

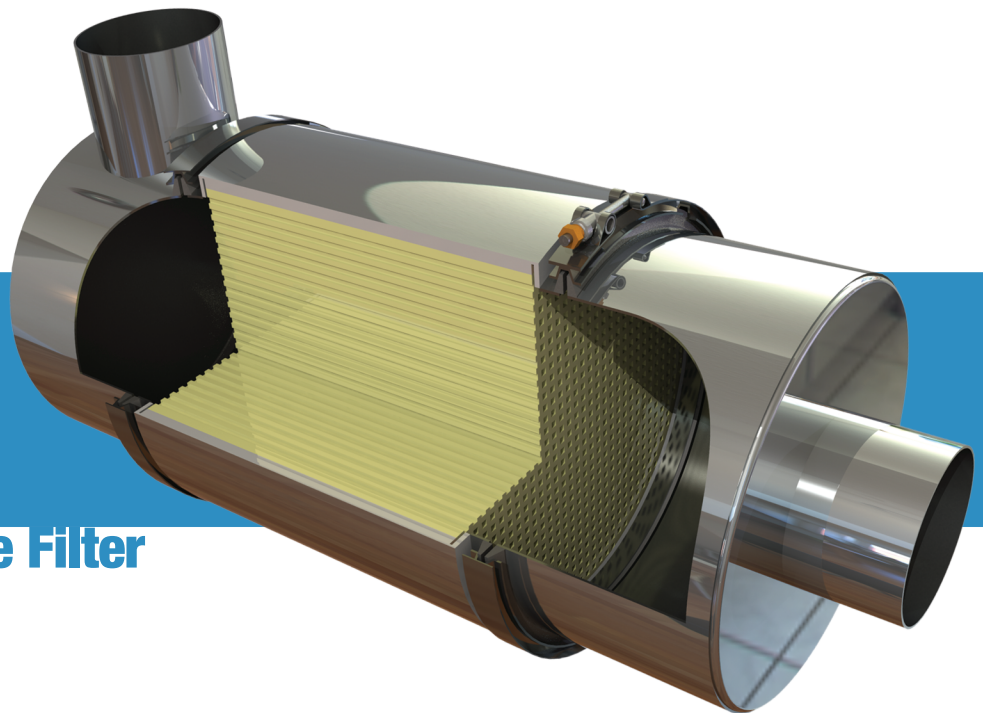
Marine diesel emission control, the easy way!

Diesel engines are a reliable and efficient power source; however, particulate matter (PM/soot) and exhaust emissions remain a key challenge in marine environments, leading to increased maintenance, operational inefficiencies, and reduced onboard comfort.

The GreenTRAP™ 320 is an advanced passive Diesel Particulate Filter (DPF) system designed specifically for marine diesel engines, delivering reliable and high-efficiency emissions control. The system utilizes cordierite wall-flow filter technology to capture particulate matter (soot), while a proprietary catalyst coating lowers the soot oxidation temperature, enabling continuous passive regeneration during normal engine operation. Under favorable operating conditions, accumulated soot is oxidized within the filter without the need for active regeneration, ensuring consistent performance and minimal maintenance.

The system delivers up to 99% reduction in particulate matter (PM), up to 98% reduction in carbon monoxide (CO), and up to 95% reduction in hydrocarbons (HC), including associated volatile organic compounds (VOCs) and hazardous air pollutants (HAPs). Optimized catalyst design and real-world operating conditions enable higher achievable performance than standardized verification test cycles.*

Customized to fit specific vessel applications, the GreenTRAP™ 320 provides full control over emissions while improving engine efficiency, reducing maintenance, and enhancing overall system reliability.



GreenTRAP™ 320

Passive Diesel Particulate Filter

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 useable 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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GreenTRAP™ 320 PRODUCT OVERVIEW

How does the GreenTRAP™ 320 work?

Exhaust gases pass through the wall-flow DPF, where particulate matter (soot) is captured within the porous filter structure.

The filter consists of parallel channels that are alternately plugged, forcing exhaust gases through porous walls that trap particles while allowing clean gases to exit.

A proprietary catalyst coating on the filter surfaces lowers soot oxidation temperature, enabling passive regeneration during normal engine operation.

For effective regeneration, exhaust temperatures of approximately 530-575°F (275-300°C) must be maintained for 25-30% of operating time, particularly when using ultra-low sulfur diesel (ULSD) fuel.

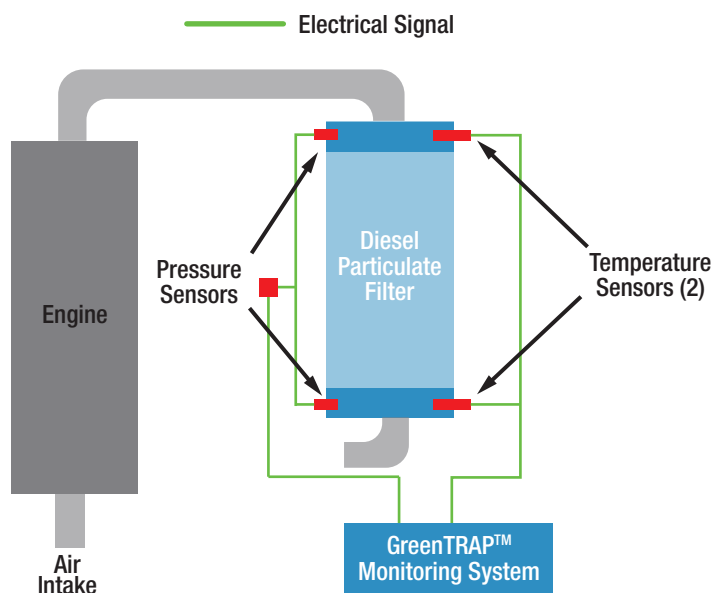
The system can operate with various fuels, including those with sulfur content up to 500 ppm; however, higher exhaust temperatures are required for proper regeneration.

Typical exhaust backpressure across a properly regenerating filter ranges from 5 to 10 kPa (20-40 inH₂O).

Applications with higher exhaust temperatures or lower engine-out PM regenerate more efficiently, resulting in reduced soot accumulation and lower backpressure.

An integrated monitoring system, including two temperature sensors and one differential pressure sensor, provides real-time tracking of DPF backpressure and inlet/outlet temperatures, ensuring reliable operation and early issue detection.

GreenTRAP™ 320 System Schematic Drawing

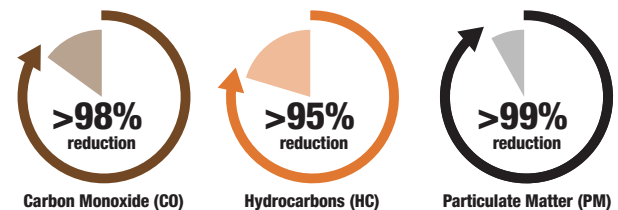


PRODUCT FEATURES

- Passive DPF system (self-regenerating design)
- Designed for marine diesel engines (50 kW to 450 kW range)
- Cordierite wall-flow filter technology
- Proprietary catalyst coating for low-temperature regeneration
- Internally insulated design (external insulation optional)
- Computerized controller with alarms and data logging capabilities
- Real-time monitoring with temperature and pressure sensors
- Maintenance intervals of 2000-5000 hours
- Color display for system status and diagnostics
- Compact, custom-fit design for marine applications

EMISSIONS REDUCTION PERFORMANCE

Typical GreenTRAP™ 320 Emissions Reduction Performance*



*Actual emission reduction performance depends on catalyst formulation, engine calibration, exhaust temperature, and operating conditions. With optimized system design and proper application, catalyst technologies are capable of achieving enhanced conversion efficiencies in real-world environments.



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or visit us online at www.nettinc.com