

CEC ACTIVITY REPORT JULY – DECEMBER 2022

1. Chair Introduction

It is my pleasure to write to you as Chair of the CEC Management Board (MB). I started the role in September 2022 on behalf of ATC and want to thank all those who have helped me transition into it, particularly Craig Jones, Mike Conroy, Marco Corradi and the CEC Secretariat. Marco becomes a director of CEC through his role as Treasurer. I would also like to thank Matthias Berger who is leaving the MB as ACEA HD representative and welcome Ralf Meyke to the MB as ATC representative, temporarily replacing Walter Kudlich.

It is critical that CEC provides value to all four member organisations. The number 1 priority for the MB is to complete the strategic review and develop an implementation plan for the future based on the needs of the member organisations (see item 3 below). Significant discussion and review of all inputs took place in the second half of 2022. As a result, three potential scope options for the future were identified. These are being presented to the member organisations now. We have requested feedback ahead of the next MB meeting, February 2nd 2023.

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 we have written to member organisations requesting greater engagement. As a result, many positions have been filled which is good news.

The CEC MB has taken several actions following the sanctions put in place by the European Union relating to the Russia/Ukraine situation. Based on legal advice our aim is to ensure all CEC activities remain compliant. 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.

The new CEC guidelines have now been issued and are available on the website. We continue to review them and make continuous improvements.

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-098 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.

The SG-F020 group suffers from hardware supply. The group is looking for group wide solutions with refurbished engines and reproduced parts.

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

Philip Reeve	ATC, Chair (as of September 2022)
Mike Conroy	CONCAWE, Vice-Chair
Paul Decker-Brentano	ACEA
Peter Schick	ACEA (replacing Mattias Berger as of December 2022)
Ralf Meyke	ATC (temporarily replacing Walter Kudlich)
Marco Corradi	ATC, Treasurer and Compliance
Andrew Bailey	ATIEL
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)/Andrew (Bench)	Andrew/Catherine	Kellen
Monitoring Fuels Groups (SG)	Mike	Beate	Kellen
Monitoring Transmissions (SG)	Ralf	Andrew	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: 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 have 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, with further details in presentation format, are currently being taken to the member organisations through the MB representatives. We have requested feedback from the individual member organisations on their preferred strategic choice. This will be reviewed at the MB meeting on February 2nd 2023 and an implementation and communications plan developed over the next 2-3 months.

4. Update on TDG's - Activity report – timeframe July – December 2022

4.1. TDG-F-113 – DISI test

The TDG met in September. Test results do not meet precision targets. Possible solutions are discussed in the group. It is not recommended to change precision target to align it with the data sets, as the currently available results are still too far away from the targets. Repeatability of low fouling fuels is very close to the requirements, but Comparability of results for all fuels are not acceptable.

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 July – December 2022

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.

5.2. OM646LA status (CEC L-099 and CEC L-104)

Based on earlier estimations, the lifetime of the OM646 hardware was assumed to be exhausted by the end of 2022 which had the consequence that these tests were taken off the ADEA LD oil specification. Since a while, the lifetime of the hardware could have been elongated and the most recent assumption is corrected to 2026. It was decided by ACEA to put both test into the ACEA LD sequence and ask for the 2016 oil categories not for A7/B7 and C6 and C7.

5.3. CEC L-104

In the SG meeting in March 2021 it was reported that the test is running mild, outside of given control bands. In the Operators Group meeting in September 2021 some procedure modifications have been agreed, e.g. increase of fuelling rates by 10% and move from full load to fuel consumption controlled running. The reason for that was, that the B100 fuel quality has shifted towards mild over time. These changes were implemented in procedure issue 7 and the results came back on track, confirmed in SG meetings in November 2021, March 2022 and also now in November 2022.

5.4. 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.

5.5. CEC L-078

There was an issue with only one lab running the test and still has about 80 tests planned and all slots are already assigned to customers. It seems that technically the test is still available, but in reality, there is no

availability for new unplanned needs. All other labs reported that they either have de-installed the installation or do not have sufficient hardware on stock to offer the test.

As there is a replacement test already, there is no issue in terms of availability. With regards to the old test, this has been discussed with ACEA LD and VW and this test can be eliminated from the CEC test methods when ACEA will publish the next sequence update (next year). Apart from the in-house testing by VW there shouldn't be any other demand.

5.6. 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. The groups are asking the CEC MB for guidance if the labs need to purchase parts to cover the period until 2025 or up to 2026 included. Labs will have to order their needs by March 2023 with AEL.

This topic has already been addressed in the past and it was agreed that it is difficult to implement from a CEC perspective, but CEC could help in facilitating the discussion and being the bridge of the test labs into ACEA. ACEA confirmed that the tests will be needed in the industry up to the end.

6. Update on TMS

PDC had regular contact with the CEC and TMS team, discussing any usability enhancements and TMS updates that are required.

From a developmental point of view, they have been working on several enhancements on both the public site and the members' area; these will be published in the new year. PDC has also produced and published several instructional videos for the site to assist users. These can be found under the 'Help' section.

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

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

7. Progress with CEC's New Website

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.

If you have not received your new login details, please inform the secretariat accordingly – info@cectets.org.

If you have any difficulties or queries regarding the new system or any feedback or suggestions, please contact cec@pdc.is

8. Workshop 2023

Following from Item above, depending on the CEC strategy and scope, we aim to have a CEC workshop in June 2023. The purpose will be to roll-out the new strategy and ensure continued commitment to the required level of resources to implement the plan.

9. Upcoming events and activity for 2023

- Management Board Meeting on 2 February, 2023 in Brussels
- SG-L-111 Meeting on 15 March 2023, by teleconference
- SG-L-54 Meeting on 10 April 2023, at Lubrizol or Haltermann
- Management Board Meeting on 25 April, 2023 in Brussels
- SG-L-101 Meeting on 10 May 2023 at Daimler Truck, Germany
- Management Board Meeting on 21 June, 2023 in Brussels
- Workshop (TBC) on 22 June, 2023 in Brussels

- Management Board Meeting on 14 September, 2023 in Brussels
- TDG-F-005 and SG-F-20 meeting on 19 September 2023 at DTC Vienna, Austria
- SG-F-16 Meeting, September 2023 at DTC Vienna, Austria
- Management Board Meeting on 23 November, 2023 via conference call
- 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.