

Mobilgard™ 410 NC

High-performance crankcase lubricant for medium-speed GE and EMD engines



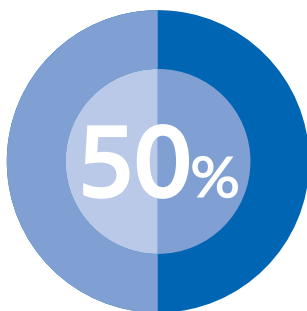
Energy lives here*

Product features

Next-generation Mobilgard™ 410 NC engine oil is formulated specifically for medium-speed GE and EMD engines. This low-ash, phosphorous-free engine oil offers outstanding wear protection in Tier IV and older engines. It can offer:*

- Protection at a wide operating temperature range
- LNG and biodiesel capability
- Effective antiwear and load-carrying properties, enabling all-around protection
- Excellent total BN reserve and retention
- Improved system cleanliness and deposit control

Mobilgard 410 NC technology showed up to **50 per cent** reduction in liner wear.*



Potential benefits

Mobilgard 410 NC oil can help:*

- 1 Combat fuel combustion-related corrosion and deposits
- 2 Provide exceptional engine cleanliness, enabling long engine life
- 3 Extend life of critical components
- 4 Lower maintenance and repair costs

Designed for today's requirements

Mobilgard 410 NC, a 10 BN oil, was designed to help optimise the performance of medium- and high-speed engines that meet the requirements of the US Environmental Protection Agency's (EPA) Tier IV requirements. It also offers outstanding wear protection in older engines.

Approvals

Electro Motive Diesel engines



General Electric engines



Meets requirements

Alco



Detroit Diesel



Fairbanks Morse



Twin Disc



*When tested against a previous-generation lubricant. Refers to field trial results in a GE 7FDL engine using a severe duty cycle. Actual results may vary, depending upon engine type and operation and lubricants previously used.

For the latest approval list, contact your Mobil representative.

Mobilgard™ 410 NC

Proven in the field

The first-to-market Mobilgard™ 410 NC crankcase oil technology has been tested extensively under extreme service conditions. When tested for 6,000 hours in both Electro Motive Diesel (EMD) and General Electric (GE) engines, it performed significantly better than a typical, current Tier III lubricant across areas that include oxidation stability, deposit formation and lead corrosion.

Field trials showed a

20%

improvement in piston cleanliness.*

Exceptional antiwear properties help extend component life

Mobilgard 410 NC technology demonstrated a 50 per cent reduction in liner wear and significantly less bearing wear when compared with Mobilgard 409 NC oil.† These advancements help keep down maintenance and repair expenses.



Typical Tier III lubricant
Increased bearing wear†



Mobilgard 410 NC
Significantly less bearing wear†

Product compatibility

ExxonMobil developed Mobilgard 410 NC oil to help optimise the performance of engines and aftermarket treatment devices that operate in US Caribbean Emission Control Areas (ECA). This includes exhaust gas recirculation (EGR) and selective catalytic reduction (SCR) units.

Reduced lubricant consumption

Mobilgard 410 NC oil's low-volatility base stocks help allow for reduced lubricant consumption, which may lower costs in the long term.

Typical properties

Mobilgard 410 NC	
SAE Grade	40
Viscosity, ASTM D 445	
cSt, at 40°C	141
cSt, at 100°C	14.4
Viscosity Index, ASTM D 2270	104
Sulphated Ash, wt%, ASTM D 874	1.0
Total Base Number, mg KOH/g, ASTM D2896	10.0
Pour Point, °C, ASTM D 97	-18
Flash Point, °C, ASTM D 92	255
Density @ 15°C kg/l, ASTM D 4052	0.894
Zinc, ppm, max	10
Chlorine, ppm, max	50

*Compared with a typical current Tier III lubricant.

†Refers to field trial results in a GE 7FDL engine using a severe duty cycle. Actual results may vary, depending upon engine type and operation and lubricants previously used.