
<i>Electrical fast transient</i>	IEC 61000-4-4(2012); IEC 61000-4-4; GB/T 17626.4(2018); GB/T 17626.4
<i>Surge</i>	IEC 61000-4-5(2014); IEC 61000-4-5(2014/AMD1:2017); IEC 61000-4-5; GB/T 17626.5(2019); GB/T 17626.5

²When the date, revision or edition of a test method standard is not identified on the scope of accreditation, the laboratory may use the version that immediately precedes the current version for a period of one year from the date of publication of the standard test method, per part C., Section 1 of A2LA R101 - *General Requirements - Accreditation of ISO-IEC 17025 Laboratories*.

Testing Activities Performed in Support of FCC Declaration of Conformity and Certification in Accordance with 47 Code of Federal Regulations and FCC KDB 974614, Appendix A, Table A.1³:

<u>Rule Subpart/Technology</u>	<u>Test Method</u>	<u>Maximum Frequency (MHz)</u>
<u>Unintentional Radiators</u> Part 15B	ANSI C63.4:2014	40000
<u>Industrial, Scientific, and Medical Equipment</u> Part 18	FCC MP-5 (February 1986)	40000
<u>Intentional Radiators</u> Part 15C	ANSI C63.10:2013	40000
<u>U-NII without DFS Intentional Radiators</u> Part 15E	ANSI C63.10:2013	40000
<u>U-NII with DFS Intentional Radiators</u> Part 15E	FCC KDB 905462 D02 (v02)	40000
<u>UWB Intentional Radiators</u> Part 15F	ANSI C63.10:2013	40000
<u>Commercial Mobile Services (FCC Licensed Radio Service Equipment)</u> Parts 22 (cellular), 24, 25 (non-microwave), and 27	ANSI/TIA-603-E-2016; TIA-102.CAAA-E-2016; ANSI C63.26:2015	40000
<u>General Mobile Radio Services (FCC Licensed Radio Service Equipment)</u> Parts 22 (non-cellular), Part 90 (non-microwave), 95, 97, and 101 (non-microwave)	ANSI/TIA-603-E-2016; TIA-102.CAAA-E-2016; ANSI C63.26:2015	40000

Testing Activities Performed in Support of FCC Declaration of Conformity and Certification in Accordance with 47 Code of Federal Regulations and FCC KDB 974614, Appendix A, Table A.1³:

<u>Rule Subpart/Technology</u>	<u>Test Method</u>	<u>Maximum Frequency (MHz)</u>
<u>RF Exposure</u> Devices Subject to SAR Requirements	IEEE Std 1528:2013	6000

³ Accreditation does not imply acceptance to the FCC equipment authorization program. Please see the FCC website(<http://apps.fcc.gov/oetcf/eas/>) for a listing of FCC approved laboratories.



Accredited Laboratory

A2LA has accredited

DEKRA TESTING AND CERTIFICATION (SUZHOU) CO., LTD.

Suzhou, Jiangsu Province, People's Republic of China

for technical competence in the field of

Electrical 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 21st day of April 2022.

A blue ink signature of the Vice President of Accreditation Services.

Vice President, Accreditation Services
For the Accreditation Council
Certificate Number 3235.01
Valid to March 31, 2024

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