State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER DE-14-004-01

Pursuant to the authority vested in the California Air Resources Board (ARB) by Health and Safety Code, Division 26, Part 5, Chapter 2; and pursuant to the authority vested in the undersigned by Health and Safety Code section 39515 and 39616 and Executive Order G-14-012;

This action relates to Verification under sections 2700 through 2711 of title 13 of the California Code of Regulations:

Nett Technologies Inc.,
BlueMAX™ NOVA 300e

ARB has reviewed Nett Technologies' request for verification of the BlueMAX™ NOVA 300e. Based on an evaluation of the data provided, and pursuant to the terms and conditions specified below, the Executive Officer of ARB hereby finds that the BlueMAX™ NOVA 300e reduces emissions of diesel particulate matter (PM) consistent with a Level 3 device (greater than or equal to 85 percent reductions), reduces emissions of oxides of nitrogen (NOx) consistent with a Mark 5 device (greater than or equal to a 85 percent reduction) (California Code of Regulations (CCR), title 13, sections 2702 (f) and (g) and section 2708) and complies with the ARB January 1, 2009, nitrogen dioxide (NO_2) limit (CCR, title 13, section 2702 (f) and section 2706 (a)). Accordingly, the Executive Officer determines that the system merits verification and, subject to the terms and conditions specified below, classifies the BlueMAX™ NOVA 300e as a Level 3 Plus, Mark 5 system, for use with stationary prime generators using engine families listed in Attachment 1.

This verification is subject to the following terms and conditions:

- The engine must be used in a stationary application associated with prime generators and rated greater than or equal to 75 horsepower (hp).
- The engine must be certified for use in California or certified by the United States Environmental Protection Agency and the engine must be in its original certified configuration.
- The engine must be certified Tier 1, Tier 2, Tier 3, Tier 4i with a rated horse power over 750, or Tier 4 Alt 20% NOx and PM, nonroad or stationary diesel engine meeting 0.2 grams per brake horsepower hour (g/bhp-hr) diesel particulate matter (PM) or less based on certification or in-use emissions testing (as tested on an appropriate steady-state certification cycle outlined in the ARB off-road regulations – similar to ISO 8178 D2).
- The engine must not employ exhaust gas recirculation (EGR).
- The engine must not have a pre-existing oxidation catalyst.
- The engine must not have a pre-existing diesel particulate filter.

- The engine must not have a pre-existing selective catalytic reduction.
- The engine must be four-stroke.
- The engine can be turbocharged or naturally-aspirated.
- Nett Technologies must review actual operating conditions (duty cycle, baseline emissions, and engine exhaust backpressure and temperature profiles, and other pre-installation compatibility assessments as required in section 2706 (t) of title 13, of the CCR) prior to retrofitting an engine with the BlueMAX™ NOVA 300e to ensure compatibility.
- The engine should be well maintained and not consume lubricating oil at a rate greater than that specified by the engine manufacturer.
- The BlueMAX™ NOVA 300e must not be operated with fuel additives, as defined in section 2701 of title 13, of the CCR, unless explicitly verified for use with fuel additive(s).
- The other terms and conditions specified below.

Table 1: Conditions for the BlueMAX™ NOVA 300e

Parameter	Value
Application	Stationary Prime Power Generation
Size Range	Diesel engines rated greater than or equal to 75 hp
Engine Type	Diesel, with or without turbocharger, without EGR, mechanically or electronically controlled, Tier 1, Tier 2, Tier 3, Tier 4i with a rated horse power over 750, or Tier 4 Alt 20% NOx and PM, nonroad or stationary diesel engine certified to 0.2 g/bhp-hr or less of PM.
Minimum Exhaust Temperature for Filter Regeneration and/or Selective Catalytic Regeneration operation	N/A. Active regeneration with exhaust heater
Maximum Consecutive Minutes Operating Below Passive Regeneration Temperature	N/A
Number of Cold Start and 30 Minute Idle Sessions before Regeneration Required	N/A
Number of Hours of Operation Before Cleaning of Filter Required	Application Specific. 2000 Hours Typical.
Fuel	California diesel fuel with less than or equal to 15 ppm sulfur or a biodiesel blend provided that the biodiesel portion of the blend complies with ASTM D6751, the diesel portion of the blend complies with title 13 (CCR), sections 2281 and 2282, and the blend contains no more than 20 percent biodiesel by volume.
Verification Level	Level 3 Plus, Mark 5 Verification: • PM - at least 85% reduction • NO_2 - meets January 2009 limit • NOx – at least 85% reduction

The BlueMAX™ NOVA 300e system is an active diesel exhaust filter system. It consists of two main components; an active diesel particulate filter and a selective catalytic reduction. In addition, there is a monitoring, data logging, and alarm system for these main components. A schematic of the approved label is shown in Attachment 2. Labels attached to the BlueMAX™ NOVA 300e and the engine must be identical.

This Executive Order is valid provided that installation instructions for BlueMAX™ NOVA 300e do not recommend tuning the engine to specifications different from those of the engine manufacturer. The product must not be used with any other systems or engine modifications without ARB and manufacturer approval.

Changes made to the design or operating conditions of BlueMAX™ NOVA 300e, as exempted by ARB, which adversely affect the performance of the engine's pollution control system, shall invalidate this Executive Order.

No changes are permitted to the BlueMAX™ NOVA 300e without ARB evaluation and approval. ARB must be notified in writing of any changes to any part of BlueMAX™ NOVA 300e. Failure to do so shall invalidate this Executive Order

Marketing of the BlueMAX™ NOVA 300e using identification other than that shown in this Executive Order or for an application other than that listed in this Executive Order shall be prohibited unless prior approval is obtained from ARB.

As specified in the Diesel Emission Control Strategy Verification Procedure (CCR, title 13, section 2706 (j)), ARB assigns each Diesel Emission Control Strategy a family name. The designated family name for the verification as outlined above is:

CA/NET/2014/PM3+/N85/ST/SYS01.

This designated family name must be used in reference to this verification as part of the system labeling requirement. Labels attached to the BlueMAX™ NOVA 300e and the engine must be identical.

Proper engine maintenance is critical for the proper functioning of the diesel emission control strategy. The owner of the equipment on which the diesel emission control strategy is installed is strongly advised to adhere to all good engine maintenance practices. Failure to document proper engine maintenance, including keeping records of the engine's oil consumption, may be grounds for denial of a warranty claim.

The terms and conditions of this verification must be satisfied regardless of where the system is sold in order for the system to be considered verified. Systems sold as verified, or which carry an ARB-approved label, must satisfy all the terms and conditions of the verification executive order.

Additionally, as stated in the Diesel Emission Control Strategy Verification Procedure, Nett Technologies is responsible for honoring the record keeping requirements (section 2702), their warranty (CCR, title 13, section 2707), conducting in-use compliance testing (section 2709), and complying with the system labeling requirements (CCR, Title 13, section 2706 (j)).

In addition, ARB reserves the right in the future to review this Executive Order and verification provided herein to assure that the verified add-on or modified part continues to meet the standards and procedures of CCR, title 13, section 2222, et seq and CCR, title 13, sections 2700 through 2711.

Systems verified under this Executive Order shall conform to all applicable California emissions regulations. This Executive Order does not release Nett Technologies from complying with all other applicable regulations.

Violation of any of the above conditions shall be grounds for revocation of this Executive Order.

Executive Order DE-14-004 is hereby superseded and is of no further force and effect.

Executed at Sacramento, California, this 9th day of July 2015.

Richard W. Corey
Executive Officer
by

Cynthia Marvin, Chief
Transportation and Toxics Division

Attachment 1
Attachment 2