

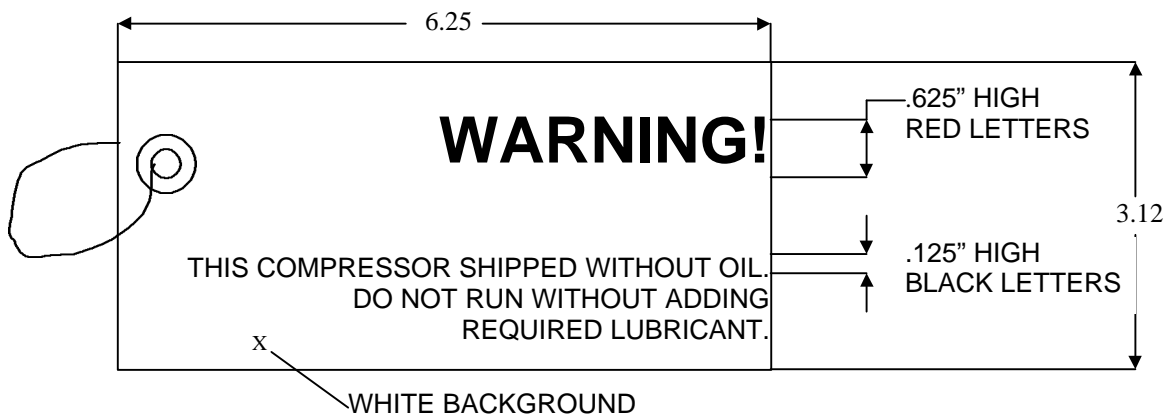
## 5F/H Compressors Without Oil

Carlyle is announcing the elimination of the oil charge in our new 5F/H open compressors. This is based on customer input and Carlyle's effort to offer one universal compressor model that is compatible with all the refrigerants and lubricants that are now being utilized. Shipping these compressors without oil allows the OEM the flexibility to use POE, Alkylbenzene, or mineral oil. The POE oils that are used with HFC refrigerants are also much more hygroscopic than the mineral oils that have been used in these compressors in the past. These POE oils attract and retain much higher quantities of moisture than mineral oils. For that reason, it is more desirable to add the oil to the compressor at the very end of the unit or system assembly. Supplying compressors without oil will allow the system manufacturer to add the appropriate oil at the appropriate time in the manufacturing or system commissioning process.

The recommended oil charges are:

	<u>Pints</u>	<u>Liters</u>		<u>Pints</u>	<u>Liters</u>
5F20	5	2.4	5H40, 46	18	8.5
5F30	5.5	2.6	5H60, 66	21	9.9
5F40	12	5.7	5H80, 86	41	19.4
5F60	13	6.2	5H120, 126	61	28.9

Since the change in oil charge is transparent to the final system, Carlyle will not be changing the part number of the 5F/H compressors. This change is expected to take place at Carlyle in mid-June 1998 with serial numbers beginning 2598JXXXXX. OEM customers should expect to see these oil-less compressors in July. Since some older inventory will exist, adding a warning label to these compressors (sample shown below) and the shipping crate will identify the new models. This label should not be removed until the compressor is charged with oil. On applications where the oil is added at the job site, additional appropriate warning labels should be considered to ensure the compressor is not operated until the appropriate type and quantity of oil is added.



Carlyle will also be modifying all the 5F models by adding the oil cooler connection to their bearing heads. These connections are required in some low temperature applications and the addition will eliminate the need to order special bearing heads when oil coolers are required on these models. This change will occur later this summer and we will let you know implementation details at that time.