



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

OCT 18 2010

OFFICE OF
AIR AND RADIATION

M.A. Mannan
Business Manager
Nett Technologies Inc.
2-6707 Goreway Drive
Mississauga, ON, L4V 1P7

Dear: M.A. Mannan:

The U.S. Environmental Protection Agency (EPA) has reviewed your request for verification of Nett Technologies' BlueMAX 100 system for nonroad diesel engines. The BlueMAX 100 is a urea-based selective catalytic reduction (SCR) technology. Based on our evaluation of your verification application, test data and additional information provided, EPA hereby verifies that this technology reduces emissions of certain criteria pollutants by the percentages described in the table below.

This technology is approved for use on the following engines and/or vehicles provided all of the required operating criteria are met as described below:

Nonroad, 4-cycle, non-EGR diesel engines between 75 – 370 kW power ranges, originally manufactured from 1996 through 2008 and originally certified without a catalyst to EPA Tier 1, 2 or 3 standards.

Technology	Particulate Matter (PM) %	Carbon Monoxide (CO) %	Hydrocarbons (HC) %	Oxide of Nitrogen (NOx) %
BlueMAX 100	0	85	90	65

Operating Criteria

- 1) Must be operated on ULSD fuel (15 ppm).
- 2) Exhaust temperature data logging will be performed before each installation, and exhaust temperatures must be above 250 degrees C for at least 30% of the normal duty cycle. As there may be significant variations from application to application, Nett Technologies will review actual vehicle operating conditions and perform temperature data-logging prior to retrofitting a vehicle with their SCR system to ensure compatibility.
- 3) Each installation will be equipped with a monitoring system that displays warning light(s) and error codes visible to the operator, providing urea tank level and

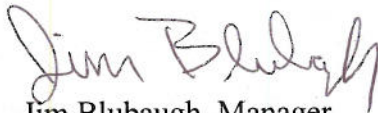
diagnostic information. The monitoring system will also store diagnostic error codes related to urea tank level and system malfunctions.

- 4) The vehicle shall not be equipped with a crankcase oil burning system and the engine should be well maintained and not consume lubricating oil at a rate greater than that specified by the engine manufacturer.
- 5) The vehicle or equipment is not sold or operated in geographic areas where urea solution may freeze (-11 degrees C).
- 6) To ensure the appropriate urea is purchased and that the engine's urea tank is never empty, the customer is required to maintain urea purchase receipts and refill records and make them available to Nett Technologies upon request. Urea usage log and service log documentation will be collected by Nett Technologies and dealers on a quarterly basis each year.
- 7) To ensure that urea is readily available, the system will only be offered to centrally fueled fleets that have or are planning to have urea refilling capability.

Information on the BlueMAX technology, percent reductions, applicable engines, and in-use testing program will be posted on the EPA's National Clean Diesel Campaign/Diesel Retrofit Verification website (<http://www.epa.gov/otaq/retrofit/verif-list.htm>). As you know, Nett Technologies will be responsible for completing the required in-use testing program and for submitting all in-use testing data to EPA.

Thank you for participating in EPA's National Clean Diesel Campaign. If you have any questions or comments, please contact Dennis Johnson, of my staff, at (202) 343-9278.

Sincerely,



Jim Blubaugh, Manager
Innovative Strategies Group
Office of Transportation and Air Quality