Performance profile

HyJet™ IV-A^{plus}

Potential advantages and benefits

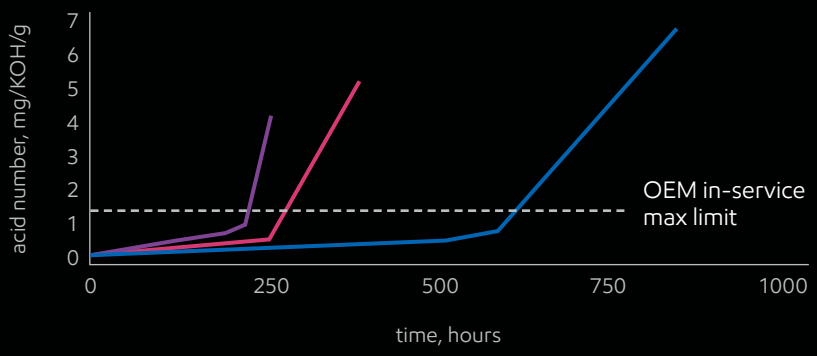
1 Low density for light load weight and potential fuel savings

2 High-temperature stability for longer fluid and component life*

3 Helps extend component life and reduce costly repairs

Longer in-service life

The Airbus NSA 307110 Ampoule Test† measures a fluid's resistance to reaction with water (hydrolytic stability) and molecular breakdown at high temperatures (thermal stability).



Hydraulic fluid life (Ampoule test @ 0.5% water, 125°C)
Testing confirmed that HyJet IV-A^{plus} offers better high-temperature stability and longer in-service life than competitive Type IV fluids tested.

HyJet IV-A^{plus} is a fire-resistant Type IV phosphate ester aviation hydraulic fluid for commercial and business aircraft. It is superior to leading competitive Type IV fluids in the key areas of high-temperature stability, rust protection and density. It is the hydraulic fluid of choice for many of today's airlines with mixed fleets.

Did you know?

HyJet IV-A^{plus} is the **lowest density** Type IV fluid commercially available today.

ExxonMobil

*When compared to leading competitive Type IV fluids
†Proprietary ExxonMobil Research and Engineering test

HyJet™ IV-A^{plus}

Recommended applications

For use in applications specifying:

- SAE Aerospace Standard AS1241C
- Airbus NSA307110N
- ATR NSA307110N
- Boeing BMS 3-11P, Type IV, Class 1 and Type V, Grade B and Grade C
- Boeing (Douglas Division) DMS 2014H
- British Aerospace (Avro) BAC.M.333C
- Bombardier/Canadair BAMS 564-003A
- Bombardier/de Havilland
- Cessna
- Commercial Aircraft Corporation of China (COMAC), CMS-OL-103
- Embraer
- Fokker
- Gulfstream Aerospace 1159SCH302J
- Lockheed C-34-1224C

Low density

Aircraft hydraulic systems are filled to a specific volume level. The weight of the fluid to achieve this volume is directly proportional to its density. A lower-density fluid results in less weight carried by the aircraft.

		Competitive Low Density	Competitive High Density
Aircraft Type	Hydraulic System (gal/l)	Weight Savings (lb/kg)	Weight Savings (lb/kg)
A300, A310	105/400	11.4/5.2	53.4/24.2
A319, A320, A321	62/235	6.7/3.0	31.5/14.3
A330, A340	124/470	13.4/6.1	63.1/28.6
A340-5/600	147/556	15.9/7.2	74.8/33.9
A350	123/466	13.3/6.0	62.6/28.4
A380	315/1192	34.2/15.5	not approved
B737-100/200	23/90	2.5/1.1	11.7/5.3
B737-300-500-NG	35/130	3.8/1.7	17.8/8.1
B747	178/670	19.3/8.8	90.6/41.1
B757	78/300	8.5/3.8	39.7/18.0
B767	81/310	8.8/4.0	41.2/18.7
B777	178/670	19.3/8.8	90.6/41.1
B787	91/344	9.9/4.5	46.3/21.0
DC-9, MD-80, MD-90, B717	25/95	2.7/1.2	12.7/5.8
DC-10, MD-11	125/470	14.4/6.5	63.6/28.8
Embraer 170/175	24/91	2.6/1.2	12.2/5.5
Embraer 190/195	29/110	3.1/1.4	15.0/6.7

Estimated on 3,000 flight hours/year. Twin aisle aircraft may exceed 4,000 flight hours/year. Values are intended for comparison only.

Stronger corrosion control

The ASTM D 665A test identifies rust on polished steel rods that have been exposed to 10 percent water in fluid for 24 hours at 60°C. Water in normal concentrations of up to about 1 percent is soluble in the fluid and not a cause for rust-related concerns. However, in the absence of potent rust inhibitors in the fluid, if water concentration exceeds 3 percent, equipment damage can be rapid and severe.

Rust protection comparison

HyJet IV-A^{plus} Other type IVs

For more information

Please contact your ExxonMobil aviation sales representative.