



EUROPEAN COMMISSION
DIRECTORATE-GENERAL JOINT RESEARCH CENTRE

Directorate F - Institute for Energy and Transport
Sustainable Transport

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JRC technical and scientific support to the research on safety aspects of the use of refrigerant 1234yf on MAC systems

Corrigendum

In the Executive Summary, the last paragraph of page 2 currently reads:

“The KBA report concludes after level 1 and level 2 tests that "... results do not provide sufficient supporting evidence of a serious risk within the meaning of the Product Safety Act (ProdSG) with the vehicle types tested here..." This view is in general shared by the JRC. The level 1 and level 2 testing showed no ignition of refrigerant R1234yf and no release of hydrogen fluoride (HF) despite the very high temperatures in the engine compartment. Consequently the results as such with the vehicles tested under the conditions as described for level 1 and level 2 testing provided no evidence of a serious risk. The level 1 and level 2 testing showed no release of hydrogen fluoride (HF) despite the very high temperatures in the engine compartment. Consequently the results as such with the vehicles tested under the conditions as described for level 1 and level 2 testing provided no evidence of a serious risk."

The correct version of this paragraph is:

“The KBA report concludes after level 1 and level 2 tests that "... results do not provide sufficient supporting evidence of a serious risk within the meaning of the Product Safety Act (ProdSG) with the vehicle types tested here..." This view is in general shared by the JRC. **The level 1 and level 2 testing showed no ignition of refrigerant R1234yf and no release of critical hydrogen fluoride (HF) concentrations despite the very high temperatures in the engine compartment.** Consequently the results as such with the vehicles tested under the conditions as described for level 1 and level 2 testing provided no evidence of a serious risk. The level 1 and level 2 testing showed no release of hydrogen fluoride (HF) despite the very high temperatures in the engine compartment. Consequently the results as such with the vehicles tested under the conditions as described for level 1 and level 2 testing provided no evidence of a serious risk."