

# Questions and actions resulting from EU Letter to OEM about HFO1234yf

**EGEA WG9 Brussels 06.06.2012**



# Questions?

1. If a vehicle gets type approval this year and goes into production before 31.12.2012, then, according to the exemption, it would have 134a, After the 31.12.2012 then HFO1234yf.
2. The letter states the date of 31.12.2012 as the final date and also caters for the use of HFO1234yf prior to this date if the refrigerant is available. What happens if the deadline cannot be met?
3. Will vehicles that are already on the market filled with R134a e.g. MB B Class be converted back to HFO1234yf as soon as it is available either at the service interval or other earliest opportunity? I think a recall would not be feasible or acceptable.
4. Will vehicles already type approved and in production being filled with R134a be filled, at production, with HFO1234yf as soon as it is available?
5. What should a vehicle owner do if they have such a vehicle?
6. What will body shops do with accident vehicles filled with HFO1234yf? Refill with R134a?
7. How will workshops be notified which refrigerant has been installed.

## Suggestions?

**Should we, as WG9, write formally to the commission?**

**Should we issue a code of practise?**

**Should we write to ACEA for a statement?**