Spare The Oil, Spoil The Engine!

- Reduce Oil Purchases Up To 90%
- Reduce Oil-Related Maintenance Costs
- More Productivity - Less Downtime
- Safely Extend Oil Drain Intervals
- Increase Engine Efficiency
- Extend Engine Life
Sea Change Oil Regeneration System

(Sea Change Oil Regeneration System, or SCOR) is a multistage, bypass filtration system designed to continuously replenish oil additives and remove contaminants from engine and hydraulic oils. SCOR drastically extends the life of oil and engine wear components by attacking the fallacy that oil goes bad. Oil does not break down or wear out; it only gets dirty. By continuously cleaning oil as it circulates through equipment, the system allows oil to keep doing its job, providing optimum lubricating and cooling performance.

A traditional on-engine oil filter can only remove particles larger than 40 microns. Any full-flow filter would have to be the size of a 5 gallon bucket to strain any finer. While better than nothing, the protective oil film between parts is only between 1-3 microns thick. To stop wear, a secondary bypass filter to remove any particles thicker than that film is necessary. A normal oil change happens long after the oil has become acidic, contaminated with wear particles, and lost vital additives. With SCOR, the oil stays like new, and the SCOR filter is replaced instead, as it reaches the end of its usable life.

The SCOR oil regeneration system is the only bypass system which addresses:

1. Removal of solid contaminants to below one micron
2. Replenishment of additives to maintain the oil’s chemical balance and proper viscosity
3. Removal of liquid and gaseous contaminants

When these three are addressed, and monitored with regular oil analysis, oil and engine life will be extended; creating the potential for immense savings and a drastic reduction in waste oil.

Adaptable to Any Make and Model

Whether the goal is to quadruple oil change intervals or extend engine life, every application is reviewed to determine the most efficient-sized model and safest maximum filter and oil drain intervals. The SCOR oil filtration system works with any sized oil sump and with engines using any type of fuel — diesel, gasoline, propane, natural gas or biodiesel. It is especially effective at removing the increased moisture accumulation of natural gas-fired engines, and the added carbon from EGR engines.

A cost analysis tool is available to detail the payback period for installing a SCOR system on any piece of equipment. It can also calculate the new, extended service interval schedule to use.

Advanced Filtration

SCOR filter elements contain media treated with CGP®, an advanced process of chemical grafting designed to remove solid contaminants to less than one micron. This advanced filtration method was developed as an effective way to remove the higher volumes and smaller particles of soot being generated by newer engines.

These particles are too small to be adequately removed by traditional filtration media, which only remove particles equal or greater than 10 microns. By working in conjunction with the O.E.M. filters, all solid contaminants greater than 1 micron are removed.

Keeping It Green

By reducing the number of oil drains, the SCOR system also reduces the likelihood of ground water contamination from improperly disposed oil. Over two hundred million gallons of used motor oil each year is unaccounted for. By consuming significantly less oil, a meaningful step can be taken toward conserving our world’s natural resources and bolstering national security through energy independence.
How Does it Work?

SCOR features three unique models to tackle any installation or regulatory requirement and provide exceptional oil regeneration. Choose between base-heated, top-heated, or non-heated models for the best installation possible.

**PX Series Models**
1. Oil enters system at slow rate of 6-8 GPH (engine) 12-16 GPH (hydraulic)
2. Oil passes upward through a patented chemically grafted filter (CGP), increasing filtration efficiency and filtering solid contaminants to below one micron.
3. Oil passes through a time-release element that replenishes and maintains additive levels and viscosity.
4. Oil falls into a heated chamber where water and gaseous contaminants trapped in oil are evaporated and vented out of the SCOR system.
5. Oil is gravity-fed back to engine or hydraulic tank.

**MX & MS Series Models**
1. Oil enters system at slow rate of 6-8 GPH (engine) 12-16 GPH (hydraulic)
2. Oil passes upward through a patented chemically grafted filter (CGP), increasing filtration efficiency and filtering solid contaminants to below one micron.
3. Patented polymer technology (SAP) absorbs and removes water and gaseous contaminants trapped in the oil. No venting is required.
4. Oil passes through a time-release element that replenishes and maintains additive levels and viscosity.
5. Oil is gravity-fed back to engine or hydraulic tank.

**TX Series Models**
1. Oil enters system at slow rate of 6-8 GPH (engine) 12-16 GPH (hydraulic)
2. Oil passes upward through a patented chemically grafted filter (CGP), increasing filtration efficiency and filtering solid contaminants to below one micron.
3. Oil passes through a time-release element that replenishes and maintains additive levels and viscosity.
4. Oil rises into a heated chamber where water and gaseous contaminants trapped in oil are evaporated and vented out of the SCOR system.
5. Oil is gravity-fed back to engine or hydraulic tank.
**General Specs**

<table>
<thead>
<tr>
<th></th>
<th>SCA-010</th>
<th>SCA-024</th>
<th>SCA-044</th>
<th>SCA-100</th>
<th>SCA-172</th>
<th>SCA-300</th>
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<tbody>
<tr>
<td><strong>Maximum Oil Capacity</strong> <em>(engines)</em></td>
<td>Up to 10 quarts</td>
<td>Up to 24 quarts</td>
<td>Up to 44 quarts</td>
<td>Up to 100 quarts</td>
<td>Up to 172 quarts</td>
<td>Up to 300 quarts</td>
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<tr>
<td></td>
<td>Up to 9.5 litres</td>
<td>Up to 22.7 litres</td>
<td>Up to 41.7 litres</td>
<td>Up to 94.6 litres</td>
<td>Up to 162.8 litres</td>
<td>Up to 284 litres</td>
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<tr>
<td><strong>Oil Capacity</strong> <em>(hydraulics)</em></td>
<td>NA-</td>
<td>15 gallons</td>
<td>40 gallons</td>
<td>100 gallons</td>
<td>500 gallons</td>
<td>1,000 gallons</td>
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<tr>
<td></td>
<td>NA-</td>
<td>57 litres</td>
<td>152 litres</td>
<td>380 litres</td>
<td>1,900 litres</td>
<td>3,800 litres</td>
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<tr>
<td><strong>Flow rate</strong> <em>(engines)</em></td>
<td>6-8 GPH</td>
<td>6-8 GPH</td>
<td>6-8 GPH</td>
<td>6-8 GPH</td>
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<tr>
<td><strong>Flow rate</strong> <em>(hydraulics)</em></td>
<td>12-16 GPH</td>
<td>12-16 GPH</td>
<td>12-16 GPH</td>
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<td></td>
<td>45-60 LPH</td>
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<td><strong>Height</strong></td>
<td>7.5 inches</td>
<td>8.5 inches</td>
<td>12.5 inches</td>
<td>11.5 inches</td>
<td>15.5 inches</td>
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<td></td>
<td>19 cm</td>
<td>21.8 cm</td>
<td>31.8 cm</td>
<td>29.2 cm</td>
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<tr>
<td><strong>Diameter</strong></td>
<td>7 inches</td>
<td>9 inches</td>
<td>9 inches</td>
<td>11 inches</td>
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<td>17.8 cm</td>
<td>22.9 cm</td>
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**Housing Styles**

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<th>PX</th>
<th>TX</th>
<th>MX</th>
<th>MS</th>
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<tbody>
<tr>
<td><strong>Body Style (Profile)</strong></td>
<td>PFT (Standard)</td>
<td>TF (Standard)</td>
<td>MTS (Standard)</td>
<td>MTS (Low Profile)</td>
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<tr>
<td><strong>Moisture Removal</strong></td>
<td>Heated Chamber (Bottom)</td>
<td>Heated Chamber (Top)</td>
<td>Polydry™ Filter</td>
<td>Polydry™ Filter</td>
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<tr>
<td><strong>Parelleling</strong></td>
<td>N/A</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td><strong>Amperage Draw DC</strong></td>
<td>12.5 (6.25)</td>
<td>12.5 (6.25)</td>
<td>N/A</td>
<td>N/A</td>
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<tr>
<td>12V (24V)</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>Amperage Draw AC</strong></td>
<td>1.36 (0.68)</td>
<td>1.36 (0.68)</td>
<td>N/A</td>
<td>N/A</td>
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<tr>
<td>110V (220V)</td>
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* The unit size and service interval may vary depending on application and environment. Contact your local dealer or MER directly for specific details

**Many Options, One Clear Choice.**

A great oil regeneration system must accomplish three tasks to truly extend oil life and reduce engine wear:

1. **Remove abrasive impurities**
2. **Replenish additives while maintaining viscosity**
3. **Remove moisture**

Many existing bypass systems are able to accomplish one or two of the three, but only SCOR has the hat trick. If it’s worth installing a bypass filter, there’s only one choice for doing it right, Sea Change Oil Regeneration.

**Questions**

Call Technical Support at 1-800-777-0414 or visit our website www.merequipement.com for access to product information, the MER blog and instructional product videos.