

Best practices for Premium HDME 50. Read before commencing bunker operations.

Loading

Premium HDME 50 is heated for delivery purposes and should be stored in a heated tank. There should be minimal mixing between the heavy fuel oil remaining in the storage tank and Premium HDME 50. The storage tank should ideally be stripped of residual product prior to loading Premium HDME 50 and if at all possible cleaned.

Storage

Premium HDME 50 should always be stored in a heated tank. Prior to transfer it should be heated to enable pumping.

Premium HDME 50 will have a cleaning effect on the storage tank and is likely to carry any existing fuel oil residues/sludge that are present in the tank having built up over time. These residues may be picked up in filters further down the fuel treatment process. This is more likely during the initial use of Premium HDME 50.

Treatment

Premium HDME 50 should be processed in a similar way to a heavy fuel oil, it should be purified prior to use in main and auxiliary engines. Operators should check that their purifiers are correctly set up for the viscosity of this new fuel.

Care should be taken when comingling Premium HDME 50 with heavy fuel oil to avoid any issues that may occur due to the cleaning effect on any residues in the settling and service tanks. These residues may carry through and be picked up in the fuel filters.

Combustion

The fuel should be heated to the appropriate temperature to achieve the correct injection viscosity according to the engine builder guidelines.

Engine lubrication

Operators should follow their OEM recommended guidelines for the appropriate lubricants to be used with their engines.

For more information about the best practices for Premium HDME 50 loading, storage, treatment and combustion on-board ship, please contact your local ExxonMobil marine fuels & lubricants representative or visit www.exxonmobil.com/marine.

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