marine engine lubricants

protect your engine with lubricants formulated for today — and tomorrow
take full control
our engine oils work hard so your engines don’t have to

With one of the industry's largest distribution networks, Chevron has the infrastructure to deliver the marine products and services you need. From our global operational reach to the depth of our experienced personnel, we stand for one thing above all else — reliability.
solutions for navigating your journey

Chevron Marine’s Taro® Ultra family is a regulation-ready range of new generation cylinder oils, providing the reassurance of a global lubrication solution for virtually every fuel eventuality, while protecting your engine and helping minimize the total cost of ownership.

routes to IMO 2020 compliance

**LSFO**
Low sulfur fuel oil is the predominant fuel choice for keeping emissions below < 0.5 percent.

**HSFO exhaust gas abatement systems (scrubbers)**
Used with high sulfur fuel oil in excess of > 0.5 percent.

**VLSFO**
Suitable for ECA zones requiring < 0.1 percent sulfur fuel as well as meeting IMO 2020 emissions requirements.

**alternative fuels**
Options including methanol, ammonia, and ethanol are gaining popularity.

**LNG**
Liquid natural gas has gained popularity, particularly for carriers of the product who can use ‘boil off’ as a fuel.

we’ve got you covered ...
whichever operational route you choose
# Taro Cylinder Lubricants

<table>
<thead>
<tr>
<th>Taro Grade</th>
<th>Taro® Ultra 20</th>
<th>Taro® Ultra 40</th>
<th>Taro® Ultra 70</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Description</strong></td>
<td>High performance 20 BN SAE 50 cylinder oil for engines operating on ECA fuel, LNG, LPG and ethane ethanol.</td>
<td>High performance 40 BN SAE 50 cylinder oil for engines operating on LSFO and distillate fuel single grade for 0.50% sulphur. Additionally for the use of intermittent ECA fuel and permanent methanol.</td>
<td>High performance 70 BN SAE 50 cylinder oil for a wide range of fuels.</td>
</tr>
<tr>
<td><strong>Base Number (BN)</strong></td>
<td>20</td>
<td>40</td>
<td>70</td>
</tr>
<tr>
<td><strong>ISO Viscosity Grade</strong></td>
<td>50</td>
<td>50</td>
<td>50</td>
</tr>
<tr>
<td><strong>Density 15°C kg/l</strong></td>
<td>0.90</td>
<td>0.92</td>
<td>0.92</td>
</tr>
<tr>
<td><strong>Viscosity at 100°C</strong></td>
<td>19</td>
<td>19</td>
<td>19</td>
</tr>
<tr>
<td><strong>Pour Point, °C</strong></td>
<td>–12</td>
<td>–12</td>
<td>–12</td>
</tr>
<tr>
<td><strong>OEM Approved</strong></td>
<td></td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>MAN ES</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>WinGD (former Wärtsilä)</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>
**Taro Ultra 100**

High performance 100 BN SAE 50 cylinder oil, the optimal choice for most slow-speed vessels. Optimized to combat cold corrosion in two-stroke engines. Designed for high sulphur HFO & scrubber operations.

- Base Number (BN): 100
- ISO Viscosity Grade: 50
- Density 15°C kg/l: 0.90
- Viscosity at 100°C: 19
- Pour Point, °C: –12
- OEM Approved: ✓

**Taro Ultra 140**

High performance 140 BN SAE 50 cylinder oil optimized to also combat cold corrosion and lower feed rates in two-stroke engines. Designed for cost performance optimization with scrubbers.

- Base Number (BN): 140
- ISO Viscosity Grade: 50
- Density 15°C kg/l: 0.93
- Viscosity at 100°C: 19
- Pour Point, °C: –12
- OEM Approved: ✓

*C Always use Taro products in line with OEM guidelines.*

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**Cylinder lubricants for every need**

Taro Ultra — formulated to cope with the demands and provide the flexibility needed post IMO 2020 implementation. Developed and field tested for over 65,000 hours in a range of 2-stroke engines and vessel applications using a variety of bunker fuels, including 0.50% sulfur blends, alternative and hybrid fuels as well as traditional bunker fuels to mirror almost all future operations. Performance analysis from the FAST™ vessel optimization program and strong working relationships with major marine OEMs provides the reassurance you expect from Chevron Marine Lubricants.
Predictive measures and analysis play a vital role in the maintenance of vessel equipment. DOT.FAST enables operators and engineers to quickly diagnose the condition of their engine, helping protect crucial equipment and manage lubricant feedrates for effective, reliable performance.

1. Take samples
2. Test on board
3. Send for lab analysis
DOT.FAST® Drip Oil Analyzer
Delivers onboard results with laboratory accuracy. Easy to use and innovative, the testing is supported by onshore analysis reviewed by experts.

FAST™
Provides comprehensive fluid analysis at our advanced global laboratories where the focus is on what you need most — reliability.

**the FAST™ range of services**

**DOT.FAST® Drip Oil Analyzer**
Delivers onboard results with laboratory accuracy. Easy to use and innovative, the testing is supported by onshore analysis reviewed by experts.

**FAST™ OnBoard**
A portable and user-friendly digital laboratory providing easy to interpret results, measuring viscosity, water and base number (BN).

**XLI Portable Refractometer**
A simple and easy to use onboard device to read the concentration of Chevron’s XLI Cooling Water Treatment in fluid samples.

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**Medium-speed, four-stroke trunk piston engines**

- **Delo® 1000 Marine** (SAE 30) 12 BN
- **Delo® 1000 Marine** (SAE 40) 12 BN
- **Taro® DP Series** (20 DP 30/40) 20 BN
- **Taro® DP Series** (30 DP 30/40) 30 BN
- **Taro® XL Series** (40 XL 40) 40 BN
- **Taro® XL Series** (50 XL 40) 50 BN

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**For Taro Cylinder Lubricants | 7**
Always confirm that the product selected is consistent with the original equipment manufacturer’s recommendation for the equipment operating conditions and customer’s maintenance practices.