Gazpromneft M-14G2CS

MARINE ENGINE OIL · SAE 40 · TBN 9.7

FEOTECH ENERGY NUSANTARA

POWERED BY EXPERIENCE, DRIVEN BY PEOPLE

Proven oil for main and auxiliary marine diesels

40+ years and thousands of ships — now for Indonesia's fishing and work fleet through FEOTECH

MANUFACTURER

GAZPROM NEFT LUBRICANTS

Gazpromneft-Lubricants Ltd.

GAZPROM NEFT LUBRICANTS · GAZPROM GROUP — WORLD'S LARGEST GAS COMPANY



HYDP complex · Omsk Lubricants Plant · since 2023

590K t
OILS, GREASES AND TECHNICAL FLUIDS PER YEAR

>3,700
SKU · >800 PRODUCTS

70+ YEARS
LUBRICANT PRODUCTION EXPERIENCE · OMSK REFINERY

>55
COUNTRIES OF SUPPLY · >150 DISTRIBUTORS

No. 1
IN RUSSIA · PACKAGED LUBRICANTS AND MARINE OILS

I · II · III · V
OWN API BASE OIL GROUPS · HYDP OMSK +220K T/YR

PRODUCTION SITES

- Omsk (OZSM) — the largest site: base oils, blending, packaging, greases, additives
- Moscow — Gazpromneft MLP (Fryazino) — blending and packaging; SUCOFINDO audit for SNI, 2024
- Yaroslavl (YANOS) — base-oil JV · Rospolikhim — esters · 4 processing sites abroad: Turkey, UAE, China

R&D AND TECHNOLOGY

- 4 R&D centres: Moscow (HQ), Fryazino (flagship), Omsk, Nizhny Novgorod
- >3,000 laboratory and bench tests per year (>100 per day)
- Alchemist AI formulation platform: >500 formulations developed per year

MARKET POSITIONS

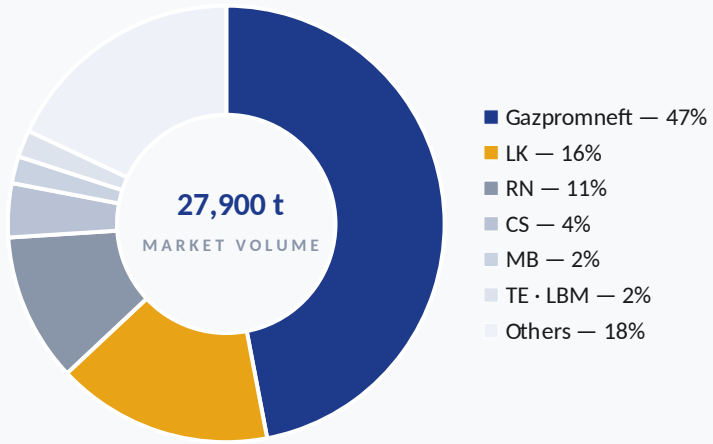
- No. 1 in Russia: packaged lubricants (31% share) and marine oils (36%)
- Dual-brand strategy: G-Energy (premium) · Gazpromneft (mass segment)
- Key regions: Russia & CIS, Central Asia, Middle East, Africa, SE Asia, South Asia

Source: Gazpromneft-Lubricants Ltd. corporate presentation, January 2025

Gazpromneft Ocean — Marine Lubricants

SINCE 2013 · SYSTEM · CYLINDER · TRUNK PISTON ENGINE OILS · SUPPLY IN 700 PORTS BY 2030

MARINE OIL MARKET IN RUSSIA · 2020



Share by producer, % · Gazpromneft-Lubricants data

No. 1

IN THE RUSSIAN MARINE OIL MARKET

36%

MARINE LUBRICANTS SHARE IN RUSSIA · 2023



DEVELOPMENT OBJECTIVES

700 ports worldwide

Logistics and operational supply network by 2030

Production in 20 countries

Under the processing (tolling) scheme

24/7 service support

At key supply ports

MILESTONES

2013 Start of production and sales of marine oils in Russia under CV (TX) licence

2016 Own Gazpromneft Ocean product line developed to enter the international market

2017 Leading position in Russia; further development limited by the licence

GAZPROMNEFT OCEAN PRODUCT LINE

- System oils
- Cylinder oils
- Trunk piston engine oils
- For main and auxiliary engines of sea-going and river vessels



Why M-14G2CS

PROVEN AT SEA · BACKED BY STANDARD · AVAILABLE IN INDONESIA

OUR OFFER

An oil proven by Russia's fleet — for Indonesia's fishing and work fleet

One SAE 40 grade for main engines, generator sets, gearboxes and compressors — including high-hour diesels.

AUTHORIZED GAZPROMNEFT DISTRIBUTOR

40+ years

AT SEA

The M-10/14/16G2CS series — in fleet instructions since 1984 and in the current GOST

Thousands

OF SHIPS IN RUSSIA AND ABROAD

A proven best-seller among marine oils — from northern seas to warm southern waters

+26…30 °C

MADE FOR WARM WATERS

The ideal oil for warm waters at +26…30 °C — the grade fleet rules recommend for these conditions

Jakarta

LOCAL SUPPLY

FEOTECH — authorized distributor: warehouse, documents and technical service

What matters to ship owners in Indonesia

FISHING AND SMALL FLEET · OLDER DIESELS · WARM WATER



FOR WHOM

- Fishing fleet
- Tugs and harbour craft
- Coastal and river cargo vessels
- Ferries and passenger vessels
- Marine and shore diesel generator sets

01

Older engines

Diesels 15–20 years old and more: wear, soot, acids.

→ **Detergent-dispersant additives and a base number of 9.7 mg KOH/g**

02

Water in the oil

Humid climate, condensation, cooler leaks.

→ **GOST limits for additive wash-out by water and water separation**

03

Heat and warm water

Water at 27–30 °C all year round loads the oil cooling.

→ **SAE 40; for a number of diesels, fleet rules recommend M-14G2CS above 26 °C water**

04

Oil price

Buyers usually pick the cheapest SAE 40 oil.

→ **We calculate the cost per 1,000 engine hours, not just the drum price**

Big market. Familiar engines. A clear need

1.14 MILLION VESSELS · FAMILIAR DIESELS · A DAILY NEED FOR SAE 40 OIL

FISHING FLEET · KKP 2023

1,137,734

vessels in Indonesia's fishing fleet

789,664	up to 5 GT
105,562	6–10 GT
57,519	11–30 GT
~7,700	over 30 GT

Our core segment is the traditional fishing and working fleet: familiar diesels, long hours under load and a daily need for affordable SAE 40 oil

Fleet segment	Typical engines	What they use today
Up to 5 GT	Single-cylinder Dongfeng / Jiangdong ZS1115 (24 hp), Yanmar TF 65 – TF 300, Kubota RD 110	Monograde SAE 40 (Kubota — SAE 30)
5–100 GT, wooden fleet	Marinised truck diesels: Mitsubishi 6D14 / 6D16 / 6D22, 8DC9 / 8DC11; Hino EH700 / EK100; Nissan RD8 / RF8 / RE10	SAE 40, mostly PT · MD S; top-up instead of change
Government programmes, newbuilds	Weichai WD10, Yuchai YC6A, Cummins	15W-40, CF-4 / CI-4 level
Steel ferries, Pelni vessels	MAN, MTU 2000, Yanmar 6AYM / 6EY, Niigata, Daihatsu	Marine SAE 40 from OEM lists; 15W-40 by MTU categories

MARKET EXAMPLES

Pemangkat port, 91 vessels
Mitsubishi / Fuso — 62 %, Hino — 20 %: truck diesels run the fleet

Kendari, 12 purse seiners
28–30 GT vessels on 6D16 / 6D22, all on PT · MD S, about 20 L per month per vessel

Weichai dealer in Indonesia
Three popular marine diesel brands: Yanmar, Mitsubishi, Weichai

KKP 2023 statistics (via SEAFDEC); PPN Pemangkat register; Kendari fleet survey; PT Traktor Gemilang Perkasa dealer data.

Why M-14G2CS fits the traditional fleet

THREE ARGUMENTS FOR THE SHIP OWNER — WITH PROOF FOR EACH

Made for marine use

Developed for main and auxiliary marine diesels — not adapted from a truck.

PROOF

Application in the manufacturer's data sheet; marine grade under GOST 12337-2020

Protection in contact with water

Additives resistant to water and water separation in the purifier — what a damp engine room needs.

PROOF

Specified properties of the marine grade: additive wash-out by water and emulsibility (GOST 12337-2020, table 2)

Neutralising acids

The alkaline reserve helps protect the engine from acidic combustion products of sulphur fuel and biodiesel.

PROOF

Typical base number 9.7 mg KOH/g (Gazpromneft TDS)

EXAMPLE: LOCAL ENGINES AND SAE 40

Yanmar Indonesia: SAE 40, API CC / CD — for the whole TF series

The official Yanmar Indonesia catalogue specifies SAE 40 oil of class CC or CD for TF 65 – TF 300 diesels — the most common engines of the small fleet. Other makers' requirements are in Appendix A2.

Selection — by engine model and operating conditions.

Send us the engine model and the name of the oil you use — FEOTECH will select the solution and calculate the lubrication cost per 1,000 engine hours

Gazpromneft M-14G2CS

MINERAL SAE 40 ENGINE OIL FOR MARINE DIESELS



APPLICATIONS

Main engines

Diesels of fishing, sea and river vessels, including high-hour engines

Auxiliary generator sets

One oil for main and auxiliary machinery

Ship machinery

Gearboxes, compressors and blowers where SAE 40 viscosity is required

Locomotive and stationary diesels

Scope of GOST 12337-2020

SAE 40	14.1 mm²/s	TBN 9.7	252 °C	205 L
VISCOSITY GRADE	VISCOSITY AT 100 °C	BASE NUMBER, MG KOH/G	FLASH POINT, OPEN CUP	DRUM · OMSK PLANT

What “M-14G2CS” means

RUSSIAN NAME М-14Г2ЦС · A DESIGNATION UNDER THE GOST STANDARDS

M

Motor (engine) oil

14

Viscosity about 14 mm²/s at 100 °C — SAE 40 grade

G2

Group G (Г): highly rated diesels, naturally aspirated or moderately turbocharged

CS

Marine grade for the engine's circulating lubrication system (ЦС)

GOST — a standards system of its own

Like API in the USA or ACEA in Europe. An interstate standard adopted by 6 countries, GOST 12337-2020 sets 19 mandatory parameters for the grade and a quality certificate for every batch.

The marine grade is stricter

For M-14G2CS the standard adds water resistance limits — additive wash-out and water separation — and requires a base number of at least 9.0 instead of 7.0.

Why not by API

The oil is classified under GOST, not API. The requirements for the marine grade are broader than API CC: API CC has no water resistance limits and no laboratory wear and scuffing tests.

Gazpromneft's own formulation

OWN BASE OILS · NO THICKENERS · EVERY BATCH TESTED

01

Own formulation

Developed and produced by Gazpromneft-Lubricants at the Omsk plant using its own technology

02

Own base oils

Mineral base oils of its own production — consistent quality from batch to batch

03

No thickeners

A straight SAE 40 oil with no polymer thickeners: viscosity does not drop from polymer breakdown under load

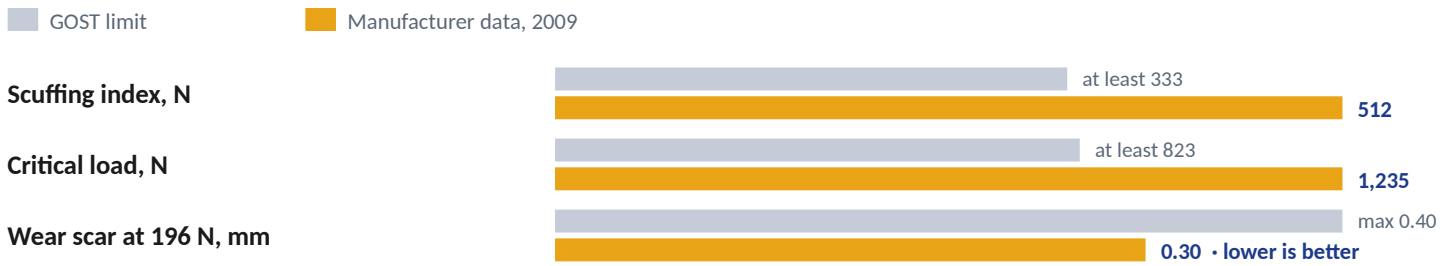
04

Russian components

Additive package based on Russian components: detergent, neutralizing, anti-wear and antioxidant functions

MARGIN OVER GOST LIMITS

Four-ball wear and scuffing tests, 20 ± 5 °C.
Manufacturer data: Gazpromneft Omsk Refinery, 2009.



Six reasons to choose M-14G2CS

WHAT THE ENGINE GETS · WHAT THE OWNER GETS

01

Water resistance

Works in constant contact with water: additives resist wash-out and water separates easily in the purifier

02

Acid protection

A base number of 9.7 mg KOH/g neutralizes acidic combustion products and helps protect liners and bearings

03

A clean engine — even an old one

Detergent-dispersant additives keep soot in suspension — important for worn engines

04

Performance under load

Stable at high temperatures and loads; oxidation resistance per the GOST 50-hour oxidation stability test

05

One grade for engines and machinery

Main and auxiliary diesels, gearboxes, compressors: fewer items in stock and lower risk of mistakes

06

Clear economics

A GOST mineral oil: we calculate the cost per 1,000 engine hours for your vessel

More than 40 years at sea

M-10/14/16G2CS SERIES · FROM MERCHANT MARINE INSTRUCTIONS TO GOST 12337-2020

1984

Merchant fleet

Ministry of Merchant Marine instruction RD 31.27.46-82 brings the grade into fleet supply

1999

Fishing fleet

Fishing fleet rules: the grade for NVD48, 6ChN40/46, 5D50 diesels and more — and for water above 26 °C

2001

Sea and river fleet

Industry documents of CNIIMF and the Ministry of Transport list the grade among marine oils

2021

New GOST

A new interstate standard adopted by 6 countries came into force

2026

Today

Purchases for vessels from Murmansk to Crimea; supply to Indonesia via FEOTECH

42 years

A grade engineers know. The M-10/14/16G2CS series is the standard oil of thousands of sea, fishing and river vessels in Russia and other countries.

From northern seas to warm waters

THE GRADE WORKS ACROSS CLIMATE ZONES

Warm water

SEAWATER ABOVE 26 °C

Fleet rules specifically recommend M-14G2CS for a number of diesels in warm seawater

Black and Azov Seas

CRIMEA · ROSTOV-ON-DON

Purchases for Oleg Betin (2026) and the dry cargo ship Kapitan Ivan Vikulov

Russian rivers

VOLGA · OB · IRTYSH · YENISEI

Listed among river fleet oils; stocks across river basins

Other countries

GOST ADOPTED BY 6 COUNTRIES

Known to fleets in the CIS and Central Asia; now in Indonesia via FEOTECH

Northern seas

MURMANSK · ARKHANGELSK

R/V Dalnie Zelentsy (MMBI) — oil in the ship's stores, 2026

Far East

SAKHALIN · KHABAROVSK · VLADIVOSTOK

Dry cargo ship Port May; stocks held by regional distributors



South: R/V Oleg Betin. Photo: Fishnews



North: tug Iskander, Arkhangelsk. Photo: S. Kharchenko

R/V Dalnie Zelentsy: 48 years in service

IMO 7740477 · MURMANSK MARINE BIOLOGICAL INSTITUTE · RESEARCH EXPEDITIONS



R/V Dalnie Zelentsy. Photo: Murmansk Marine Biological Institute (MMBI)

1978
YEAR BUILT

55.65 m
LENGTH OVERALL

736 kW
SKL MAIN ENGINE

MAIN ENGINE

SKL 6NVD48A-2U, 736 kW (GDR); three 150 kW generator sets. Russian Maritime Register data.

OIL · 2026

The institute buys M-14G2CS oil for the vessel.

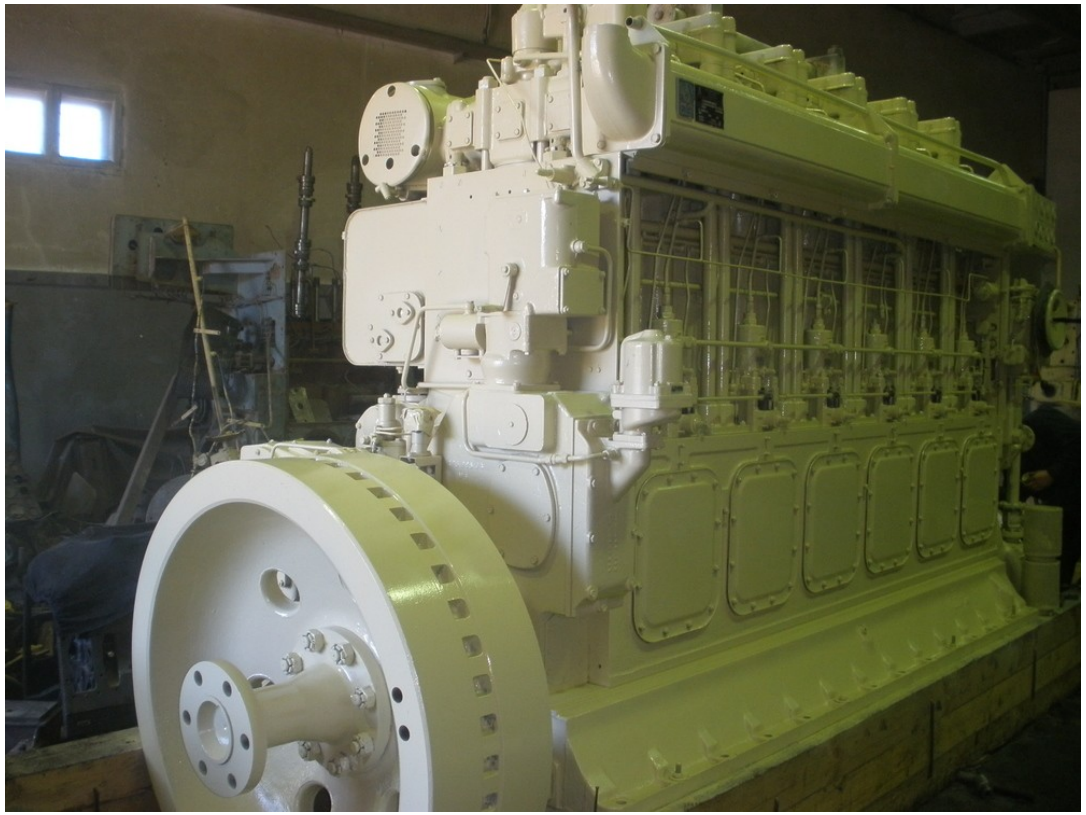
FLEET RULES RECOMMENDATION

Operating rules recommend M-14G2CS for the 6NVD48A-2U diesel.

Built in 1978, still in service — and still stocking M-14G2CS today

SKL 6NVD48A-2U: an engine from Magdeburg

MAIN ENGINE OF DALNIE ZELENTSY · NVD48 SERIES IN RUSSIA'S FLEET



SKL 6NVD48-2U diesel of the same family. Photo: Sudodizel catalogue

MANUFACTURER

SKL (Schwermaschinenbau Karl Liebknecht), Magdeburg, GDR — one of Eastern Europe's largest diesel engine makers. Part of MTU since 2008.

WHERE THE NVD48 SERIES WORKS

Trawlers, research vessels and dry cargo ships in Russia's fleet: Dalnie Zelentsy, trawler Sovetskoye, dry cargo ship Kapitan Ivan Vikulov.

SCALE

6 cylinders, 320 × 480 mm, 736 kW at 428 rpm, displacement about 232 L.

OIL

Fleet rules recommend M-14G2CS for the NVD48 — and as the preferred oil when seawater is above 26 °C.

Oleg Betin: a fisheries science vessel

IMO 9257216 · VNIRO · RESEARCH AND TRAWL SURVEYS



R/V Oleg Betin on its naming day. Photo: Fishnews

Size and power similar to Indonesian fishing and work vessels

31.85 m
LENGTH OVERALL

315 hp
232 KW · MAIN ENGINE

2026
M-14G2CS PURCHASE

ENGINE 6ChNSP18/22

6 cylinders · four-stroke · turbocharged · marine · with reduction gear; bore 18 cm, stroke 22 cm. ChN18/22 diesels are made by Daldiesel (Khabarovsk) and fitted to fishing trawlers.

OIL · 2026

M-14G2CS is purchased for the vessel together with 15W-40 and I-20A oils (contract of 02.03.2026).

SELECTION FOR THE VESSEL

Oil is selected for the main and each auxiliary engine — by manual and operating conditions.

Ships of different types, countries and seas

VESSELS FOR WHICH M-14G2CS IS PURCHASED · RUSSIAN MARITIME REGISTER DATA

Vessel	Type and operating area	Built and engine
Port May **IMO 8912807**	Timber carrier / dry cargo, 97.8 m Sakhalin, Sea of Okhotsk	Turkey, 1992 MAN B&W 6L35MC, 3,360 kW
Viktor Buynitskiy **IMO 8422448**	Geophysical research vessel, 49.9 m sea expeditions	Finland, 1986 824TS, 985 kW
Kapitan Ivan Vikulov **IMO 8862038**	Dry cargo ship, 139.81 m Azov and Black Seas, port of Rostov	USSR, 1992 2 × SKL 8NVDS48A-3U, 2 × 970 kW

Ships built in Turkey, Finland, the USSR

MAN B&W, SKL and Finnish-built engines

From Sakhalin to the Sea of Azov

Which engines

ENGINES FOR WHICH FLEET RULES RECOMMEND THE GRADE

HOW TO READ THE CODE

6 ChN 40/46

6	cylinders
Ch	four-stroke
N	turbocharged
40/46	bore 40 cm / stroke 46 cm

Other letters:
R — reversible · S — marine
P — with reduction gear · D — two-stroke

Country and maker	Models	What these engines are
Russia: Barnaultransmash	3D6 · 7D6 · 3D6N	Small high-speed marine diesels, 150 hp (≈ 110 kW)
Russia, USSR	6ChN40/46 · 6ChRN30/38 · 8ChRN30/36 · 5D50	Medium-speed diesels of large vessels
GDR: SKL, Magdeburg	NVD48 · NVD36 · VD26/20	Main engines and generator sets; in warm water M-14G2CS is preferred
Poland: Sulzer licence	ZL40/48 · AL25/30 · AL20/24	Medium-speed marine diesels
Czechoslovakia, France, Finland	6L525 · Pielstick PC2-5 · Wärtsilä 4R22B	Medium-speed diesels; for 4R22B — in warm water

Rules for technical operation of marine diesels, 1999, Appendix 13 — for the listed models and light distillate fuel.

Count the cost per 1,000 engine hours, not the drum price

COMPARISON IN IDR ON THE SAME DELIVERY BASIS

(Oil changes + Top-ups + Filters + Oil analysis + Comparable maintenance) ÷ engine hours × 1,000 = Cost per 1,000 h, IDR

All items are money spent over the same period, with the same delivery and taxes.

01

Same basis

Prices in IDR with the same delivery and taxes. Same period, same engine hours, comparable duty.

02

Technical result

Oil parameters within engine limits, acceptable wear trend, no worse oil consumption or part condition.

03

Commercial result

Actual cost per 1,000 engine hours and reliable supply. Savings are calculated from your vessel's actual data.

How to start: a pilot on your vessel

FOUR STEPS FROM REQUEST TO AN ANNUAL SUPPLY SCHEDULE

01

Vessel data

Photo of the nameplate and the oil page of the manual, current oil, system volume, fuel, engine hours

02

Technical selection

FEOTECH checks the engine maker's requirements and prepares a recommendation and changeover plan

03

Trial delivery

205 L drums from the Jakarta warehouse, batch quality certificate, changeover to the agreed plan

04

Monitoring and decision

Used-oil samples, cost per 1,000 engine hours, annual supply schedule

WHAT TO SEND TO START

- Engine nameplate photo
- Oil page of the engine manual
- Current oil and system volume
- Fuel and average engine hours per month
- Supply port and annual demand

FEOTECH SALES

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A1. Comparable oils on the Indonesian market

TYPICAL VALUES FROM MANUFACTURERS' PUBLIC DATA SHEETS

Product	Viscosity 100 °C, mm²/s	Base number	Basis for comparison
Gazpromneft M-14G2CS	14.1	9.7	Marine diesels; GOST 12337-2020 marine grade with water resistance limits; fleet rules recommendations
MB · MG 412, SAE 40	14.5	15	Marine diesels on distillates; API CF; list of OEM approvals
SH · GD S3 40	13.7	12	Main and auxiliary marine diesels, multi-purpose use
CV · DL 1000 Marine 40	14.0	12	Medium- and high-speed marine diesels
PT · MD S 40	14.01	10	Indonesian diesel engine oil with a stated marine application
Generic SAE 40 diesel engine oil, API CC / CD / CF	12.5–16.3 (SAE 40 grade)	not set by API	General-purpose diesels; no water resistance limits

A comparison by purpose and operating conditions, not an interchangeability table: requirements and approvals are set by the engine maker. Base numbers by GOST 11362 and ASTM D2896 are compared approximately.

Brand/product names abbreviated.

A2. Engine makers' oil requirements

FROM FACTORY MANUALS · FOR SELECTION ON A SPECIFIC VESSEL

Engines	Viscosity	Quality class	Special requirements	M-14G2CS status (SAE 40, GOST G2, TBN 9.7)
Yanmar TF 65 – TF 300, TS 190 / 230	SAE 40	API CC or CD	—	**matches in viscosity and class**
Mitsubishi 6D14 / 6D15 / 6D16 / 6D22	by temperature; tropics — SAE 40	naturally aspirated — CC or higher; turbocharged — CD or higher	—	**naturally aspirated — matches; turbocharged — by oil sampling**
Nissan Diesel RF8 / RE10	by temperature	API CC or CD	—	**matches**
Isuzu 4BG1 / 6BG1 / 6BD1	monograde SAE 30 / 40 or 15W-40	naturally aspirated — CC / CD; turbocharged — CD	CA / CB and re-refined oil prohibited	**naturally aspirated — matches; turbocharged — by oil sampling**
Hino (general factory table)	by temperature	API CD	—	**CD required — confirmed by oil sampling**
Yanmar 6EY17W / 6EY22AW / 6AYM-WST	SAE 40	CD / CE, CD / CF	TBN 9–15; viscosity at 100 °C 14–15.5 mm²/s; flash point > 240 °C	**physical properties within the window (14.1 · 9.7 · 252 °C); class — by oil sampling**
Weichai WD10, Cummins QSB, Baudouin, MTU 2000	15W-40	CF-4 / CI-4	monograde oils prohibited	**not applicable**

Sources — factory manuals of Yanmar, Mitsubishi, Nissan Diesel, Isuzu, Hino, Weichai, Baudouin, MTU (links in the notes). Mitsubishi, Nissan, Isuzu and Hino manuals are archived copies; the current edition of the specific engine's manual prevails.

A3. Sources

FULL LINKS AND EDITIONS ARE IN THE SPEAKER NOTES

Material	*What it confirms*
Gazpromneft technical data sheet, ed. 01/2018; Gazpromneft-Lubricants letter of 15.09.2026	*Product, typical properties, manufacturer and packaging*
Data sheets of Gazpromneft Omsk Refinery (2009) and Gazpromneft (2012)	*Historical properties, marine use, water performance*
GOST 12337-2020, GOST 12337-84, GOST 17479.1	*Limits and designation of the M-14G2CS grade*
Marine diesel operating rules 1999; RD 31.27.46-82; RD 31.2.07-2001	*Historical application of the grade to engines and machinery*
Russian Maritime Register book 2019; Marine Engines 2005 catalogue; engine makers' data	*Vessels, engines, power ratings, makers*
Procurement records, a court ruling, vessel operators' pages	*Link between the grade and specific vessels*
MB, SH, CV, PT; SAE J300; API	*Comparable products, SAE 40 grade, API categories*