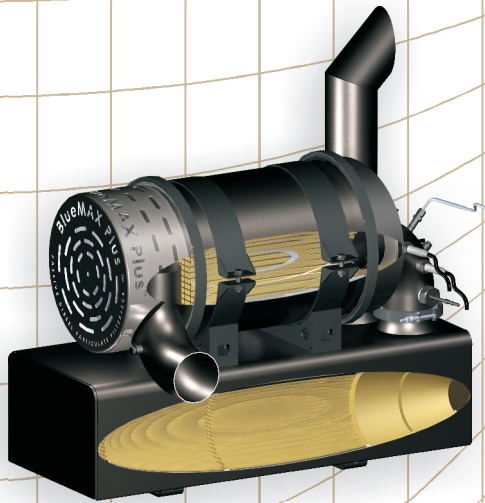


BLUEMAX PLUS™ SYSTEM

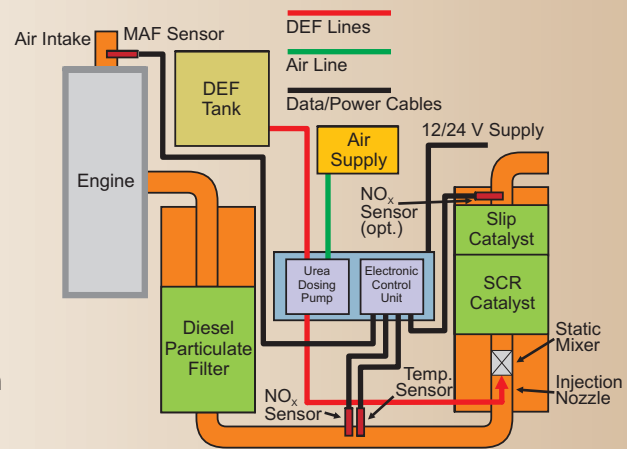


SYSTEM OVERVIEW

The Nett BlueMAX PLUS™ SCR and passive DPF system is designed to control emissions of particulate matter (PM) and oxides of nitrogen (NO_x) from medium- and heavy-duty diesel engines in on-road, non-road and stationary applications.

In the BlueMAX PLUS™ system, the diesel particulate filter utilizes a cordierite or silicon carbide wall-flow monolith to trap the soot produced by diesel engines. A proprietary catalyst is coated onto the inside surface of the filter monolith. The catalyst lowers the soot combustion temperature allowing the filter to regenerate. The accumulated soot is oxidized in the filter during regular operation of the engine. Exhaust temperatures of 275-300°C (530-575°F) for 25-30% of the operation time are necessary for proper filter regeneration, if ULSD (ultra-low sulfur diesel) fuel is used.

NO_x is reduced over the SCR catalyst through chemical reaction with a reducing agent 'urea' commonly referred to as diesel exhaust fluid (DEF). The urea control strategy relies on NO_x concentration measurements by a sensor positioned upstream of the SCR catalyst. Based on the NO_x sensor signal, in combination with an engine mass air flow sensor and temperature sensor, the computer calculates the amount of urea which needs to be injected for optimum NO_x reductions.



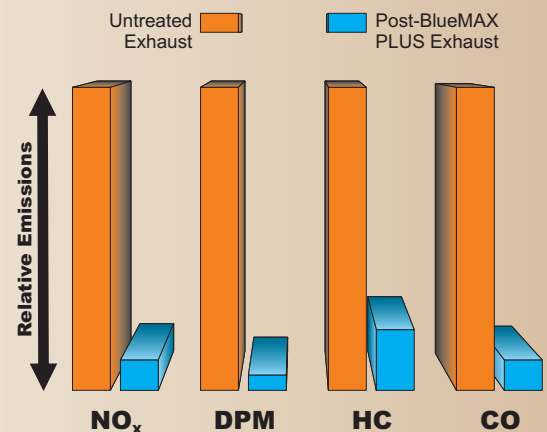
SYSTEM EFFICIENCY

The particulate matter filtration efficiency of the catalyzed diesel filter typically exceeds 90%. The filtration efficiency of the elemental carbon fraction of diesel particulates (soot) is 95-99%. The system reduces over 90% of NO_x emissions.

Due to the presence of the catalyzed diesel filter, the system typically reduces 70-90% (depending on exhaust temperature) of hydrocarbon and carbon monoxide emissions.

The NO_x sensor-based control strategy makes the system very suitable for both original equipment and retrofit applications. System calibration (i.e. engine mapping) is not required and the system can be installed on a wide range of diesel engines, both mechanically and electronically controlled.

Relative Emissions Reduction



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...the emission control authority.