ZSCHIMMER & SCHWARZ

LUBRICANTS

Turbine Bearings Technical Data Sheet

Synthetic esters have a long history of use in aviation jet engine lubricants due to their combination of oxidative stability, low volatility and high viscosity index. Aviation turbine engine bearings demand fluidity at extreme low temperatures and lubrication film strength under high shear and high temperature conditions. Esters have been proven to deliver long life, low deposit formation and reliable lubrication under the most extreme operating conditions.

Synthetic Ester	Chemistry	Viscosity @ 40°C (cSt)	Viscosity @ 100°C (cSt)	Viscosity Index	Flash Pt. (°C)	Pour Pt. (°C)
LUBRICIT DOS	Diester	12	3.2	150	235	-58
LUBRICIT DIDA	Diester	14	3.6	145	230	-60
LEXOLUBE 3Q-310	Polyol	18	4.0	120	250	-65
LUBRICIT TMP C810	Polyol	20	4.4	140	260	-40
LUBRICIT DIDS	Diester	21	4.7	155	240	-50
LUBRICIT TMP C9	Polyol	21	4.6	140	275	-50
LEXOLUBE POE-22	Polyol	22	4.7	140	270	-40
LUBRICIT PE 510/1	Polyol	22	4.7	135	285	-45
LUBRICIT DTDA	Diester	23	4.9	145	245	-55
LEXOLUBE PQ-25	Polyol	25	5.0	134	265	-55
LUBRICIT DTDA/1	Diester	27	5.4	135	250	-60

Features

- Thermal/oxidative stability
- Low volatility
- No deposit formation
- High viscosity index
- Low temperature fluidity
- High flash point/fire resistance
- Long service life

Applications

- Type I diester lubricants for small private aircraft engines (3 cSt)
- Type II polyol ester lubricants for military and commercial jet engines (3 & 4 cSt)
- Type III polyol ester lubricants for commercial jet engines (5 cSt)
- MIL-PRF-7808L, MIL-PRF-23699G
- SAE-AS5780 for commercial aviation engines

Please inquire about additional tailor-made products that can be made to fit your exact performance requirements.

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