



Questions and actions resulting from EU Letter to OEM about HFO1234yf

-Feedback from the European Commission (received on 26th June 2012) -

1. What happens if the deadline of 31 December 2012 for HFO 1234YF availability cannot be met?

The decision of the European Commission applies until 31 December 2012. From 1 January 2013 the decision not to start infringement procedures under the conditions laid down by the Commission will no longer apply.

2. If a vehicle gets type-approval now and enters production this year, then it could use HFC 134a until 31.12.2012, but for vehicles produced after the 31.12.2012 then HFO1234yf should be installed. How will this be ensured?

All approval authorities in the Member States have been informed of the decision of the European Commission. The monitoring of the implementation of the measures referred above is ensured by those authorities in the Member States that are responsible for type-approval (type-approval authorities) in what regards the request for type-approval of new types of vehicles that are fitted with MAC systems that are compatible with Directive 2006/40/EC; by those authorities in the Member States that are responsible for the certification of production (technical services), in what regards the verification that production conforms to the Directive after 31 December 2012 or as soon as the situation of shortage is solved, if before that date; and finally by those authorities that are responsible for the market surveillance in Member States, in their respective competencies of ensuring that the products that are in the internal market are conform to EU legislation.

3. Will vehicles that were type-approved after 01 January 2011 (prior to the issue of the note to the TCMV's) that should have been using HFO 1234YF, but have been filled with HFC 134a (e.g. Mercedes Benz B Class) be converted back to HFO 1234yf as soon as the refrigerant is available either at the next service interval, or other earliest opportunity?

The decision by the Commission states that "new types of vehicles can only be type-approved if they are fitted with MAC systems that are compatible with Directive 2006/40/EC. However, as long as the refrigerant HFO-1234yf is not available, and with a definitive limitation on 31 December 2012, manufacturers may continue to use the old refrigerant (so-called 134a) to fill new type-approved production vehicles, when this is technically possible." There are no retrofitting obligations.

4. What should a vehicle owner do if they have such a vehicle?

See previous question/answer.

5. **What should body-shops do with vehicles that have been involved in an accident where the air-conditioning system has been damaged (typical front-end accident) that have been filled with HFO 1234YF if no refrigerant is available to the independent aftermarket (as is currently the case)? Should these body-shops refill the vehicle air-conditioning system with R134a?**

The workshop should contact the vehicle manufacturer for getting access the necessary HFO-1234yf refill quantity. To our knowledge a MAC designed for the use of HFO-1234yf cannot be simply refilled with R-134a, without risking damage to the MAC system.

6. **How will workshops be notified which refrigerant has been installed in a particular vehicle manufacturer's model type if R134a has been replaced with HFO 1234YF when it becomes available?**

This information has to be contained in the repair and maintenance information package of the vehicle.
