

Diesel Emission Control Has Never Been Easier!

Diesel engines are a reliable and efficient power source; however, particulate matter (PM/soot) and nitrogen oxides (NO_x) remain key contributors to air pollution, requiring advanced emissions control solutions to meet increasingly stringent environmental standards.

The BlueMAX™ 100 is an advanced Selective Catalytic Reduction (SCR) system designed to reduce NO_x emissions from medium- to heavy-duty diesel engines in off-road applications. Engineered for reliable performance across a wide range of operating conditions, the system is suitable for both OEM and retrofit installations.

The system utilizes Diesel Exhaust Fluid (DEF), a urea-based solution, to convert NO_x into harmless nitrogen and water vapor over the SCR catalyst. The SCR sub-system includes the catalyst, DEF dosing unit, and DEF tank. A NO_x sensor positioned upstream continuously measures NO_x concentration, while inputs from engine air flow and temperature sensors are processed by the Electronic Control Unit (ECU) to precisely control DEF dosing. This closed-loop control strategy eliminates the need for engine recalibration and ensures consistent performance across a wide range of diesel engines.

The ECU continuously monitors all system sensors and components, providing real-time diagnostics and alerting the operator to any irregularities. Overall system performance depends on engine conditions, exhaust temperature, system integration, and DEF dosing strategy.

With optimized catalyst design, advanced washcoat formulation, and precise dosing control, the BlueMAX™ 100 delivers high-efficiency emissions reduction. The system achieves up to 99% reduction in nitrogen oxides (NO_x), up to 97% reduction in carbon monoxide (CO), up to 95% reduction in hydrocarbons (HC), resulting in corresponding reductions in volatile organic compounds (VOCs) and hazardous air pollutants (HAPs), and up to 24% reduction in particulate matter (PM).*

Verified by the United States Environmental Protection Agency (EPA), the BlueMAX™ 100 provides a reliable and effective solution for cleaner, more sustainable diesel operation.

BlueMAX™ 100 SCR system



scan and learn



Sold and supported globally, Nett Technologies Inc., develops and manufactures proprietary catalytic solutions that use the latest in diesel oxidation catalyst (DOC), diesel particulate filter (DPF), selective catalytic reduction (SCR), engine electronics, stationary engine silencer, exhaust system and exhaust gas dilution technologies. Our reliable and real-world emission solutions will extend the usable life of existing equipment while allowing you to avoid costly future replacements. We manufacture emission control solutions that are California Air Resources Board (ARB) and the U.S. Environmental Protection Agency (EPA) verified. As the emission control authority, we are here to help you navigate through the hassles and complexities of emission control compliance.

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BlueMAX™ 100 PRODUCT OVERVIEW

How does the BlueMAX™ 100 system work?

The BlueMAX™ 100 uses Selective Catalytic Reduction (SCR) technology to control nitrogen oxides (NO_x) emissions from medium- and heavy-duty diesel engines in off-road applications.

Exhaust gases pass through the SCR system, where NO_x is reduced through a chemical reaction with Diesel Exhaust Fluid (DEF), a urea-based solution. The system includes an SCR catalyst, a computerized Urea Dosing System (UDS), and a DEF tank.

A NO_x sensor positioned upstream continuously measures NO_x concentration in the exhaust. This data, combined with inputs from engine air flow and temperature sensors, is processed by the control unit to determine the precise amount of DEF required for optimal NO_x reduction.

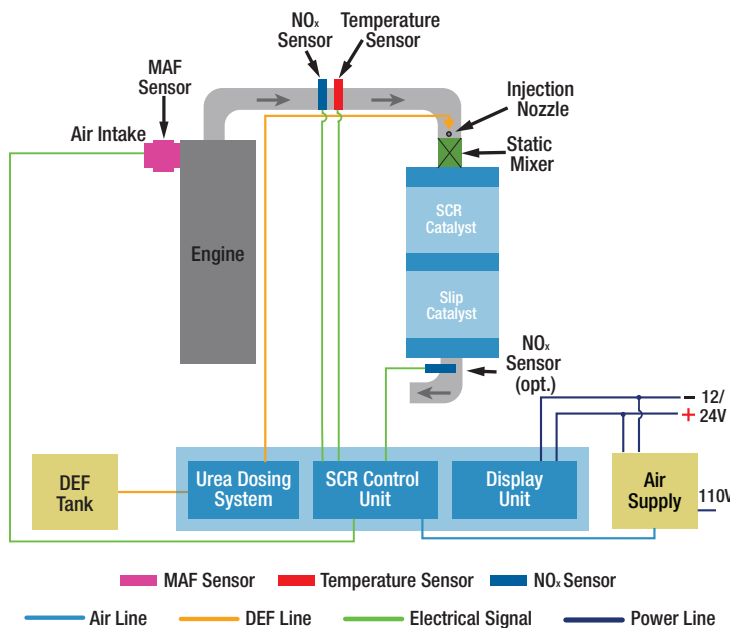
DEF (32.5% urea solution) is injected into the exhaust stream through a dosing nozzle and atomized using compressed air from the air brake line or an independent air compressor. This ensures proper mixing and distribution, maximizing NO_x reduction efficiency while minimizing DEF consumption.

The system operates on a closed-loop control strategy, eliminating the need for engine recalibration and enabling installation across a wide range of diesel engines, both mechanically and electronically controlled. This makes the system suitable for both OEM and retrofit applications.

For additional emissions control, the system can be equipped with either a passive catalyzed Diesel Particulate Filter (DPF) for high-load applications or an active regeneration DPF for low-load operating conditions, allowing simultaneous reduction of particulate matter (PM).

The BlueMAX™ 100 system is verified by the United States Environmental Protection Agency (EPA) and is designed to deliver reliable emissions control performance under real-world operating conditions.

BlueMAX™ 100 System Schematic Drawing

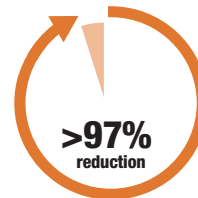


PRODUCT FEATURES

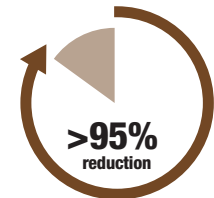
- Compact design for direct-fit or muffler replacement applications
- Pre-integrated sensors for simplified installation
- Robust construction for harsh off-road environments
- Maintenance intervals ranging from 2000 to 5000 hours
- Integrated data logging and computerized control system
- Three customizable alarm settings
- Real-time system monitoring with colour display interface
- Compatible with a wide range of diesel engine platforms

EMISSIONS REDUCTION PERFORMANCE

Typical BlueMAX™ 100 Emissions Reduction Performance*



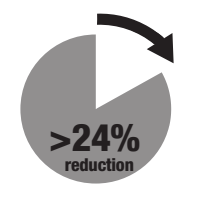
Carbon Monoxide (CO)



Hydrocarbons (HC)



Nitrogen Oxides (NO_x)



Particulate Matter (PM)

*Actual emission reduction may vary with engine, load, and operating conditions. Properly engineered catalyst systems are capable of achieving higher conversion efficiencies than EPA verification values when optimized for a specific application.



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Contact Nett Technologies Inc. today at:

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