# DECATHLON ${ }^{\text {M }}$ HC, DE, AND PG SYNTHETIC AIR COMPRESSOR LUBRICANTS 

Decathlon ${ }^{\text {TM }}$ synthetic air compressor lubricants are manufactured from the finest synthetic hydrocarbon, diester and polyglycol fluids available. Decathlon ${ }^{\text {TM }}$ synthetic air compressor fluids impart excellent resistance to oxidation demanded by the sophisticated air systems manufactured today. Decathlon ${ }^{\text {TM }}$ synthetic fluids provide excellent low temperature characteristics while maintaining their stability at elevated temperatures.
The HC Series fluids are acceptable for specific type rotary screw, centrifugal and reciprocating compressors. They are formulated with PAO's (polyalphaolefins) base stocks.
The DE Series fluids are acceptable for specific type rotary and reciprocating compressors. They are formulated with diester base stocks.

The PG Series fluids are acceptable for specific type rotary compressors only. They are formulated with polyglycol base stocks.

Decathlon ${ }^{\text {TM }} \mathrm{HC}$ and DE are compatible with each other, and also with mineral oil. Decathlon ${ }^{\text {TM }}$ PG is compatible with Decathlon DE, but incompatible with Decathlon ${ }^{\text {TM }} \mathrm{HC}$ and mineral oil.

| ASTM \# |  | TYPICAL CHARACTERISTICS |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Product | HC-32 | HC-46 | HC-68 | DE-68 | DE-100 | PG-46 | PG-68 |
|  | ISO Grade | 32 | 46 | 68 | 68 | 100 | N/A | N/A |
|  | SAE Grade | 10W | 20W | 20 | 20 | 30 | 5W-20 | 10W-20 |
|  | AGMA Grade | N/A | 1 | 2 | 2 | 3 | N/A | 2 |
| D-445 | Kinematic Viscosity cSt @ $40^{\circ} \mathrm{C}$ cSt @ $100^{\circ} \mathrm{C}$ | $\begin{gathered} 32.1 \\ 6.1 \end{gathered}$ | $\begin{gathered} 47.0 \\ 8.0 \end{gathered}$ | $\begin{aligned} & 62.0 \\ & 10.0 \end{aligned}$ | $\begin{gathered} 70.3 \\ 8.1 \end{gathered}$ | $\begin{gathered} 107.2 \\ 10.9 \end{gathered}$ | $\begin{gathered} 39.0 \\ 7.1 \end{gathered}$ | $\begin{aligned} & 54.9 \\ & 9.32 \end{aligned}$ |
| D-2161 | Saybolt Viscosity SUS @ $100^{\circ} \mathrm{F}$ SUS @ 210ㅇ․ | $\begin{gathered} 151 \\ 46 \end{gathered}$ | $\begin{gathered} 220 \\ 52 \\ \hline \end{gathered}$ | $\begin{gathered} 315 \\ 60 \end{gathered}$ | $\begin{gathered} 306 \\ 52 \end{gathered}$ | $\begin{gathered} 497 \\ 61 \end{gathered}$ | $\begin{gathered} 199 \\ 49 \end{gathered}$ | $\begin{array}{r} 279 \\ 57.7 \end{array}$ |
| D-2270 | Viscosity Index | 150 | 146 | 146 | 96 | 86 | 134 | 153 |
| D-97 | Pour Point, ${ }^{\circ} \mathrm{F}\left({ }^{\circ} \mathrm{C}\right)$ | -65 (-54) | -55 (-48) | -55 (-48) | -40 (-40) | -30 (-34) | -55 (-48) | -50(-46) |
| Gardner Method | Density, lb/gal @ $60^{\circ} \mathrm{F}\left(15.5^{\circ} \mathrm{C}\right)$ <br> Specific Gravity, g/cc @ $60^{\circ} \mathrm{F}\left(15.5^{\circ} \mathrm{C}\right)$ | $\begin{gathered} \hline 7.19 \\ 0.863 \end{gathered}$ | $\begin{gathered} 7.18 \\ 0.862 \end{gathered}$ | $\begin{gathered} 7.31 \\ 0.878 \end{gathered}$ | $\begin{gathered} \hline 8.08 \\ 0.940 \\ \hline \end{gathered}$ | $\begin{gathered} 8.03 \\ 0.960 \\ \hline \end{gathered}$ | $\begin{gathered} 8.12 \\ 0.985 \end{gathered}$ | $\begin{aligned} & 8.007 \\ & 0.960 \end{aligned}$ |
| D-92 | Flash Point, ${ }^{\circ} \mathrm{F}\left({ }^{\circ} \mathrm{C}\right)$ Cleveland Open Cup | $\begin{gathered} 450 \\ (232) \\ \hline \end{gathered}$ | $\begin{gathered} 475 \\ (246) \\ \hline \end{gathered}$ | $\begin{gathered} 475 \\ (246) \\ \hline \end{gathered}$ | $\begin{gathered} 465 \\ (241) \\ \hline \end{gathered}$ | $\begin{gathered} 470 \\ (243) \\ \hline \end{gathered}$ | $\begin{gathered} 480 \\ (249) \\ \hline \end{gathered}$ | $\begin{gathered} 490 \\ (254) \\ \hline \end{gathered}$ |
| D-4172 | Four Ball Wear Scar Width, mm @ 40 kg | 0.40 | 0.40 | 0.45 | 0.57 | 0.50 | 0.50 | 0.25 |
| D-665 | Rust Test, Distilled Water | Pass | Pass | Pass | Pass | Pass | Pass | Pass |
| D-130 | Copper Strip Corrosion $212^{\circ} \mathrm{F}\left(100^{\circ} \mathrm{C}\right) @ 3 \mathrm{hr}$ | 1A | 1A | 1A | 1A | 1A | 1A | 1A |
| D-2155 | Auto-Ignition Temp, ${ }^{\circ} \mathrm{F}\left({ }^{\circ} \mathrm{C}\right)$ | $\begin{gathered} \hline 730 \\ (387) \\ \hline \end{gathered}$ | $\begin{gathered} 745 \\ (396) \\ \hline \end{gathered}$ | $\begin{gathered} \hline 745 \\ (396) \\ \hline \end{gathered}$ | $\begin{gathered} 765 \\ (407) \end{gathered}$ | $\begin{gathered} 780 \\ (415) \\ \hline \end{gathered}$ | $\begin{gathered} 750 \\ (398) \\ \hline \end{gathered}$ | $\begin{gathered} 750 \\ (399) \\ \hline \end{gathered}$ |
| D-943 | Oxidation Test | NR | >10,000 | NR | NR | NR | NR | NR |

The above are average values. Minor variations which do not affect product performance are to be expected in normal manufacturing.
PACKAGING

| Nonreturnable <br> Totes | Drums | Pails |
| :---: | :---: | :---: |

For warranty information, scan the QR code.
You can also email us at sales@whitmores.com Or write to the Sales Department at the address below.


