



MEETING NOTES

EGEA Working Group 9 – Mobile Air-Conditioning Systems

Wednesday, 25th September 2013, 09h00 – 16h30
EGEA Offices (c/o FIGIEFA)
Boulevard de la Woluwe, 42
BE – 1200 Brussels

Participants:

AICA/Brainbee	Andrea Cantadori
AICA/Ecotechnics spa	Giovanni Ottantini
AICA/SPX Italy	Alessandro Carluccio
ASA/Hella	Pete Bradley
AVL DiTest	Peter Kerschenbauer

1. Opening and welcome

On behalf of EGEA, Pete Bradley welcomed all participants.

2. Approval of the minutes of the last Working Group 9 meeting held on 7th May 2013 in Brussels

With no further remarks, the minutes of the last WG9 meeting held on 7th May 2013 in Brussels were approved.

3. EGEA HFO 1234YF specification

The following amendments were made to the specification due to some valid comments from the members:

- **Deletion of sentence in Chapter 6.**
It must not be possible to use the service unit if one of the body panels is open.
- **Amendment to the sentence in Chapter 6**
For oil and/or filter replacements, an automated maintenance mode must be implemented. This is to ensure that refrigerant loss is minimized and thereby the potential of a flammable atmosphere is reduced to a negligible level.

New Document is EGEA WG9 Draft AC Equipment spec_25092013_Vers 012 and is attached.

Eleonore van Haute was invited to explain the next steps for the EGEA Board approval of the Specification and label. The Board requires a legal opinion on the implications, it is requested that the group formulate an introductory letter to the legal advisors, Osborne Clark in Cologne.

The group discussed and formulated the letter. (Attached)

The EGEA Board will sit on 02.10.2013 to discuss as an agenda item, the specification and label. Eleonore is requested to prepare the documentation for the Board meeting to include; The introductory letter, the specification, the process for approval and the label design proposals.

The group expressed that it would welcome a positive outcome to acknowledge the past 2 years work.

The label design is yet to be finalised and agreed with the Board. The label should include the Product name and also the EGEA approval number.

4. Best Practice document content: update and finalization

Contributions were received from all members that were nominated. The chairman thanked all for a prompt delivery.

The contributions have now been put together in one document named 'EGEA Best practice_25092013_Ver01' (attached)

All members are requested to review and to submit comments and also suggest graphics, photos etc. to compliment the text.

The EGEA Secretariat is requested to propose a suitable document format and layout for publication.

5. Implementation of Directive 2006/40/EC

The group discussed the situation and formed some opinions. The overall feeling was that it was confusing and still unsure as to what will happen exactly.

The French situation is also unclear, the attention here is on the type approval and not the refrigerant, however, this is the underlying subject.

It is surprising for the group that the US has successfully forced the use of HFO1234yf by rewarding vehicle manufacturers that implement the refrigerant with 'Carbon Credits' and in Europe we are still unsure as to how many vehicle manufacturers will use the refrigerant.

Now that a French company is to produce the refrigerant, it is likely that all French vehicle manufacturers will adopt the refrigerant.

The group discussed the issue of an alternative in the form of CO₂. Due to various reasons, CO₂ is poisonous and therefore poses a greater health risk as HFO1234yf; due to the high pressures and chemical composition it is difficult to achieve a hermetical sealed system, this implies that the service interval would be a lot shorter than present, assumption of every 6 months has been rumoured; and the efficiency is also in doubt due to increased fuel consumption (system has to develop higher pressures) and the thermal efficiency. CO₂ systems are being developed and do pose a real alternative if solutions are found, this may be 3 to 5 years before implementation. CO₂ does not provide an alternative for Hybrid or Electric vehicles.

The general conclusion is that we can only stand by and be prepared for whatever comes with a situation that is beyond our control and an industry issue.

6. Update of EGEA Website: WG9 activities

Alessandro will provide Eleonore with a proposal for the website.

7. Any other business

The next meeting is proposed to be held in week 48 or 49. Arrival Monday (25.11 or 02.12), for a Tuesday (26.11 or 03.12) meeting or arrival Tuesday (26.11 or 03.12), for a Wednesday (27.11 or 04.12) meeting in both weeks. Eleonore is requested to organise a Doodle appointment request for all members.

8. Thank you and closure

Pete Bradley closed the meeting at 17.30 by thanking the participants for a productive and constructive meeting.
