

Contact:  
Stephanie Rock  
[Srock@webershandwick.com](mailto:Srock@webershandwick.com)  
0044 207 0670 403

FOR IMMEDIATE RELEASE

## **ExxonMobil Launches Mobilgard™ 410 NC Marine Engine Oil**

*New Zinc-Free Oil Designed to Maximize Performance of  
Medium- and High-Speed Engines*

- **Demonstrated to improve engine cleanliness, reduce liner wear and increase bearing protection compared to a typical current Tier III Lubricant<sup>1</sup>**
- **Approved for use by Electro Motive Diesel and General Electric (GE); meets requirements of Detroit Diesel, Alco and Fairbanks Morse**
- **Formulated for use in Tier IV marine engines that comply with upcoming U.S. Environmental Protection Agency (EPA) regulations**

FAIRFAX, Va. – ExxonMobil is introducing Mobilgard™ 410 NC, a zinc-free high-performance oil that offers marine operators an improvement in piston cleanliness of up to 20 percent, a reduction in liner wear of up to 50 percent, and a significant enhancement in bearing protection compared to a typical current Tier III lubricant.<sup>1</sup> It also helps maximize the performance of a number of medium and high-speed engine types, including newer designs that comply with U.S. Environmental Protection Agency (EPA) Tier IV requirements<sup>1</sup>.

In extensive testing, conducted in extreme service conditions with both Electro Motive Diesel (EMD) and General Electric (GE) marine engines<sup>1</sup>, Mobilgard 410 NC technology demonstrated significantly better performance than a typical current Tier III lubricant in a number of critical performance areas. Based on these field trials Mobilgard 410 NC is now approved for use in EMD and GE engines. It also meets the requirements for Detroit Diesel, Alco and Fairbanks Morse marine diesel units.

In addition, Mobilgard 410 NC is compatible with Tier IV medium and high-speed marine diesel engines designed to meet the upcoming U.S. Environmental Protection Agency (EPA) requirements. These regulations, which continue to be phased in from Jan. 1, 2015, depending on vessel and engine type, state that new medium- and high-speed marine diesel engines must significantly reduce emission output of nitrogen oxide (NOx) and diesel particulate matter (PM), compared with predecessor units.

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<sup>1</sup> Refers to field trial results in a GE 7FDL and EMD SD70M-2 engines using a severe duty cycle. Actual results may vary, depending upon engine type and operation.

To meet these requirements marine operators will require advanced lubricants that are compatible with Tier IV engine technologies and their aftermarket treatment devices.

“As more Tier IV engines enter the marketplace, the versatility of Mobilgard 410 NC will be even more valuable,” said Scott Murphy, Americas sales manager, ExxonMobil Marine Fuels & Lubricants. “The new lubricant also delivers outstanding performance and component protection for a wide range of aftermarket treatment devices commonly used in Tier IV engines, including EGR (Exhaust Gas Recirculation) or SCR (Selective Catalytic Reduction). In addition, Mobilgard 410 NC is compatible with alternative fuels such as liquefied natural gas (LNG) and biodiesel.”

Mobilgard 410 NC, which enters production in early December 2014, will replace Mobilgard 409 NC in all U.S. and Canadian locations.

For more information about ExxonMobil’s Mobilgard 410 NC, and ExxonMobil’s range of marine lubricants and lubricant related products and services, visit [www.exxonmobil.com/marine](http://www.exxonmobil.com/marine).

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