

CEC ACTIVITY REPORT JULY – DECEMBER 2025

1. Chair Introduction

In the second half year of 2025, CEC Management Board had a special focus on CEC's financial situation. We held a very constructive and fruitful workshop on possible additional sources of income that would help CEC to return to a balanced budget. We continued to work on the issues and held several meetings with our member associations to gather their feedback on our ideas. This process will continue over the next 6 months, with the aim of reaching a decision in mid-2026 to introduce the new financial model in 2027.

Several new pre-developed tests are on the horizon (see below) to be transferred into CEC test methods. CEC Management Board is defining the necessary next steps, taking into account the new processes defined in the latest version of the [CEC guidelines](#), which have been finalized in the first half of 2025 and presented in the online seminar on July 3rd 2025.

For 2026, we identified the following topics to focus on:

- Finalizing the discussion on revenue streams and decision of financing model
- New test developments (F-119, L-120, Mercedes tests)
- Statistics (how can we support SDG)

2. List of Board Members and Responsibilities

2.1. List of Board Members

Klaus Fieweger	CEC Chair
Peter Schick	ACEA, Vice Chair
Paul Decker-Brentano	ACEA
Ralf Meyke	ATC
Damien Bernard-Brunel	ATC
Michael Forster	ATC, Fuels Representative
Catherine Maillard	ATIEL, Treasurer
N.N.	ATIEL

Selin Manukyan (LANXESS) has agreed to be a deputy for Damien if he is unable to attend a meeting. Uwe Lutz (BASF) will stand in for Michael if he is unavailable.

Hervé Marie (ExxonMobil) resigned from the CEC Management Board as ATIEL representative effective Dec. 3rd 2025. A successor will be announced shortly by ATIEL. Catherine has taken over Hervé's role as treasurer.

We would like to thank Hervé very much for his valuable contribution and work for CEC over the past years. And we would like to thank Catherine for agreeing to take on the role of CEC's treasurer.

2.2. Management Board Responsibilities

Issue	Leader	Backup	Admin, Secretariat
General Administration	Klaus	Peter	Kellen
Finance/Compliance	Catherine	Klaus	Kellen
Website	Klaus	N.N.	Kellen
Monitoring Lubricants Groups (SG)	Ralf (engine) Catherine (Bench)	Catherine/Ralf	Kellen
Monitoring Fuels Groups (SG)	Michael	Uwe	Kellen
Monitoring Transmissions (SG)	Ralf	Selin	Kellen
Monitoring Reference Fluids Groups + Rating	Michael	Damien	Kellen
Articles of Association / Guidelines	Klaus	Peter	Kellen
External Communications	Klaus	Peter	Kellen
Test Quality/SDG	Klaus	Damien	Kellen
Lubricant Tests Development:	Paul/Peter	Ralf	Kellen
Fuel Test Development:	Michael/Uwe	Michael/Uwe	Kellen
Confidentiality Issues	Klaus	Peter	Kellen
CEC Strategic items	Klaus	Peter	Kellen

3. User feedback on CEC Website

CEC Management Board would like to ask all CEC website users for feedback on the website's structure and functionality.

Do you miss something? Are there areas you do not need?

Your feedback is highly appreciated via email: chair@cectests.org or info@cectests.org.

4. Test Method information publication

CEC MB reviewed the proposal to publish test method details to improve transparency and marketing. Some basic information will be published on the public part of the CEC website. More detailed technical information will be available in the member area of the CEC website.

The CEC Management Board endorses the publication of the latest precision data (repeatability / reproducibility) of the CEC test methods.

Therefore, if the respective group decides and approves this, the laboratories are permitted and encouraged to include the latest precision data (repeatability/reproducibility) in the test report.

Section 11 of respective test procedures should be updated to reflect this allowance. Additionally, the precision statement in section 11 of each test procedure should contain the respective reference oil / fuel batch numbers.

5. Further Strategic items

The CEC Management Board held two meetings during the first half of 2025, where we worked on the following further strategic topics:

- We continued our very good exchange with Mercedes-Benz Passenger Cars on new lubes tests (gasoline and diesel engines). First definitions of 3 tests (gasoline M254 wear test, gasoline M254 sludge test, diesel OM654 wear test) as well as Mercedes-Benz preconditions have been handed over to ACEA for further check. Next step will be a needs statement from ACEA that will start the formal process of converting these tests into CEC test methods.
- Another lubes engine test from VW (Biodiesel test) is on the horizon to potentially replace MB OM646 Biodiesel test. Discussions on this are ongoing.
- A first contact has been re-established to Stellantis after they rejoined ACEA. Hopefully they will also decide to rejoin the CEC community and possibly support some tests on actual hardware.
- Exchange with Euromot, which is the association of the key global manufacturers of internal combustion engine and alternative powertrain manufacturers focussing on non-road applications, is

ongoing. They have not yet made a decision to join CEC. Nevertheless, we encourage all Euromot member companies to participate in the CEC work groups.

- CEC's compliance process finalized and the business documents have been updated to ensure compliance with sanctions.

6. Update on TDG's and SPG's - Activity report - timeframe July - December 2025

6.1. TDG-F-05-93 Closure

TDG-F-05-93 inlet valve cleanliness test has been back in test development status since October 2021. The group decided by consensus at the September 2025 meetings in Vienna to close the group. This was approved by the CEC MB in December 2025.

- CEC-F-20 is proposed as alternative
- The latest version of the method shall remain available at the CEC website as historic document for former group members
- Group's documents shall remain available for 10 years to meet documentation requirements of quality documents of IEC/ISO17025

6.2. TDG-F-113 – VW DISI injector fouling test

TDG-F-113 original ToR covered the development of three tests

- Dirty-Up (DU)
- Clean-Up (CU)
- Keep Clean (KC)

All tests with fuel containing up to 5% Ethanol to meet EN228 specification.

Test development group decided to change ToR to allow non Ethanol containing fuels due to technical reasons; this change was approved by ATC-FAG who requested E5 fuel in original ToR. This is the only change to the original ToR.

As a summary of the 2025 interlab studies, the TDG decided that the DU test and the CU test still require further development work which will continue under the original test name TDG-F-113 – budget is still available.

The Keep Clean test was successfully completed with E0 fuel and shall now be transferred to SG status under a separate test name SG-F-121. The CEC MB agreed with the TDG's proposal to move the Keep Clean test to SG status, under the SG-F-121 denomination. The new test method will be published as F-121-25. Invitations will be sent to join the SG and the SG will be established.

6.3. TDG-F-119 – replacement test for F-98-08

The working group has decided to implement the test procedure TDG-F-119 based on the DTC's proposal, using a Deutz 3.6l engine as the test engine. This was approved by the CEC MB in December 2025.

[A preliminary LOI](#) to potential sponsors with a range for sponsor payment (50 k€ to 100 k€), including a brief technical description of the test to be developed in the appendix was be send out. Only those participants / sponsors who sign the LOI will remain in the TDG

6.4. TDG-L-120: OM471 FE1 Short Test

CEC has launched a new Test Development Group for the development of the new OM471 FE 1 Short test (TDG-L-120). The first TDG meeting was held on 12. November 2025 with ~30 participants.

- ACEA requested 3 additional parameters to be added, turbocharger deposits, cylinder liner wear, and gear train wear. Statistically, none of these parameters are robust enough to achieve "Primary Status" but they could be classed as "No Harm" parameters. This is the recommendation of the group to ACEA.
- ToR for TDG-L-120 (400hr) state that the precision estimates and reference fluids from SG-L-118 (600hr) will be applied. However, 2 x "Anchor Point" tests will be run at ISP and APL to give a datum point in case the 400hr test runs into severity issues in the future. These 2 x 400hr tests will be ran on RL279 (low ref.)

- SWRI accepted into group
- CEC secretariat compiled a [Letter for sponsorship](#) and sent it out.

Next steps:

- TMC will be coordinating Rating Workshop (venue ISP) in February
- After receiving signed contracts and sponsorship fee, one test each at APL and ISP will be ordered by CEC secretariat.

6.5. SPG: H2-ICE Pre-Ignition Test

19 companies are member of this SPG (Special Projects Group). The last meeting was held October 16, 2025 online with 17 attendees.

Various tasks were defined. Main challenge is the definition and availability of an appropriate test engine. The next meeting will be held online on January 29th 9:30-11:00 CET.

7. Update on SG's - Activity report - timeframe July - December 2025

7.1. SG Chair Nominations

SG-F-040: Karina Gil (Intertek) was endorsed as new Chair.

8. Update on TMS

The TMS has been actively managing routine operations, including onboarding many new users to replace outgoing ones, adding laboratory instruments, and adding new fluid batches along with control limits. PDC has also supported users experiencing access issues.

PDC have provided monthly updates regarding the running of the TMS. In addition, proforma and precision adjustments have been made for multiple tests.

9. Upcoming on events and activity for 2026

- Management Board Meeting on 24 February 2026, Brussels
- Management Board Meeting on 30 April 2026 by teleconference
- Management Board Meeting on 9 July 2026, Brussels
- Management Board Meeting on 15 October 2026, Brussels
- Management Board Meeting on 2 December 2025 by teleconference
- TDG-F-113 Meeting on 20 January 2026 by teleconference
- SPG H2-ICE Preignition Meeting on 29 January by teleconference
- SG-L-111 Meeting on 20 March 2026 by teleconference
- SG-L-114, SG-L-117 Meeting on 10 March 2026, hosted by Toyota in Cologne or Brussels
- SG-L-104, SG-L-107 Meeting on 15 April 2026, hosted by Afton Chemical Hamburg
- SG-L-007 Meeting on 22 April 2026, hosted by FZG, hybrid
- SG-L-118 Meeting on 20 May 2026, hosted by by Infineum in Paris
- TDG-L-120 Meeting on 21 May 2026, hosted by by Infineum in Paris
- SG-F-20 Meeting on 22 September 2026, hosted by DTC Vienna

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