



TECH TIP

LUBRICANT CHANGE NOTIFICATION:

This is to notify field technicians that there is a change in the type of lubricating oil that is applied to certain General Motors Corporation vehicles. Since 1994, technicians have been able to depend upon almost all GM vehicles having Delphi-Harrison compressors and HFC134a to use the 150 viscosity PAG oil.

Beginning with the 2000 year model, Cadillac introduced a Mitsubishi compressor (type MCS-130-C) on the Deville and Seville platforms. This compressor uses the 100 viscosity PAG oil.

Also, in the 2000 year model, Chevrolet/GMC started using Denso compressors (types 10S20F and 10S17F) on the Silverado/Sierra, Tahoe/Yukon and Suburban platforms. General Motors originally wanted the 150 viscosity PAG oil, but has recently announced that they went with the 46 viscosity PAG oil. This follows the Denso guidelines for other Denso manufactured compressors.

Some GM heavy duty and some GM and Ford light duty truck applications use Sanden compressors. Sanden desires that the technician use the 100 viscosity PAG in their compressors.

Remember, always check the air conditioning specification label under the hood or look it up in a service manual for the correct PAG viscosity oil. Yes, it is true that the use of the wrong viscosity PAG may not lead to an immediate compressor failure. However, the manufacturer of the vehicle, and the manufacturer of the compressor have evidence that the overall life span and performance level will be adversely affected if the wrong lubricant is used in a compressor.