



Mobil Jet Oil 387

ExxonMobil Aviation , Netherlands

Aircraft Type Gas Turbine Lubricant

Product Description

Mobil Jet Oil 387 has been developed to meet the performance requirements of both current and future, advanced gas turbine engines used in commercial and r service. Made from a specially prepared, ester base stock, Mobil Jet Oil 387 is fortified with a unique chemical additive package. The resulting lubricant has su thermal and oxidation stability that resists deterioration and deposit formation. The physical properties of Mobil Jet Oil 387conform to required builder and r specifications.

Features and Benefits

Mobil Jet Oil 387 shows excellent performance controlling deposits typically experienced in both the liquid and vapor phases in bearing compartments, oil suppl and breather/scavenger lines. These properties have been confirmed in various laboratory tests, including the Corrosion–Oxidation Stability Test, Alcor Depositio Vapor Phase Coker, Erdco High-Temperature Bearing Test, Ryder Gear, and the Mobil Thin Film Oxidation Test.

The closely controlled viscosity of Mobil Jet Oil 387 at -40°C (-40°F), and a pour point below -54°C (-65°F), ensure the good low-temperature fluidity which p starting and lubrication at temperatures as low as -40°C. In extensive laboratory testing, Mobil Jet Oil 387 exhibits excellent bulk oil stability at temperatures grea 225°C (437°F).

| Features | Advantages and Potential Benefits |
|---|---|
| Long-duration fluorocarbon compatibility | Helps avoid premature or unscheduled engine repairs. Helps prevent leaks that can lead to air craft delays and cancellat |
| Outstanding oil life characteristics, such as bulk oil stability, viscosity and TAN control | Helps minimize formation of sludge and carbon deposits which allows better engine efficiency and reduced engine i costs as well potentially achieving longer oil drain intervals (in certain applications such as marine and land based turb effective lubrication at high operating temperatures |
| Very low vapor/mist and thin film deposition resistance | Helps control deposits in air vent tubes, bearingcompartments, and scavenge oil lines which will all result in reduced e maintenance costs |
| Good low temperature fluidity | Permits start-up and ensures effective lubrication of critical components (such as APUs in ETOPS applicatio temperatures as low as -40 °F |

Applications

Mobil Jet Oil 387 is approved against the new SAE AS5780 High Performance Capability (HPC) standard. This civil specification was developed to meet the gr performance and quality needs that commercial airlines seek, especially with the entrance of new, higher-output and lower consumption engines.

OEM in-house evaluation/approval programs are also underway. Once complete, Mobil Jet Oil 387 will be commercialized for use in aircraft gas turbine er including turbo-jet, turbo-fan, turbo-prop, and turbo-shaft (helicopter), in commercial and military service. In addition, it will be suitable for aircraft-type gas t engines in industrial and marine applications.

Mobil Jet Oil 387 is compatible with other synthetic gas turbine lubricants meeting U.S. Military Specification MIL-PRF-23699. Mixing with other products, ho could result in some loss of its superior performance features. The lubricant is completely compatible with all metals used in gas turbine construction, as well as Rubber (Viton A), H Rubber (Buna N), and other commonly used seal materials. Engine/OEM Evaluations

Mobil Jet Oil 387 has the following builder approvals: *

- General Electric Aviation
- Rolls Royce
- Pratt & Whitney

- Honeywell APUs
- UTC Aerospace Systems APUs, Generators and Starters

Mobil Jet Oil 387 has the following builder approvals in progress : *

- CFM International
- Engine Alliance
- International Aero Engines
- Honeywell turbine engines

* Specific engine or equipment approval must be verified with the builder

Specifications and Approvals

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|----------------------------|
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| SAE AS 5780 HPC |
| MIL (US) MIL-PRF-23699 HTS |

Properties and Specifications

| Property | |
|---|-------|
| Autogenous-ignition temperature test, deg.C, 30 CFR 35.20 | 405 |
| Change in Kinematic Viscosity, 72 h @ -40 C, %, ASTM D2532 | 0.1 |
| Elastomer Compatibility, AMS-3217/4 (72hrs @204C), % swell, FTMS 791-3604 | 15 |
| Elastomer Compatibility,AMS-3217/1(72hr @70C), % swell, FTMS 791-3604 | 15 |
| Evaporation Loss, 6.5 h, 204 C, mass%, ASTM D972(mod) | 4 |
| Fire Point, °C, ASTM D92 | 292 |
| Flash Point, Cleveland Open Cup, °C, ASTM D92 | 278 |
| Foam, Sequence I, Tendency, ml, ASTM D892 | 10 |
| Foam, Sequence II, Tendency, ml, ASTM D892 | 10 |
| Foam, Sequence III, Tendency, ml, ASTM D892 | 10 |
| Kinematic Viscosity @ 100 C, mm2/s, ASTM D445 | 5.2 |
| Kinematic Viscosity @ 40 C, mm2/s, ASTM D445 | 25.9 |
| Kinematic Viscosity @ -40 C, mm2/s, ASTM D445 | 10140 |
| Pour Point, °C, ASTM D5950 | -57 |
| Ryder Gear Load Carrying, % vs ref., FTMS 791-6508 | 2806 |
| Specific Gravity, 15 C/15 C, ASTM D4052 | 0.999 |

| Property | |
|--------------------------------------|------|
| Total Acid Number, mgKOH/g, ARP 5088 | 0.03 |

Health and safety

Health and Safety recommendations for this product can be found on the Material Safety Data Sheet (MSDS) @ <http://www.msds.exxonmobil.com/psims/psims.as>

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12-2022

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