ARE YOU USING GREEN ANTIFREEZE?

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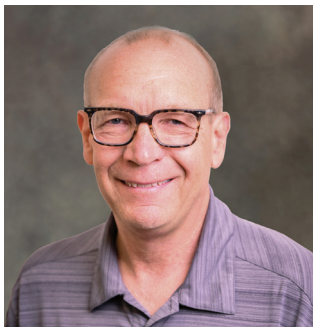

Typical antifreeze is 96% water and glycol, with the remaining 4% consisting of additives to prevent corrosion, liner cavitation, scaling, and deposits. In the late 90s, engine manufactures began recommending extended-life antifreeze for new engines utilizing high levels of aluminum in their cooling systems. However, confusion arose as antifreeze meeting these recommendations came in many different colors, with green being the conventional antifreeze standard prior to 1996. The issue lies in green antifreeze's potential damage to modern engines and contamination of factory-fill OEM products. We recommend OAT (Organic Acid Technology) antifreeze because it meets modern requirements, works across all engine types, and offers extended life, eliminating the need for change for up to 1,000,000 miles/20,000 hours or 8 years. It can be used in engines manufactured prior to 1996 and has the same extend life eliminating the requirement to drain annually. Always consult OEM recommendations for products to maintain the warranty of your machinery.

If you're still using green antifreeze, you may be harming your engine, so consider these points:

1. If your vehicle is a model year 1996 or newer, you may be using suboptimal antifreeze for your system, as most automotive manufacturers of these years utilize OAT antifreeze due to high aluminum content in their cooling systems.
2. Conventional technology antifreeze can lead to increased maintenance costs compared to OAT antifreeze/coolant.
3. Heavy-duty applications with conventional green antifreeze/coolant can result in catastrophic damage such as liner pitting/cavitation. Review manufacturer recommendations, as green antifreeze may require Supplemental Coolant Additives (SCAs) for heavy-duty use.

Additionally, consider using premixed antifreeze over concentrate and self-mixing. Premixed antifreeze utilizes deionized water, reducing the risk of contaminants reacting with metals in your system. If using concentrate, ensure you blend it with deionized water for optimal performance.

For further insights, refer to this tech talk summarizing why green antifreeze isn't recommended for modern engines:

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