



WHY SHOULD YOU BUY THE PREMIUM PAG?

Not all PAGs are Created Equal

The unique, patented, double “end-capped” formula of PAG provides exceptional chemical stability to the oil. Ordinary PAG is still chemically active while “end-capped” PAG is chemically inactive or stable. Even at high temperatures, the “end-capped” PAG is very tolerant of moisture and will not react to form harmful acids. The bottom chart depicts the vast differences in the wear characteristics between “end-capped” and ordinary PAG

PAG is the Original Equipment Manufacturer’s Choice for Factory Fill

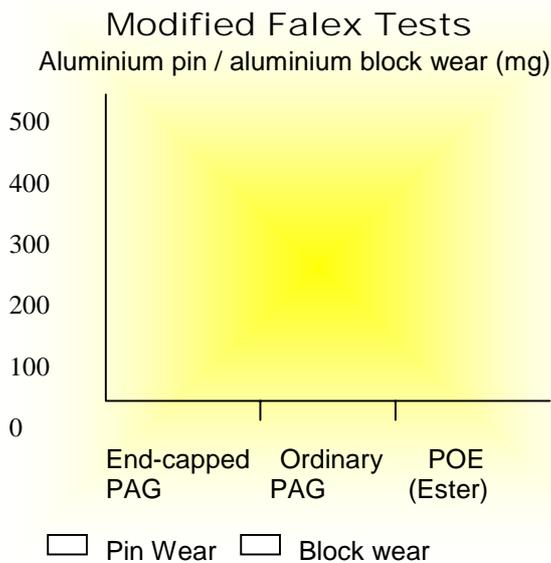
The automobile and compressor manufacturers tested both PAG and Ester Oils. After extensive testing, 100% have chosen to use PAG over Ester for factory fill. All of these manufacturers made this choice with the knowledge that the premium PAG oil cost more than the cheaper Esters.

PAG is the Original Manufacturers Choice for Retrofit

General Motors, Ford, Chrysler, Honda, Toyota, Mercedes, Nissan, BMW, Audi, among others, and all compressor manufacturers recommend PAG as the choice for retrofitting cars from R12 to R134a.

Esters do not Compare in Performance

Chemical stability and wear-resistance are the two major areas of performance difference. When exposed to high levels of moisture and heat, POE (Ester) may undergo hydrolysis, causing it to revert back to its original components of acid and alcohol. The table at the bottom of the page depicts the drastic differences in wear between Ester and “end-capped” PAG.



100% Compatibility with R12 or R134a and Residual Mineral Oil

Double “end-capped” PAG is compatible with both R12 and R134a and can be used in either application (even with residual oil). Ordinary PAG should not be used in the presence of R12.

3 Viscosities (46, 100 and 150)

Compressor manufacturers use different viscosity PAGs to help lubricate under different conditions. Most compressor parts are now aluminium and the new style compressors, such as rotary and scroll, are more sensitive requiring maximum lubrication to function for extended periods. A single viscosity “universal” Ester or PAG is not recommended for maximum service life.

Compressor Manufacturer approvals:

Calsonic Harrison, Denso (Nippondenso), Ford, Halla Climate Control, Sanden, Seiko Seik, Seltec (Tama) and Zexel have approved double “end-capped” PAG.

Note. The standard SAE test was conducted using an aluminium pin rotating between two aluminium blocks. It has been modified to control specific parameters including temperature, pressure and atmosphere (air, R134a, R12) to simulate actual conditions within a compressor.

Double End Capped PAG
 PAG 1..... Order Part No - DECI
 PAG 2..... Order Part No - DECII
 PAG 3..... Order Part No - DECIII
 Call....0121 766 5006 x 206