Coordinating European Council for the Development of Performance Tests for Transportation Fuels, Lubricants and Other Fluids.

CEC Activity Report
January – June 2026

1. Chair Introduction

During the first half of 2026, the CEC Management Board placed a special focus on CEC's financial sustainability. A new funding model was developed and agreed within the Management Board. However, the proposal did not receive the necessary support from all three member associations and therefore could not be implemented.

At the same time, significant efforts to reduce CEC's operating expenses proved successful, allowing us to achieve an almost balanced budget for the time being. This has provided valuable time and reduced the immediate pressure to introduce structural changes.

Nevertheless, the long-term funding challenge remains unresolved. While the decision on a new financing model has been postponed, the work on securing a sustainable funding structure for CEC will need to be revisited and pursued with renewed commitment in the future. CEC Management Board continues monitoring the financial situation closely.

In parallel, CEC Management Board gathered feedback and developed ideas on how CEC organisation could become more professional and efficient. Implementing the first measures will be one of the key priorities for the second half of the year.

Two TDGs (F-119 and L-120) have successfully found sponsors and will now continue the test method development process with phase 1 and sponsoring members only.

A new Mercedes gasoline engine wear test will be converted into a CEC test method. An inaugural TDG meeting for all interested potential sponsors will be held in September 2026 (see below).

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.

ATIEL will announce new CEC Management Board representatives soon.

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. CEC Website

The first change request regarding reference fluids data was resolved:

- At the moment, the reference oil data sheets are only available in the reference oil group.
- From now on, reference fluid data sheets will be stored in each SG folder.
- When an organisation buys a test method without joining SG, they will receive the current reference fluid data sheets together with the method (but no future updates).

CEC Management Board asks 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. Update on Test Method information publication

CEC MB reviewed the proposal to publish test method details to improve transparency and marketing. Some basic information is already published on the public part of the CEC website. The remaining documents will be published in the coming weeks.

- The documents will serve mainly as basic public information for potential new customers, therefore test method information will be published in the public area of the CEC website.
- MB agreed that repeatability and reproducibility (r&R) reference data will be published either as absolute values or as percentages, allowing transparency without revealing proprietary test data.
- All SGs follow a consistent approach.
- Labs are allowed to include r&R in their own reports
- Additionally, the precision statement in section 11 of each test procedure should contain the respective reference oil / fuel batch numbers.

5. Use of AI Tools in CEC Group Meetings:

CEC MB published a guideline for the use of AI tools in CEC group meetings:

- Only use company-approved AI tools (e.g., MS Teams)
- Inform participants before recording.
- Use AI transcript to support—but not replace—manual action & decision tracking.
- Two options for minutes:
    - AI-assisted summaries (checked by group secretary)
    - Fully manual minutes
- Mandatory disclosure: Minutes must state that AI tools were used, and who checked and released the minutes.
- Audio recordings must be deleted within 4 weeks

6. Process for new labs wishing to join CEC

Agreed process for new labs that show interest in running CEC tests:

1. Lab declares interest & reviews CEC guidelines.
2. CEC Secretariat + group chair assess feasibility (hardware, lifetime, supplier availability).
3. If not feasible → lab is informed before purchase.
4. If feasible → lab may buy the test method & joins the SG.
5. Reference tests run; data uploaded; quality verified.

7. Further strategic items

The CEC Management Board held two face-to-face meetings and one online meeting during the first half of 2026, where – besides other topics - we worked on the following strategic topics:

- Improvement of CEC's financial situation and efficiency / professionalism.
- We continued our very good exchange with Mercedes-Benz Passenger Cars on new lubes tests (gasoline and diesel engines). The first test to be transferred into a CEC test will be a 4-cylinder gasoline engine (M254) wear test (see below). Further test (4-cylinder gasoline engine M254 sludge test, 4-cylinder diesel engine OM654 wear test) will follow.
- A new lube engine test from VW (Biodiesel test) is on the horizon to potentially replace Mercedes OM646 Biodiesel test. Discussions on this are ongoing.
- 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 MB and Statistical Development Group (SDG) developed a concept for further enhancing CEC-TMS (Test Monitoring System).
    - To upgrade TMS in a 3-step approach so it can store all CEC reference data and integrate the statistical and graphical functions currently provided by the START Excel plugin.
    - The Statistical Development Group (SDG) welcomed the proposal and stressed that all three upgrade stages should be completed to achieve full value.
    - A dedicated group was formed to work on this project.
    - The next major milestone will be receiving a quotation from potential development partners, ideally in time for the October management board meeting.

8. Update on TDG's and SPG's - Activity report - timeframe January - June 2026

8.1. 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)

The Keep Clean test was successfully completed with E0 fuel and is now be transferred to SG status under a separate test name SG-F-121.The new test method is published as F-121-25.
TDG-F-113 now focuses on the development of the DU and CU test method.

8.2. 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.
- Several test sponsors have signed the LOI and paid the membership fee.
- They will remain in the TDG, with the next group meeting taking place within the CEC Fuel Meetings 2026 hosted by DTC in Vienna, Austria, from 22nd to 24th of September 2026.

8.3. 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 (400hrs, TDG-L-120).

- 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 on RL279 (low ref.) to give a datum point in case the 400hr test runs into severity issues in the future.
- CEC sent out a letter of sponsorship for this new TDG.
- Because L-120 cannot be understood or used without access to L-118 data, the Management Board decided that membership in L-118 must be mandatory for anyone joining L-120.
- Several test sponsors have signed the LOI and paid the membership fee. They will remain in the TDG, with the next group meeting taking place online on demand or the latest at 18. November 2026 at APL in Landau/Germany

8.4. TDG-L-122 – new Mercedes M254 gasoline engine wear test

CEC met with Mercedes to align on how their new developed in-house M254 wear test could be transferred into a CEC Test method, which shall enter the 2027 upgrade of the ACEA light-duty oil sequences in the new G1 category.

- Feedback from ATC and ATIEL on ACEAS need statement has been positive.
- Mercedes decided that APL will take over the role of the lead lab.
- No Mercedes employee will be a member of the TDG.
- The reference oil as well as the limits have been specified by Mercedes for in house requirements and will be defined by the TDG with advice from Mercedes.
- Test development should be completed by mid-2027.
- The inaugural TDG meeting is planned on 24. September and will be hosted by APL in Landau / Germany. Invitations will be sent out in the next weeks.
- At this phase, membership is still free of charge. Membership is not restricted to members of the involved industry associations. Independent laboratories and other interested parties are also invited.

8.5. SPG: H2-ICE Pre-Ignition Test

The SPG H2 ICE group has strong participation from OEMs and industry, even though ACEA Heavy Duty indicated that developing a standardized hydrogen engine test is not a priority because hydrogen engines are not economically viable in the near term.

- TU Graz has developed a hydrogen pre ignition test and will present repeatability, discrimination capability, and possibly a reference lube at the next meeting, while a small subgroup continues a literature search on other hydrogen tests.
- Hardware sourcing remains difficult: Deutz could supply an engine but at high cost and with limited relevance for pre ignition, while Liebherr indicated it would take 4–5 years before they could provide hardware.
- The SPG will remain in operation until test data and the literature review are evaluated.
- The next meeting will be held online on September 21st 2026, 9:30-11:00 CET.

9. Update on SG’s - Activity report - timeframe January - June 2026

9.1. SG-L-103 Biodegradability Test:

- Test method remains active; group wishes to continue work.
- Test of interest for non road applications (EUROMOT), e.g. Liebherr hydraulic oil.

10. Update on TMS

Daily operations are running smoothly with standard levels of user support and engagement.
TMS upgrade: see above last bullet point of 7.

11. Upcoming on events and activity for 2nd half of 2026

- Management Board Meeting on 15 October 2026, Brussels
- Management Board Meeting on 2 December 2025 online meeting
- SPG H2-ICE: 21. September 2026 online meeting

- Annual CEC Fuel Meetings 2026 hosted by DTC in Vienna, Austria: 22.-24.September 2026.
  SGs: F-016, F-020, F-023, F-098, F-110, F-121
  TDGs: F-113, F-119
- TDG-L-122 (Mercedes gasoline wear test): 24. September hosted by APL in Landau, Germany
- SG-L-114, 28 September 2026, online meeting
- Bundled meetings on 20 & 21 October 2026 hosted by APL in Landau, Germany:
  - 20 Oct: SG-L-014, SG-L-036, SG-L-040,SG-L-045, SG-L-085,
  - 21 Oct: SG-L-082/83, SG-L-105, SG-L-109, SG-L-048, SG-L-112
- SG-L-106 & SG-L-111: 30 October 2026, online meeting
- SG-L-099: 09 November 2026, online meeting
- TDG-L-120 (OM471 FE1 Short Test): 18. November 2026 hosted by APL in Landau, Germany

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