



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Washington, DC 20460

MAY 15 2014

OFFICE OF
AIR AND RADIATION

John Popik, President
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 BlueMAX™ 300D SCR System. Based on our evaluation of the verification application, the 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™ 300D SCR System	4-cycle, constant speed engines, rated at 100-750hp for NR and Stationary applications, certified to Tier 1, 2, or 3	15	25	80	90	90

- 1) The following criteria must be met in order for appropriately retrofitted engines to achieve the aforementioned emission reductions: 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 225 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 engine operating conditions and perform temperature data-logging prior to retrofitting an engine with the SCR 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.
- 7) For constant speed engines in stationary applications, Nett Technology Inc. is responsible for working with end-users in determining the engine's eligibility and compliance with applicable federal, state, and/or local regulations.

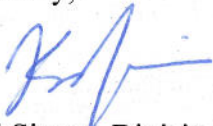
EPA estimates that this device will incur no discernable fuel economy penalty when used in a compatible application.

If the BlueMAX™ 300D 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™ 300D 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™ 300D 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