

**PL.6 - REFRIGERANT OIL**

The internal working parts of the compressor are lubricated by refrigerant oil. This is a special type of oil which has an affinity with the refrigerant, such that a proportion of the oil circulates with the refrigerant, around the whole system. Under normal operating conditions, the oil never needs changing or replenishing, and if the correct procedure for system depressurisation and re-charging is followed, minimal oil will be lost from the system during these operations. If, however, the system suffers a major leak or sudden de-pressurisation, most of the oil held in suspension will be lost as the refrigerant escapes, necessitating the addition of a specified quantity of oil to the compressor on re-assembly (see section PL.7).

If a refrigeration component is to be replaced, the removed item will contain a certain amount of oil, and a corresponding amount of new oil must be added to the system on re-assembly:

Condenser;	30 cm <sup>3</sup>
Evaporator;	30 cm <sup>3</sup>
Any major pipe or hose;	10 cm <sup>3</sup>
Receiver-drier;	30 cm <sup>3</sup>
Compressor 2ZZ & 1ZZ Powertrain;	60 cm <sup>3</sup> (See additional information in section PL.7)
Compressor 1ZR Powertrain;	95 cm <sup>3</sup> (See additional information in section PL.7)

**Approved Oils**

Use only Denso ND-OIL 8 low viscosity (ISO46) PAG oil or equivalent (Sanden SP10; Four Seasons 59007).

Refrigerant oil absorbs water and should not be exposed to the atmosphere for any longer than is strictly necessary to perform the operation. Never return decanted oil back into the storage container.