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CO₂ ascends to the next level

During the last months, a lot has happened regarding the choice of refrigerant for Mobile Air Conditioning. Find here a summary of relevant developments in 2007 that are paving the way for a wide-spread use of R744.

2007-09-25

Early 2007 – Unclear forecast

The year starts with two key events discussing the use of CO₂ (R744) in car air conditioning. Both the [JSAE](#), in Japan, and the [VDA Winter Meeting](#), in Austria, provide a platform to present latest technical solutions and products. The automotive supplier [Bosch](#) states that a CO₂ control system saves up to 20% fuel, [Visteon](#) proves that R744 systems can reduce fuel use even by up to 25%, while [Modine](#) highlights in a press release: "We could replace R134a with CO₂ tomorrow."

In Germany, media is starting to pick up on the issue with [leading press](#) and [online media](#) highlighting the environmental benefits of CO₂ in April and May. [NGOs](#) and the [Federal Environment Agency](#) urge the industry to opt for R744. The Scandinavian research institute SINTEF estimates that even in hot climates, such as China and India, [R744 can save up to 40% emissions](#) of greenhouse gases. However, at the SAE Alternate Refrigerant Symposium mid-July, the global car industry seems to be [divided over the next-generation refrigerant](#) to use, as chemical options are competing with R744.

Summer 2007 – VDA taking the lead

Only one week after the SAE meeting in Phoenix, USA, R744.com is the first to report on the [choice of CO₂](#) by German carmakers, and the [end of any research on chemical refrigerants](#). While August does not hold major announcements, September proves to be a key month for R744: Shortly after the global supplier Delphi has stated to offer also solutions for R744 systems, the German carmaker [BMW confirms](#) to media the choice of CO₂ for future cars.



Just before the start of the world's biggest auto show in Frankfurt (IAA), the German car manufacturers association [VDA officially confirms to use CO₂](#) in all next-generation air conditioning systems. [R744.com's IAA Blog](#) is reporting live from the IAA, which sends out a clear signal to other carmakers worldwide to "take the role of a pioneer" in the field of CO₂ Technology. The leading supplier [ixetic](#) announces the start of the internal R744 compressors production, while [Behr](#) is sure that "chemicals are not an option" and that "we will see R744 as an absolute majority solution." And: Not only Germany is moving towards the environmentally friendly refrigerant. The global suppliers [Visteon](#) and [Modine](#) highlight their support for R744 in press releases following shortly after the VDA decision. Modine is even expecting a "worldwide technological leap" with the new refrigerant.

What next?

The commitment of German carmakers to CO₂ Technology has set the pace for other manufacturers worldwide to opt for sustainable and efficient refrigerants soon. R744.com will follow these developments closely and report on progress in the field of R744. By moving to user-generated content in the near future, the website will cater for the needs of engineers and manufacturers, facilitating the exchange of best practice on developments regarding R744 systems. With still more technical work needs to be done, R744.com is thus poised to become the platform to lead a smooth and transparent transition to the new refrigerant for both mobile and stationary applications.

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