



# THE ALLIANCE FOR CO<sub>2</sub> SOLUTIONS

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## Video shows chemical refrigerant burns and produces toxic gases

Brussels, 27 October 2008:-- A recent video documentary by German experts clearly shows that the chemical refrigerant 1234yf, proposed for next generation car air conditioning, burns in case of an accident and releases highly toxic gases as a result. This puts in danger the lives of passengers and rescue personnel. Yet, most car manufacturers worldwide are still failing to issue a clear commitment to move away from chemicals and implement a safer, more environmentally friendly natural alternative.

"Car manufacturers have been dragging their feet regarding the air conditioning issue for too long, focusing only on short-term costs. There is overwhelming evidence that chemicals are not the way to go, given the huge amount of risks they represent for our planet and people. Especially when a more environmentally friendly, more efficient and safer solution exists, namely CO<sub>2</sub>.", says Wolfgang Lohbeck, Head of special projects at Greenpeace.

### Industry position

A majority of German car manufacturers, within the frame of the Industry association VDA, confirmed for a second time on 20 October 2008 their commitment to develop the natural refrigerant CO<sub>2</sub>, as well as an end to tests on 1234yf. However, when asked by the German Press Agency, at least two members of the association, namely Opel and Ford, confirmed that they are still working with this chemical. Volkswagen/ Porsche, for its part, confirmed that it has ruled out 1234yf but that it is "still seeking other alternatives". Other German manufacturers refused to comment on the issue. Beyond the frame of the VDA, no announcements have been made by any car manufacturer in France, Italy, US or Japan.

"The longer the industry waits, the bigger the shock for the planet. Up to 3% of greenhouse gas emissions are at stake. We have some positive signs, but what we really need is a clear commitment once and for all for a global transition to natural refrigerants" Lohbeck concludes.

### Background

Worth \$14.5 billion, the battle for the car air-conditioning market emanates from the decision by the EU to phase out the current refrigerant HFC-134a from 2011. As car manufacturers typically need 3 years to develop the necessary platforms, a decision on the next generation refrigerant is urgently needed.

The Alliance for CO<sub>2</sub> Solutions is a grouping of organisations that support the use of CO<sub>2</sub> Technology in car air conditioning. Its supporters include Greenpeace, Deutsche Umwelthilfe, Ixetic, Konvekta, SINTEF and Shecco.

### More information

Link to DUH Video:

<http://www.alliance-co2-solutions.org/issues.php#DUH-Flammability-Tests>