

## CEC ACTIVITY REPORT JANUARY – JUNE 2022

### 1. Chair Introduction

It is my pleasure to write to you once again as Chair ad interim, the CEC Management Board (MB) is in the process of identifying a new Chair and this process should be completed in time for our next MB meeting in September. I am sure you will join me in thanking Craig Jones for the time, energy and commitment he provided to CEC and in particular to the MB during this challenging and turbulent time as we try and ensure that CEC remains fit for purpose during the energy transition and the evolution of the mobility sector. We also welcome new representatives to the Management Board from ATC, ATIEL and CONCAWE, Marco Corradi, Catherine Maillard and Beate Heisterkamp respectively. Leaving our number is Toby Stein who I would particularly like to thank for his many valuable contributions as Treasurer and Compliance Officer and particularly his leadership of the budget workstream of our strategic review.

The new Chair will join us at an important juncture as we work through the conclusions and implications of our strategic review that we started in late 2020. We have successfully completed 3 key elements of the project; firstly the CEC budget has been restructured and we have been able to substantially reduce our annual budget; secondly and as a direct result of the budget restructuring we were able to propose a 2022 budget in line with our four stakeholder associations expectations; lastly we have completed a review of potential additional sources of revenue including the idea of expanding our base by inviting new associations to join CEC – at this stage no additional sources of revenue have been identified but this will be kept under review as our industry continues to adapt to the substantial changes occurring in the mobility sector. The final element of our strategic review is of course the future scope of CEC, this topic is still under discussion and at our most recent MB meeting in June we welcomed feedback from all four stakeholder associations on the initial high-level options for our future scope. We will now start working on bringing that feedback together into a more complete and detailed proposal that can be put forward to our stakeholders later in the year. Watch this space!

2022 has also brought fresh and unwelcome challenges by which I refer of course to the Russian aggression on Ukraine. The CEC MB has taken several actions following the sanctions put in place by the European Union, these actions were based on advice and risk assessments provided by our lawyers. We will of course continue to take all necessary actions to ensure that we and our working groups always remain compliant. Should you have any questions please do not hesitate to get into contact with the MB members representing your association or with the secretariat.

The CEC website has been live since September 2021, and we have now entered the maintenance phase with our provider. Based on feedback from users we have a prioritised list of changes and improvements to be implemented over the coming months.

Due to the extra time commitments required in response to the war in Ukraine and various MB member changes the new guidelines have not yet been issued. We hope to finalise the new document in the third quarter of this year.

The F-113 TDG continues to try and tackle the reproducibility issue. It is very clear that there is substantial demand for this test within the industry as it is already being used for candidate tests (either in its TDG form or via closely related proprietary methods).

The F-98 SG continues to try and extend the life of the test as far as possible whilst the SPG works on the question of developing a replacement test without direct OEM support, a task that is necessary since whilst a needs statement has been approved no OEM has volunteered to provide an engine and related support.

The F-005 working group has decided to put the method back into TDG status following identification of a test precision problem. Work is ongoing to identify the root cause.

There are currently no active TDG's in the lubricants area and no major issues identified by the SG's.

## 2. List of Board Members and Responsibilities

### 2.1. List of Board Members

Craig Jones	ATC, Chair (until 6 May 2022)
Mike Conroy	CONCAWE, Vice-Chair (Chair Ad Interim as of 7 May 2022)
Paul Decker-Brentano	ACEA
Mattias Berger	ACEA
Walter Kudlich	ATC
Marco Corradi	ATC, Treasurer (replacing Toby Stein as of 30 April 2022)
Andrew Bailey	ATIEL
Beate Heisterkamp	CONCAWE (replacing Angela Spieckermann as of May 2022)
Catherine Maillard	ATIEL (replacing Nikolay Doroshenko as of 21 June 2022)

### 2.2. Management Board Responsibilities

Issue	Leader	Backup	Admin, Secretariat
General Administration	Chair TBC	Mike	Kellen
Finance/Compliance	Marco		Kellen
Website	Marco		Kellen
Monitoring Lubricants Groups (SG)	Catherine (engine)/Andrew (Bench)	Andrew/Catherine	Kellen
Monitoring Fuels Groups (SG)	Mike		Kellen
Monitoring Transmissions (SG)	Walter	Andrew	Kellen
Monitoring Reference Fluids Groups + Rating	Marco (Lubes)/Mike (Fuels)		Kellen
Articles of Association / Guidelines	Chair TBC	Mike	Kellen
External Communications	Chair TBC		Kellen
Quality/SDG	Walter (Lubes)/Mike (Fuels)		Kellen
Lubricant Tests Development:	N/A	N/A	Kellen
Fuel Test Development: TDG-F-113 - IDID	Mike	Walter	Kellen
Confidentiality Issues	Chair TBC	Mike	Kellen
CEC Strategic items	Chair TBC	Mike	Kellen

## 3. Update on TDG's - Activity report – timeframe January – June 2022

### 3.1. TDG-F-113 – DISI test

The test repeatability is quite good but there is a significant reproducibility problem.

Based on the phase 1 data, currently there is an estimated potential overlap of results between the low fouling fuel and high fouling fuel. The variation from the low fouling fuel is disproportionately high relative to its fouling level. So its contribution to the overlap of the two fuels dominates.

There is a strong commitment from the TDG members to continue the work to find a solution to comply with CEC standard test requirement.

The group wants to avoid a scenario where the industry would not benefit from all the efforts from the TDG while there is a demonstrated potential and interest in running the test as it is (before attaining CEC quality standards).

The TDG wants to consider any viable option where the test - although not matching all CEC requirements for "standard" qualification – can be recognized by the industry as a CEC test, and make this test available

to all users interested by GDI Injector Cleanliness for Fuel development work, either for research or marketing purpose.

### **3.2. TDG-L-115 – Low Soot Bearing Wear Test and TDG-L-116 –Low Soot Ring Liner Wear Test**

Following the closure of both groups, the results and feedback have been discussed in the Management Board and ACEA HD group.

It is being discussed how failure mechanism could have been pinpointed more carefully. The test methods were too generalized. The lesson learned is that we should be more diligent and precise in the content of the Needs Statement and ToR. The changes to TDG process in the new guidelines will help improve this.

In order to get access to some information of the tests without having to purchase the whole test method CEC is looking into making publicly available a summary information sheet for each engine test, similar to what is done with the reference data. This will be further discussed in the September meeting.

## **4. Update on SG's - Activity report – timeframe January – June 2022**

### **4.1. SG-F-098**

In addition to the update that was provided in the previous activity report from December 2021, the SG is still trying to extend the life of the engine but it's becoming difficult. A Need Statement was approved but without OEM sponsor. An SPG has been formed to look at what the probability of developing a test without OEM would be. The SPG will meet soon and start addressing the issue.

### **4.2. SG-F-005**

The group went back to TDG status after the SG experienced serious precision issues in reference tests with additivated fuel over the past 12 months. There were several differences in results between the different labs.

### **4.3. OM646LA status (CEC L-099 and CEC L-104)**

The hardware availability has been extended for 2 years (until 2024) for both tests.

A decision now needs to be made if further hardware gets produced and this mainly depends on the fact if the test will go back into the ACEA LD specification or not.

Regarding L-104, at the last main group meeting it was recognized that piston cleanliness has shifted towards mild, a number of results were even outside the acceptance limits. This observation was made across all operating labs for both reference oils, high and low. It was agreed to form an operators group to investigate the problem. The operators group is continuously working on the severity shift and a Round Robin has been completed. The next step is now to organise an extraordinary SG meeting to present the finding and the results to all members and to ask them for the approval of a procedure update. This will include tighter limits for the operational conditions as well as an increase of the fuel flow by 10 %.

## **5. Update on TMS**

PDC had regular meetings with CEC and TMS team, liaising with both outgoing Toby Stein and incoming Marco Corradi to help make the transition smooth.

From a developmental point of view, adjustments have been made to enhance indexing within the Members' Area.

PDC has also produced several instructional videos for the site to assist users that are currently under review.

The TMS has been very active with routine operations: many new users have replaced others, lab instruments have been added and new batches cleared for service.

Additionally, PDC has provided support for users requiring access to the TMS.

## **6. Progress with CEC's New Website**

The new CEC website and members area has been launched on 1 September. The new members area aims to improve online working for CEC groups. To facilitate this, we have developed new features, which include:

- Live document working - enabling you to collaborate with other members on group documents
- Improved authentication and profile management

- Meeting maker and calendar functionality on selected groups
- Single sign-on for CEC TMS users - after signing into CEC, you will also be authenticated to use the TMS

If you have not received your new login details, please inform the secretariat accordingly – [info@cectets.org](mailto:info@cectets.org).

If you have any difficulties or queries regarding the new system or any feedback or suggestions, please contact [cec@pdc.is](mailto:cec@pdc.is)

## 7. Strategic items

As noted in the introduction we have completed 3 of the workstreams of the strategic review:

- We have restructured our budget and reduced our typical annual budget by approximately 30% through a combination of prudence, due diligence and oversight, this has allowed us to permanently reduce stakeholder fees
- The 2022 budget proposal, based on the new budget structure, was accepted by our stakeholders. Whereas our 2021 budget included temporarily reduced fees and a planned loss, the 2022 budget is in balance (costs ≈ income) and includes the permanently reduced fees
- A thorough review of potential new funding models and new stakeholders has been completed and whilst no new stakeholders have been identified this is primarily because they are not members of an organisation or association that would be a natural CEC stakeholder. No universally acceptable funding model has been identified. Both items will be kept under review.

## 8. Upcoming events and activity for 2022

- Management Board Meeting on 14 September 2022 in Brussels
- Management Board Call on 19 October 2022
- Management Board Meeting on 23 November 2022 in Brussels
- TDG-F-005, SG-F-16 and SG-F-20 meetings in September at DTC Testing (date still to be confirmed)
- SG-F-23 meeting on 09 November 2022 by teleconference
- SG-F-98 meeting on 10 November 2022 at Haltermann Hamburg
- SG-F-110 meeting on 08 November 2022 F2F or online
- TDG-F-113 meeting on 21 September 2022 at DTC testing
- SG-L-54, SG-L-99, SG-L-101, SG-L-118 meetings on 16 & 17 November 2022 AT APL Landau if F2F
- SG-L-106 meeting on 26 October 2022 at ISP Salzbergen or by conf call
- SG-L-114 meeting on 26 September 2022 at TotalEnergies Givores or teleconference
- SG-L-117 meeting on 27 October 2022 at ISP Grand-Couronne or teleconference
- SG-L-007, SG-L-45, SG-L-84, SG-L-108 meetings in April 2023, date still to be confirmed

*It is important all working groups meet at least once a year either physically or virtually.*