



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Washington, DC 20460

DEC 16 2014

OFFICE OF
AIR AND RADIATION

Mr. John Popik
President of Nett Technologies Inc.
6707 Goreway Drive
Mississauga, Ontario
Canada L4v 1P7

Dear Mr. Popik:

The U.S. Environmental Protection Agency (EPA) Technology Assessment Center has reviewed your request for verification of the Nett BlueMAX™ PLUS 100 SCR System. Based on our evaluation of the 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.

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

Technology	Engine Model/Application	Fuel, Max Sulfur (ppm)	Reductions (%)			
			PM	NO _x	HC	CO
Nett Technologies Inc. BlueMAX™ PLUS 100 SCR System	Nonroad, 4-cycle engines, rated at 100-750hp, certified to Tiers 1, 2, or 3	15	85	85	60	95

The following criteria must be met in order for appropriately retrofitted engines to achieve the aforementioned emission reductions:

- 1) Baseline engine must be in a certified configuration and operating on fuel with less than 15 ppm sulfur.
- 2) Exhaust temperature data logging will be performed before each installation, and exhaust temperatures must be above 325 degrees °C for at least 25% of the normal duty cycle. As there may be significant variations from application to application, Nett Technologies will review actual engine operating conditions and perform temperature data-logging prior to retrofitting an engine with the BlueMAX™ PLUS 100 system to ensure compatibility.

- 3) Each installation will be equipped with a monitoring system that displays warning lights and error codes visible to the operator, providing urea tank level and diagnostic information.
- 4) The engine/equipment must not be equipped with a crankcase oil burning system.
- 5) The engine should be well maintained and not consume lubricating oil at a rate greater than that specified by the engine manufacturer.
- 6) The engine must not have been originally certified or equipped with a DOC or diesel particulate filter (DPF).
- 7) The DPF component of the system is recommended for service every 1000 hours of use.

EPA estimates that this device will incur no discernable fuel economy penalty when used in a compatible application.

If the BlueMAX™ PLUS 100 SCR System is modified from the application description provided to EPA and representative of products tested, you must notify EPA immediately. This verification does not automatically confer to modified devices or devices that are similar to this original verification.

Information on the BlueMAX™ PLUS 100 SCR System, percent reduction, and applicable engines will be posted on the EPA's Verified Technology List website at: <http://www.epa.gov/cleandiesel/verification/verif-list.htm>. As you know, Nett Technologies Inc. will be responsible for completing the required in-use testing program and for submitting all in-use testing data to EPA as outlined in EPA's in-use test methods. The in-use BlueMAX™ PLUS 100 SCR System must comply with all Clean Air Act and Greenhouse Gas regulations.

Thank you for participating in EPA's Technology Assessment Center Verification Program. If you have any questions or comments, please contact Julie Hawkins, of my staff, at (202 343-9072).

Sincerely,



Karl Simon, Division Director
Transportation and Climate Division
Office of Transportation and Air Quality