

**State of California**  
**AIR RESOURCES BOARD**

**EXECUTIVE ORDER DE-14-004-04**

Pursuant to the authority vested in the California Air Resources Board (CARB) 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

CARB has reviewed Nett Technologies Inc.'s (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 CARB 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% reductions), reduces emissions of oxides of nitrogen (NO<sub>x</sub>) consistent with a Mark 5 device (greater than or equal to a 85% reduction) (California Code of Regulations (CCR), title 13, sections 2702 (f) and (g) and section 2708) and complies with CARB's January 1, 2009, nitrogen dioxide (NO<sub>2</sub>) 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.
- The engine must be:
  - Greater than or equal to 75 horsepower (hp), certified to Tier 1, Tier 2, Tier 3, or Tier 4 Alt 20% NO<sub>x</sub> and PM standards; or
  - Certified to Tier 4i standards with a rated hp over 750.
- The engine must be certified as an off-road 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 CARB 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.
- 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.
- Nett Technologies, Inc. must review actual operating conditions (duty cycle, baseline emissions, 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 in Table 1 below.

**Table 1: Conditions for the BlueMAX™ NOVA 300e**

Parameter	Value
Application	Stationary emergency standby generators or emergency standby pumps.
Engine Type	<ul style="list-style-type: none"> <li>• The engine must be:               <ul style="list-style-type: none"> <li>○ Greater than or equal to 75 horsepower (hp), certified to Tier 1, Tier 2, Tier 3, or Tier 4 Alt 20% NOx and PM standards; or</li> <li>○ Certified to Tier 4i standards with a rated hp over 750.</li> </ul> </li> <li>• The engine must be certified as a 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 CARB off-road regulations – similar to ISO 8178 D2).</li> <li>• The engine must not employ exhaust gas recirculation (EGR).</li> <li>• The engine must not have a pre-existing oxidation catalyst.</li> <li>• The engine must not have a pre-existing diesel particulate filter.</li> <li>• The engine must not have a pre-existing selective catalytic reduction.</li> <li>• The engine must be four-stroke.</li> <li>• The engine can be turbocharged or naturally-aspirated.</li> </ul>
Minimum Exhaust Temperature for Filter Regeneration and/or Selective Catalytic Regeneration operation	Not Applicable (NA). Active regeneration with exhaust heater
Maximum Consecutive Minutes Operating Below Passive Regeneration Temperature	NA. Active DPF.
Number of Cold Start and 30-minute Idle Sessions before Regeneration Required	N/A. Active DPF.
Number of Hours of Operation Before Cleaning of Filter Required	Application specific. 2000 hours typical.

Parameter	Value
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% biodiesel by volume.
PM Verification Level	Level 3 Plus, Mark 5 Verification: PM - at least 85% reduction NO2 - meets January 2009 limit NOx - at least 85% reduction

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 CARB and manufacturer approval.

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.

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

No person shall alter, physically disable, disconnect, bypass, or tamper with an installed CARB verified diesel emissions control strategy, as outlined in title 13 CCR section 2711(e). Should CARB become aware that a design feature of a verified device is altered, physically disabled, disconnected, bypassed, or tampered on multiple units by independent persons, Nett Technologies will be responsible to propose a design modification and recall plan to the Executive Officer to minimize existing and potential for future tampering of the verified device.

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 the Executive Order shall be prohibited unless prior approval is obtained from CARB.

As specified in the Diesel Emission Control Strategy Verification Procedure (CCR, title 13, section 2706 (j)), CARB 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 a CARB-approved label, must satisfy all the terms and conditions of this verification executive order.

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

In addition, CARB 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-14-004-03 is hereby superseded and is of no further force and effect.

Executed at Sacramento, California, this 15<sup>th</sup> day of May 2024.



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Richard Boyd  
Assistant Chief  
Transportation and Toxics Division

Attachment 1: NETT BlueMax™ Nova 300E DPF Off-Road Certified Engine Family List  
(>=75 hp)

Attachment 2: Label