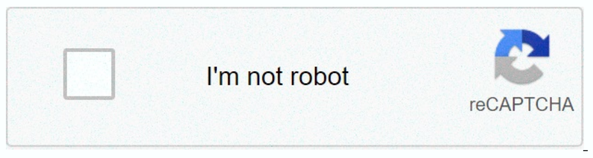

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Freeze 12 vs r134a

· Discussion Starter • #1 • June 20, 2010 Local auto repair shop A replaces R134 with Freeze 12 to run ads to improve performance. Has anyone tried this? Does this make sense? · They came out with a freeze 12 when the R-12 became expensive. The store was still buying $800 from the 30-pound R-12 Pepboys. So if it worked well, the store wouldn't have bought theR-12. At least that is my theory. I don't know much about freezing 12. · Caution freeze 12 may be flammable · Caution freeze 12 may not be flammable. It's not a ingrmy. Freeze 12 is 80% R134a and 20% R142b; it doesn't and can't surpass pure R34a, regardless of what anyone can try and say. In the converted R12 system, the R134a does not carry old mineral-based refrigerant oil through the system. It should be flushed out and added to compatible oils (ester or PAG). Added freeze 12 R142b to fix it. R134a does cooling and R142b carries old oil, it's really just simple. The system was only a few years old and fine when only minor leak repairs were needed. Today, at least 16 years later, most R12 systems need much more to repair properly. When you replace the part and start converting it to R134a, use only the appropriate oil. It would be foolish to use mineral oil and FR-12 during major repairs or resaling. The FR-12 is a product that the real market disappeared about a 10-year ago. But they're still trying like hell. If the store claims to have replaced R134a in this post 1994 system they lie that performance will be improved, along with the risk of an unpleasant visit from the EPA. If you say it improves the performance of your converted R12 system, it's just a lie. · OEM's recommendation R134a for replacement/retrofit. And most recommend PAG oil. If you're using anything other than R12, you're polluting your system. · No. It's not a ingrmy. Freeze 12 is 80% R134a and 20% R142b; it doesn't and can't surpass pure R34a, regardless of what anyone can try and say. In the converted R12 system, the R134a does not carry old mineral-based refrigerant oil through the system. It should be flushed out and added to compatible oils (ester or PAG). Added freeze 12 R142b to fix it. R134a does cooling and R142b carries old oil, it's really just simple. The system was only a few years old and fine when only minor leak repairs were needed. Today, at least 16 years later, most R12 systems need much more to repair properly. When you replace the part and start converting it to R134a, use only the appropriate oil. It would be foolish to use mineral oil and FR-12 during major repairs or resaling. The FR-12 is a product that the real market disappeared about a 10-year ago. But they're still trying like hell. If the store claims to replace R134a in the post The system will improve the performance they lie in, with unpleasant visits from the EPA at risk. If you say it improves the performance of your converted R12 system, it's just a lie. Freeze 12 FR-12 is all allowed by the EPA, so I don't know why anyone would get in trouble with them. · Freeze 12 FR-12 is all allowed by the EPA, so I don't know why anyone would get in trouble with them. Freeze 12 is approved for use in R12 systems, but is not available on R134a systems and makes no sense. In fact, there is no approved replacement for the R134a in the automotive system. Freezing 12 on the R134a system can result in fines. I was using FR-12 as an acronym for Freeze 12. I forgot that there is a product of that name. · Discuss Starters • #1 • August 11, 2009 Hi everyone, my 94 A/C system is in good shape, but in coolant - many in Arizona, spent many hot years. I couldn't find any original R-12 coolant (I couldn't even find a store to sell it), but I've found that there are several options... Freeze-12, direct R-12 replacement Duracool 12a, another replacement A complete R134a mod (would suck) who had recently charged his system? Any suggestions I need to make? · Does the system use the R-12? There should be stickers on the type of refrigerant used and the inside of the hood. I use my '93 R-134a. If you really have an R-12, you can buy it on eBay. It's a quick online course that costs $20 to get EPA Section 609 certified. You can then legally buy an R-12 for something like $50 per 1.5 pounds. I did this. What you need then is to get it on the r-12 recharge hose system (again, eBay). Manifold is optional, but it's a good idea. There is a sight glass to get close to the level. so probably down to $100, you can charge your own system. I think this is a better idea than a renovation. · Discuss Starter • #3 • August 11, 2009 Yes, the system is R-12, I just checked the label under the hood. · Called direct replacements for R12, you realize that these are hydrocarbon-based, that is, the same as butane and propane. · Discussion Starter • #5 • August 11, 2009 So do you have any useful suggestions on how to charge the system? · If you really have an R-12, you can buy it on eBay. It's a quick online course that costs $20 to get EPA Section 609 certified. You can then legally buy an R-12 for something like $50 per 1.5 pounds. I did this. What you need then is to get it on the r-12 recharge hose system (again, eBay). Manifold is optional, but it's a good idea. There is a sight glass to get close to the level. so maybe down to $100, you can own system. I think this is a better idea than a renovation. Somewhat, this fits the money. The refrigerant does not deplete the system in the head (e.g. engine oil that burnes over time). There are leaks that need to be addressed. It may be in your best interest to bite the bullet and find a reputable store to repair/charge your system. In the long run, this may be the cheapest solution as you need to contact the R-12 service hose (at least), find your leak and fix it properly, obtain certification to buy an R-12, and charge your system to the right level for proper operation. Don't forget to cross your fingers. I'm going to stop converting to the R-134a, because this is going to be expensive to do properly, and because it's the best, it's not as good as the R-12. Anything else is rubbish that shouldn't even be legal for sale... My .02. · For what it's worth.... My 93 R-134a has been renovated and it works great. It will only drive you in all taxis except for a very popular day. Nevertheless, there will be more than cold enough. I regularly get to or near 100 in the summer because I'm in the mid-Atlantic region, but not Arizona. Ps... Leak stop and system lubricants can now be purchased separately or as part of the r-134a retrofit kit, with most rechargeable and lubricant cans in the $10 per can range when renovations are completed. I believe retro fit kits are something in order of ~$50 or so, but most all make themselves at auto parts stores or eBay. Some kits claim to have cross-comparability from R12 to R134a, making swaps much easier... Interdynamics are examples. · Myth: R134a won't get as cold as R12. Fact: Pure R-12 boils at -22 degrees Fahrenheit and R-134a boils at -16 degrees Fahrenheit. If you connect the gauge to an R-12 refrigerant bottle containing liquid, there will be about 117 PSI at 100 degrees F. At the same temperature, the reading pressure of R-134a would be about 124 PSI. For this simple fact, the R134a gauge readings will be a little different compared to the R12. Although the overall temperature curve is different and the critical temperature is low, under most operating conditions, the R-134a can find a fairly close match to the R12. The R-134a is slightly less efficient and condensers typically need to be upgraded to match the cooling performance of the R12. ---------- what does this mean? This means that the system can be as cold as the R12 by retrofitting it with the R134a. What should I do? 1) Due to the R134a's high operating pressure and lubricant requirements, all O-rings in the A/C line need to be replaced. R134a compatible O-rings are green and green compared to the black or brown colors of the R12 type. 2) The compressor must be re-written using an R134a compatible O-ring and seal. You don't need to buy a new R134a compressor. Rebuilding the R12 type with an R134a-compatible O-ring and seal and putting it in an R134a-only fitting is enough to rebuild the R12 type. Pay if you want, but you don't have to. 3) Buy a larger A/C condenser (if you don't know what it is, it's a unit that sits in front of the radiator and looks like a radiator). This is something most people don't know about. The R134a is hotter because it operates at higher pressures and retains more heat. Therefore, you need a slightly larger condenser to dissipate more heat. 4) Don't stop at a larger condenser - get a condenser fan that will move more air. Helps move the air when the car is not moving. 5) Go through R12 fittings and buy R134a fittings from your local auto parts store. The kit includes an R134a conversion sticker. 6) Evacuate the system (most will need a shop to do this part), test for leaks, fill it with R134a oil and refrigerant. That's it. Enjoy and have fun. · The R-134 is not cooled as well as the R-12 when used in R-12 systems. Condensers are larger in 134 systems and that's why 134 works well in designed systems. This has always been my experience. If you have an R-12 system, it works really well if you keep the R-12 or go to freeze 12. · I saw several cars where the $40 conversion kit worked well to save auto parts, as you can do all the old r12 first. But I'm sure ^he is right not to get quite cold due to the size of the parts etc. But for $40, it's much better than notin. · I've used HC12a for the last two years in my '91 pickup. Works well with a few exceptions. Here's what I know... It is illegal to have an R12 or R-134 escape into the atmosphere. Heavy fines/penalties. There are horror stories of the EPA sniffing driveways with Hayesmart equipment and hitting a well-intentioned do-it-him-self-er with huge fines. But hey, if you have a leak, if all the refrigerant is lost due to leakage, it's not your fault, is it? In this case, the system can be flushed and replaced with a hydrocarbon refrigerant. I have no idea about the validity of such a story. Worse by the country you live in - there is a lot of confusion about what is legal and what is not. Anyone selling HC refrigerants will not advise that it may be against the law. It's up to you, the user, to make that decision. Perhaps you can use the HC replacement to replace the R-134, but not the R-12. In other words, if you've already retrofit the system from R-12 to R-134 (as I did a few years ago), it would be legal to use hydrocarbon replacement. Again, depending on the state. That said, my experience with HC12a and Duracool (same formula, other manufacturers) is as follows: faster pull-down times, greater cooling efficiency, both for drivers and passengers Florida during the summer. However, HC12a is a molecule larger than R-12 or R-134 and requires less volumeal weight (35-50%); standard refrigerant capacity is what it requires; my system is designed for R-12 capacity and cooling characteristics. Due to the low use of refrigerants with the HC12a, condensate is more difficult to distribute heat and cooling is difficult when there is a stop light when there is no airflow through the condensate. On a long drive, it's cool. However, as soon as it stops, the system stops cooling and the humidity returns. When you start driving again, it cools down again quickly and easily. I've talked to some users of HC12a who don't have that problem. Maybe you need greater or more efficient condensate. Maybe an electric fan added to pull more air through condensate will solve the problem. I am still experimenting. The bottom line is to read everything you can before switching to hydrocarbon replacement. Decide for yourself whether it's legal and whether you'll take the risk if it's not. and see if you can understand it. And remember that everyone's experience with things is uniquely different. a) It's cheap, so I tried it myself, and b) I like experimenting. Good luck with your project. Project.

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