



Message from Dr. Julius J. Rim, the Inventor of GreenPower Technology:

Welcome to our web-site of Greenpower™ technology for fuel efficiency and clean emissions. I believe “Clean Diesel” engines retrofitted with the GreenPower™ technology will be the most cost-effective, energyefficient, diesel-engine after-treatment system for all trucks, locomotives, cars, and Ocean-Going Vessels. GreenPower™ FBC- DPF-Hydrated EGR system has set the clean emissions percentage to meet the US-EPA’s 2007 NOx-PM emissions regulation. With this regulation, the US truck industry has achieved a reduction of both 98% PM and 80% NOx emission, compared with pre-1988 engine emission.

Fuel Efficiency Increase & NOx reduction by GreenPower™ Hydrated-EGR System:

Today’s automotive gasoline engine efficiency is still low, only at 30-35%, wasting 2/3 of high priced fuel you pay in the hot exhaust pipes & mufflers. Modern diesel engines offer 30% higher energy efficiency than gasoline counterparts with 20% less global warming gas emission.

An Award Winning technology:

GreenPower™ Hydrated EGR system reduces NOx pollution and save fuel by utilizing waste heat recovery process. Because of such fuel saving advantages and NOx reduction potential, our GreenPower™ technology was selected as a Grant Award Winner in 2009 from the Port of Los Angeles for large Marine Diesel Engines. Electric Vehicles and Diesel Catalysts are not **Panacea ***, I think. Clean Diesel by GreenPower™ system offers a more realistic solution. I look forward to your interests and support.

Sincerely,

Julius J. Rim, Ph.D.

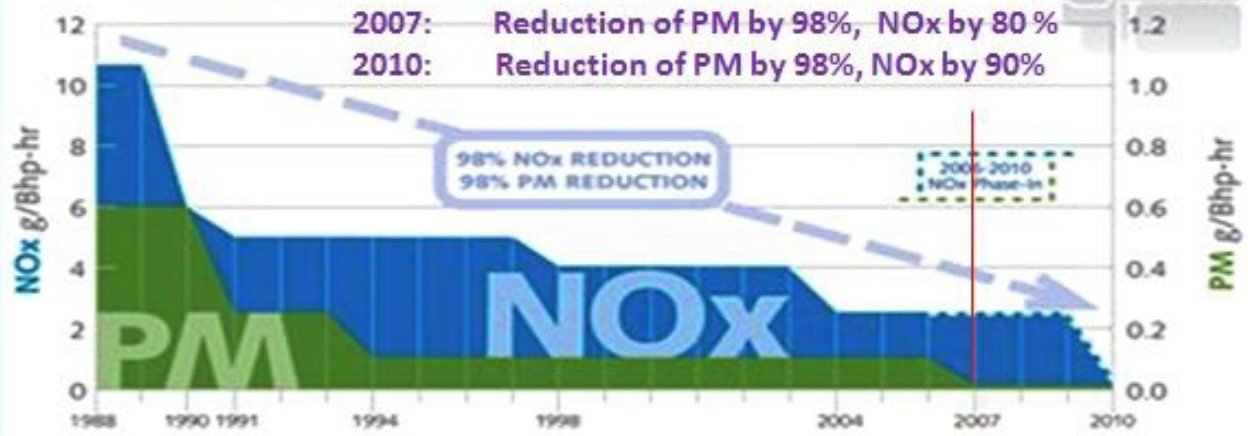
President



*A remedy believed to cure all disease and prolong life that was originally sought by alchemists; something that will solve all problems.



Clean Diesel Progress: Heavy-Duty Diesel Trucks



g/Bhp-hr=grams per brake-horsepower hour NO_x = Oxides of Nitrogen PM = Particulate Matter www.epa.gov/otaq

Similar Stringent NO_x-PM Regulation applies to OGVs.

**An open letter to the U.S. trucking and oil industries,
federal, state and regional public officials,
and officials at CARB, the EPA and the DoE:**

“An Inconvenient Truth About the American Diesel Emission Control Strategy”

PM REGULATION: IMET recognizes and credits the U.S. EPA for its effort to mandate diesel particulate filter (DPF) technology for all diesel engines. This could eliminate health threats related to PM (particulate matter) by reducing PM by 85% by weight (99.9% by particle count) and NOx by 40%, as specified in the EPA's 2007 heavy-duty NOx-PM emission regulation. The ultra-fine particles, or soot, that constitute PM make it a killer-causing mechanism, and have been correlated to increased incidence of cancer and heart attacks. Today's advanced diesel injection technology produces 10,000 times more fine particles than were emitted before the introduction of the technology, and therefore the most stringent PM regulation is well justified. As president and owner of IMET, I welcome and support this PM regulation. But I oppose NOx:

NOx REGULATION: I have grave concerns about regulation mandating a 98% NOx reduction (2010 NOx regulation) achieved by using Urea-SCR. I think this is “overkill” regulation and makes little sense from a cost-benefit analysis. NOx gas is not toxic to human health as are PM and other nano-particles. These gases do have an environmental impact and have been shown to contribute indirectly to acid rain and ozone depletion. I believe that the 2010 NOx regulation was a consequence of the purely legal obligation for the EPA to use the “Best Available Control Technology,” or BACT. This policy disregards economic reality and engineering common sense.

In retrospect, the EPA's DECS (diesel emission control system)-DPF system was developed with the Pt/Pd catalyst-coated DPF system, which required ULSD fuel mandated since 2006.

Unlike a catalytic converter, the catalytic-DPF system has a fundamental flaw in its technology, especially with durability issue. I maintain that “catalyst-DPF and urea-SCR” are not “panaceas” for all diesel engines. Now is the time to amend

the legal absurdity and technical deficiency of the commercial DECS, extremely expensive to implement.

What is the solution ?

I proudly recommend IMET GreenPower DPF-Hydrated EGR system with confidence.

1. Use IMET's fuel-borne-catalyst-DPF (not Pt/Pd-DPF) system as commercialized in Europe. Use 50-ppm S fuel.
- Stop adding a urea solution to reduce NOx, but add plain water solution.
- Save fuel & Reduce NOx by Rim's Hydrated-EGR with waste heat recovery process (shown next page 4)

Respectfully,
Julius R. Rim, Ph.D.
Inventor of GreenPower System.