ExxonMobil

Mobil Turbo 319A-2

ExxonMobil Aviation , Djibouti

Synthetic Aircraft-Type Gas Turbine Lubricant

Description

Mobil Turbo 319A-2 is a fully synthetic lubricant developed to meet the performance requirement Russian gas turbine aircraft engines which operate on mineral-oil-based lubricants. Formulated fro synthetic hydrocarbon combination of polyalphaolefin (PAO) and hindered ester based stock, Mobil T 319A-2 is fortified with a unique chemical additive system. The resulting product has far superior the and oxidation stability than mineral-oil-based lubricants. The ability of Mobil Turbo 319A-2 to r deterioration and deposit formation allows the potential for extended oil drain intervals and less freq maintenance.

The closely controlled viscosity of Mobil Turbo 319A-2 at -51° C, along with a -60ºC pour point, en good low-temperature fluidity, permitting engine starting and lubrication at low temperatures. Mobil T 319A-2 exhibits excellent bulk oil stability at temperatures up to 200º C (392º F). The evaporation rat Mobil Turbo 319A-2 at high temperatures is significantly lower than mineral-oil-based products, and h minimize oil consumption. The lubricant has excellent resistance to foaming.

Mobil Turbo 319A-2 is compatible with existing seal materials, including F Rubber (Viton A), H Ru (Buna N), and silicone, as well as 11 metals used in gas turbine construction.

Features and Benefits

Mobil Turbo 319A-2 offers the following advantages and benefits:

- Low evaporation loss and oil consumption
- Reduced sludge and carbon deposits
- Improved bulk oil oxidation stability and extended oil drain intervals
- Compatible with existing seal materials
- Reduced engine maintenance, including potential for extended drain intervals

Applications

Mobil Turbo 319A-2 is recommended for aircraft gas turbine engines that normally operate on mine oil-based lubricants, as well as engines approved to operate on oils meeting the specifications listed below

Mobil Turbo 319A-2 is approved against the following specification of the Russian Central Institut Aeronatutical Motors (CIAM):

- IMP-10
- MS, 8P, MS-8RK
- 36/1 Ku-A
- VNII NP 50-1-4f and -4u
- B3V and LZ-240
- Mobil Turbo 319A-2 also meets U.S. Military Specification MIL-L-6081C, as well as the esse performance requirements of U.S. MIL-L-7808K, Grade 3.

Typical Characteristics

Mobil Turbo 319A-2	
Physical properties are listed in the table below. Values shown are typical and may vary sligh tly.	
Viscosity	
cSt at 40º C	16.2
cSt at 100º C	3.70
cSt at -40º C	2917
cSt at -51º C	12545
Flash point, º C (ºF)	234 (45)
Pour point, º C (ºF)	-60 (-76
Specific Gravity	0.852
TAN	0.03
Evaporation Loss, %	0.999

5 hr at 175 ºC (347ºF)	2.4
Foam, ml	
Sequence 1, 24ºC (75ºF)	30
Foam Stability, after 1 min settling, ml	0
Rubber Swell, %	
NBR-H, 168 hr at 70ºC (158ºF)	11.9
FKM, 72 hr at 175ºC (347ºF)	3.0

Health and Safety

Based on available toxicological information, this product is not expected to produce adverse effects o health when used and handled properly. Information on use and handling, as well as health and safe information, can be found in the Material Safety Data Sheet (MSDS) which can be obtained from yo local distributor or via the Internet on http://www.exxonmobil.com/lubes.

The ExxonMobil logotype, Mobil and Mobil Turbo 319A are trademarks of Exxon Mobil Corporation, one of its subsidiaries. PDSAV-11

12-2020
Exxon Mobil Corporation
22777 Springwoods Village Parkway
Spring TX 77389
For additional technical information or to identify the nearest U.S. ExxonMobil supply source, call +1 8(662-4525.
http://www.exxonmobil.com

Due to continual product research and development, the information contained herein is subject to chan without notification. Typical Properties may vary slightly.

© Copyright 2003-2026 Exxon Mobil Corporation. All Rights Reserved