

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

**EXECUTIVE ORDER DE-09-013-03**

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 sections 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 Incorporated  
NETT GreenTRAP™ Diesel Particulate Filter

CARB has reviewed the request by NETT Technologies Incorporated for verification of the NETT GreenTRAP™ diesel particulate filter (DPF) filter. 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 NETT GreenTRAP™ DPF reduces emissions of diesel particulate matter (PM) consistent with a Level 3 device (greater than or equal to 85 percent reductions) (California Code of Regulations (CCR), title 13, sections 2702 (f) and (g) and section 2708) and complies with the CARB 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 NETT GreenTRAP™ DPF as a Level 3 Plus system, for use with stationary prime and emergency standby generators and prime and emergency standby pumps 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 or emergency standby generators or pumps and rated greater than or equal to 50 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 horsepower between 50 and 75 or over 750, or Tier 4 Alt 20% nitrogen oxide and PM, nonroad or stationary diesel engine, that meet the criteria listed herein.
- The engine must be a certified off-road engine meeting 0.2 grams per brake horsepower (g/bhp-hr) diesel PM or less based on certification or in-use emissions testing (as tested on an appropriate steady-state certification cycle outlined in CARB off-road regulations – similar to ISO 8178 D2).
- The engine must be four-stroke.
- The engine can be turbocharged or naturally-aspirated.
- The engine must not employ exhaust gas recirculation.
- 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 NETT GreenTRAP™ DPF 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 product must not be used with any other systems or engine modifications without ARB and manufacturer approval.
- NETT Technologies must review actual operating conditions (duty cycle, baseline emissions, exhaust temperature profiles, and engine backpressure) prior to retrofitting an engine with the NETT GreenTRAP™ DPF 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.
- Other terms and conditions are specified below.

Table 1: Conditions for the NETT GreenTRAP™ DPF

| Parameter   | Value   |
|---|---|
| Application   | Stationary Prime and Emergency Standby Power Generation and Stationary Prime and Emergency Standby Pumping  |
| Engine Type   | Diesel, with or without turbocharger, without Exhaust-Gas Recirculation (EGR), mechanically or electronically controlled, certified off-road engines meeting 0.2 g/bhp-hr diesel PM or less based on certification or in-use emission testing.  |
| Minimum Exhaust Temperature for Filter Regeneration                           | The engine must operate at the load level required to achieve 400 degrees Celsius (°C) for a minimum of 30 minutes. Operation at lower temperatures is allowed, but only for a limited duration as specified below.   |
| Maximum Consecutive Minutes Operating Below Passive Regeneration Temperature  | 300 Minutes   |
| Number of Cold Start and 30 Minute Idle Sessions before Regeneration Required | 10  |
| Number of Hours of Operation Before Cleaning of Filter Required               | 2,000 when using diesel with <15 ppm sulfur.  |
| 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 International D6751 (15 ppm sulfur), the diesel portion of the blend complies with CCR, title 13, sections 2281 and 2282 and the blend |

|                       |   |
|-----------------------|---|
|                       | contains no more than 20 percent biodiesel by volume.   |
| PM Verification Level | Level 3 Plus Verification: <ul style="list-style-type: none"> <li>• PM – at least 85% reduction</li> <li>• NO<sub>2</sub> – meets January 2009 limit</li> </ul> |

The NETT GreenTRAP™ DPF consists of a catalyzed passive DPF and a NETT PT LOG™ backpressure monitor. A schematic of the approved label is shown in Attachment 2. Labels attached to the DPF and the engine must be identical.

This Executive Order is valid provided that installation instructions for the NETT GreenTRAP™ DPF do not recommend tuning the engine to specifications different from those of the engine manufacturer.

Prior to the sale of a NETT GreenTRAP™ DPF, NETT Technologies must provide each prospective owner/purchaser of the NETT GreenTRAP™ DPF with a written estimate of the number of hours of engine operation that will typically elapse before regeneration is required. NETT Technologies must also provide, in writing, the length of time of a typical regeneration event.

Changes made to the design or operating conditions of the NETT GreenTRAP™ DPF, as exempted by CARB, which adversely affect the performance of the engine’s pollution control system, shall invalidate this Executive Order. As such, no changes are permitted to the device.

No person shall alter, physically disable, disconnect, bypass, or tamper with an installed CARB verified diesel emission 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 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.

Changes to the NETT Technologies NETT GreenTRAP™ DPF are not permitted without CARB approval. The CARB must be notified in writing of any changes to any part of the NETT GreenTRAP™ DPF. Any changes to the device must be evaluated and approved by CARB. Failure to do so shall invalidate this Executive Order.

Marketing of the NETT GreenTRAP™ DPF 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 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/2009/PM3+/N00/ST/DPF01**

This designated family name must be used in reference to this Executive Order as part of the system labeling requirement. Labels attached to the NETT GreenTRAP™ DPF 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 Executive Order 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 CARB-approved label, must satisfy all the terms and conditions of this Executive Order.

Additionally, as stated in the Diesel Emission Control Strategy Verification Procedure, NETT Technologies is responsible for recordkeeping requirements (CCR, title 13, section 2702), honoring the required warranty (section 2707), and complying with the system labeling requirements in accordance with section 2706 (j).

In addition, NETT Technologies must conduct in-use compliance testing (section 2709), which involves the following: in-use compliance field testing after 100 units have been sold or leased in California and in-use compliance emissions testing after 300 units have been sold or leased in California (section 2709 (a)). Both the in-use compliance field and emissions testing proposals have to be submitted within 90 days after selling or leasing in California the 100<sup>th</sup> unit and 300<sup>th</sup> unit, respectively (section 2709 (d)). The in-use compliance field and emission testing reports must be submitted no later than 18 months after selling or leasing the 100<sup>th</sup> and 300<sup>th</sup> units in the California market, respectively, as outlined in section 2709 (k).

This Executive Order is valid provided that the diesel fuel used in conjunction with the device complies with CCR, title 13, sections 2281 and 2282, and if biodiesel is used, the biodiesel blend shall be 20 percent or less subject to the following conditions:

- The biodiesel portion of the blend complies with the American Society for Testing and Materials International specification D6751 applicable for 15 parts per million sulfur content, and
- The diesel fuel portion of the blend complies with CCR, title 13, sections 2281 and 2282.

Other alternative fuels such as, but not limited to, ethanol diesel blends and water emulsified diesel fuel are excluded from this Executive Order.

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-09-013-02 is hereby superseded and is of no further force and effect.

Executed at Sacramento, California, this 12 day of May 2020.

Richard W. Corey  
Executive Officer

by



Heather Arias, Chief  
Transportation and Toxics Division

Attachment 1

Attachment 2