

**Question for written answer E-009813/2013/rev.1
to the Commission**
Rule 117
Philippe Boulland (PPE)

Subject: Use of R1234yf coolant in motor vehicle air-conditioning systems

Since 12 June 2013, France has been refusing to register new Mercedes vehicles on the grounds that they do not comply with the new EU standard requiring the use in vehicle air-conditioning systems of the new, more environment-friendly, refrigerant gas R1234yf.

Following preliminary tests carried out on prototypes fitted with systems using the new gas, during which it was found that the gas could present a fire risk, Germany's Federal Motor Transport Authority (KBA) asked German manufacturers not to apply the new EU rules. The authority asked the Commission to carry out further investigations into the risks of using this coolant in motor vehicle air-conditioning systems.

What body carried out impact assessments on refrigerant gases for the Commission prior to the adoption of the regulation making it compulsory for R1234yf to be used in new motor vehicles from 1 July 2013?

Would the Commission agree that further investigations should be carried out in order to assess the possible risks highlighted by the KBA? What implications could the findings of such investigations have for the implementation of the above regulation?