

## CEC ACTIVITY REPORT JANUARY – JUNE 2023

### 1. Chair Introduction

It is my pleasure to write to you as Chair of the CEC Management Board (MB). I'd like to welcome two new members onto the MB; Peter Schick representing ACEA Heavy Duty and Herve Marie representing ATIEL. Equally importantly, I'd like to recognise the continuing strong contributions from the other current members of the MB and the CEC Secretariat as we work on the current tests and move to closure on our future scope.

CEC is a partnership between its four member organisations and it is critical that CEC provides value to each one. The strategic review of CEC scope remains the highest priority for the MB. We aim to come to a consensus on this by November this year with the support of the member organisations (see item 3 below).

CEC has a wide member company base (>90 companies) however currently relies on a few companies and individuals taking on officer roles of Chair, Vice-Chair, Secretary etc. in the Working Groups. This situation is not sustainable, and I am pleased to say we have continued progress in filling more of the vacant positions. This is absolutely vital to ensure continued operation of the existing CEC test development and surveillance system.

The CEC MB has taken further legal advice relating to the latest sanctions put in place by the European Union relating to the Russia/Ukraine situation and the impact of US sanctions as they apply to CEC. We are amending some contract clauses with suppliers and clients and improving our screening processes as a result. This will ensure we have taken necessary best steps to achieve compliance. We continue to monitor the situation particularly as new sanctions are introduced. 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 continue with improvements to be implemented over the coming months once we have agreed the future scope and have an implementation plan.

Several MB members are participating in a new collaborative initiative around Global Lubricants Tests Standards Team (GLTST). The aim is to maximise shared testing knowledge amongst test providers and specification setting bodies.

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 and a new Round Robin is being planned.

The F-098 SG continues to try and extend the life of the test as far as possible however a successor test development will be required. The next step is development of the Terms of Reference.

There are currently no active TDG's in the lubricants area. The L-107 SG limiting factor is supply of RL262 for fuel batch approval or as a 'calibration oil'. A possible replacement has been found however further round robin testing is needed to approve it.

## 2. List of Board Members and Responsibilities

### 2.1. List of Board Members

|                      |   |
|----------------------|---|
| Philip Reeve         | ATC, Chair  |
| Mike Conroy          | CONCAWE, Vice-Chair                                 |
| Paul Decker-Brentano | ACEA  |
| Peter Schick         | ACEA  |
| Ralf Meyke           | ATC (temporarily replacing Walter Kudlich)          |
| Marco Corradi        | ATC, Treasurer and Compliance                       |
| Hervé Marie          | ATIEL (replacing Andrew Bailey as of February 2023) |
| Beate Heisterkamp    | CONCAWE   |
| Catherine Maillard   | ATIEL   |

### 2.2. Management Board Responsibilities

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

## 3. Strategic items

As noted in the introduction our highest priority item is to complete the scope review for the future of CEC. Based on earlier work on 2022 followed by MB discussion and review, we concluded that continuation on the current path is not sustainable and will lead to unmanaged decline of CEC. We identified three potential ways forward:

- Option 1:  
Manage the decline of CEC over the next 5-10-15 years
  - currently not taking on new work in new areas
  - possibly no test method developments starting in phase I, start in phase II or take methods directly to SG
- Option 2:  
Within the current scope (meet evolving needs), remain reactive however open to new method development in evolving areas
  - state clearly to the stakeholders (broader industry) that we are open to mutually develop methods in areas such as novel fuels, true zero emissions, net zero emissions, etc.
- Option 3:  
As option 2 plus an element of proactivity to actively work in new areas (setup Special Project Groups, etc.)

These options were discussed within the member organisations with the following feedback received:

- Default is Option 1, fully supported by CONCAWE
- Option 2 is possible with greater clarity around boundary conditions, resources (costs/people) and stakeholder commitments, supported by ACEA, ATIEL and ATC within certain boundaries.
- No support for Option 3.  
CONCAWE are likely to follow Option 1 even if Lubes groups find a path to Option 2.

Subsequently additional work was conducted to estimate the necessary resources and costs to deliver against a desired roadmap of testing needs. The various scenarios around this were considered unrealistic for CEC to deliver (5x replacement tests and 11x new tests) in an acceptable timeframe and cost to the Industry.

A more realistic scenario was agreed with a revised roadmap and boundary conditions. This covered 4x replacement and 4x new tests over a 5 year period addressing some evolving needs. Tests will only be accepted into the CEC system at Phase 2. In practice this means that the test meets CEC phase 1 precision (repeatability) and representativity criteria prior to being brought to CEC. CEC will then conduct the precision (reproducibility) testing required to achieve SG status.

CEC MB agreed this roadmap for planning purposes although the specific tests required will need to be further defined. Estimates of the cost and resources to deliver these test methods have been developed. This includes estimates of individual company costs/resources needed to deliver the overall roadmap. A presentation of this information will be discussed by member organisations and fed back. CEC MB will then decide on the future scope at the 23<sup>rd</sup> November 2023 MB meeting. An implementation and communications plan will then be developed to support the decision and roll-out the strategy.

## **4. Update on TDG's - Activity report – timeframe January – June 2023**

### **4.1. TDG-F-113 – DISI test**

The test reproducibility remains unsolved at this stage, and several studies have been presented at the latest TDG F-113 plenary meeting, suggesting potential factors affecting test variability (Injector geometry check, Spark Plug gap, Traces of Metal in test fuel). Recommendations based on those observations will be implemented prior to next RR to tighten even further the operating conditions and bring the test closer to SDG precision target.

Mibö is currently reviewing foreseeable test parts needs from Group Members, but there is limited lifetime visibility from the OEM.

Some concerns have been addressed to the CEC MB by main test users regarding fuel sourcing from entitled supplier. Those concerns were related to cost, delivery time and batch lifetime (due to low volume production) and explain the report of alternative fluids results (although not matching the initial CEC Terms of Reference) as additional information in the TMS database.

### **4.2. TDG-F-005 – M102E Test**

Due to a massive and unreliable lab to lab IVD variation with market fuels, the working group agreed upon in October 2021 to shift the status for the test procedure from SG to TDG until the issues are solved. The given time span of 1 year without solving the issues is reached. However, the decision to close the group may be postponed until there is confirmation on M111 open issues (SG-F-20).

## **5. Update on SG's - Activity report – timeframe January – June 2023**

### **5.1. SG-F-098**

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.

ATC was asked to do a feasibility study of developing a test without OEM. The request is that ACEA, ATC and CONCAWE give feedback on the documents sent by ATC-FAG on how to move to TDG status. A ToR needs to be written taking into consideration the feedback from ATC.

### **5.2. SG-F-016**

There will be a RR in 2023, because of weak fail results in the RR 2022 – the same fuels are used as in the RR 2022.

### 5.3. CEC F-20

The group has urgent part available issues. They will try to find a solution to keep this test alive as long as possible. If deep changes like refurbished engines are necessary, the naming of the group must be changed. The old name will be kept with the date of 2023.

The group decided to work with one company to have parts stored in one lab for the next 10 years. The other labs would then buy the parts from that lab.

The idea is to make RR tests with the current parts and then another RR with the new supplier's parts and see if there are any deviations. This means that there would be a new release of the test.

The group and the MB will need to discuss how to run both tests in parallel – this has been postponed to the autumn of 2023. RR tests will be done and if the precision is the same with the old and the new test, then 2 parallel tests won't be needed.

### 5.4. CEC L-106 and CEC L-111

During the latest CEC SG-L-106/111 meeting, AEL/ Stellantis confirmed that the DV6/EP6 production is ensured until early 2024. They propose then a plan to order the parts to cover the period beyond by putting together an all-time order plan. This plan allows to cover the industry needs until 2025 and even beyond. Stellantis has now confirmed the hardware availability until 2026.

## 6. Update on TMS

PDC have held regular meetings with the CEC and TMS team, identifying and updating several minor aspects to further improve data precision. This has included increasing value storage to 3 decimal places for all tests. The CEC site is currently under review with PDC ready to implement any updates as they arise.

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. There have also been several new chairs of test types. Additionally, PDC has provided support for users having access issues.

## 7. Workshop 2023

Following from Item above, depending on the CEC strategy and scope, we have no view yet on when to hold the next workshop. The purpose will be to roll-out the new strategy and ensure continued commitment to the required level of resources to implement the plan.

## 8. Upcoming events and activity for 2023

- Management Board Meeting on 14 September, 2023, by teleconference
- Management Board Meeting on 23 November, 2023 in Brussels
- SG-L-114 meeting on 11 September 2023, by teleconference
- TDG-F-005 and SG-F-20 meeting on 19 September 2023 hosted by DTC in Vienna, Austria
- CEC-F-23-01 meeting on 19 September 2023 hosted by DTC in Vienna, Austria
- CEC-F-16-96 meeting on 19 September 2023 hosted by DTC in Vienna, Austria
- CEC-F-98-08 meeting on 20 September 2023 hosted by DTC in Vienna, Austria
- CEC-F-110-16 meeting on 20 September 2023 hosted by DTC in Vienna, Austria
- TDG-F-113 meeting on 21 September 2023 hosted by DTC in Vienna, Austria
- SG-L-54, SG-L-104 meeting, 09 October 2023, by teleconference
- SG-L-106 and SG-L-111 meetings, 13 October 2023, by teleconference
- SG-L-14, L-36, L-40, L-45 and L-48 meetings on 26 October in Darmstadt, Germany, hosted by Evonik
- SG-L-07, L-84, L-105 and L-108 meetings on 27 October in Darmstadt, Germany, hosted by Evonik

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