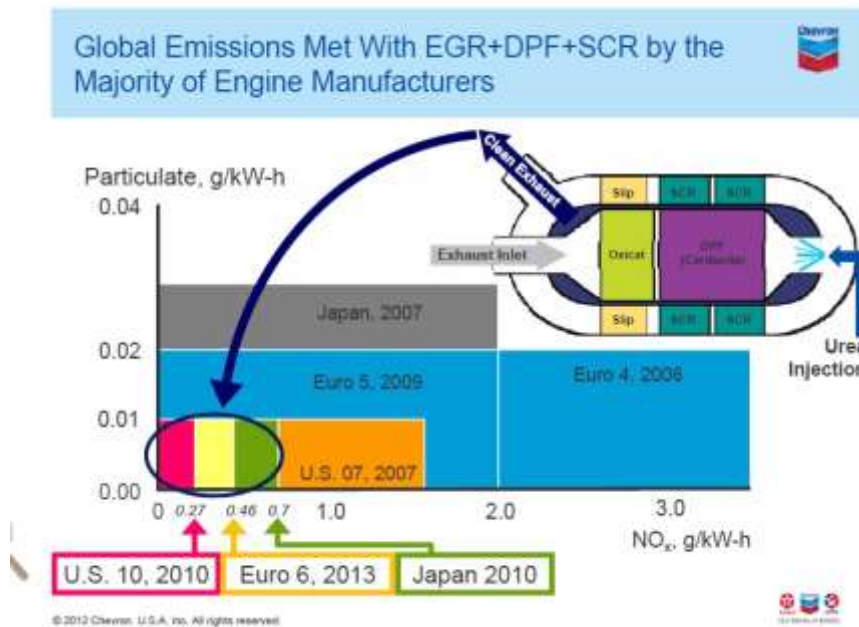


It was a catastrophe for Volkswagen when it admitted to violating the US EPA's 2010-NOx law by using "defeat devices", which allowed Volkswagen's diesel cars to "emit up to 40 times more NOx-pollution" than legally allowed. This seemed like a huge violation to excite the interests of litigation lawyers; nevertheless, practically not much damage was done to the American public health. According to Dr. Julius Rim, founder of International Metals and Energy Technology (IMET) Ltd. and inventor of the GreenPower Muffler System (DPF-HEGR), this is due to the fact that NOx is not a toxic pollutant at all.

Volkswagen successfully controlled their vehicles' PM emissions by using their Diesel Particulate Filter (DPF) technology. However, Volkswagen failed to meet 2010-NOx emission standards - due to the fact that they opted to use a lower cost-technology called NOx trap rather than Urea-SCR. Ironically, PM is the toxic pollutant that can kill people, while NOx is not a toxic pollutant. Currently, the US EPA considers both PM and NOx toxic. Dr. Rim contacted Dr. Andreas Mayer, one of the world's leading authority in diesel pollutants and a founder of the VERT Association in Switzerland, to confirm if NOx is toxic gas or not. Dr. Mayer supported Rim's claims, stating that NOx was not a toxic compound, while PM was toxic. Dr. Mayer also advised Dr. Rim on the health costs of the pollutants: PM was an astounding \$2000 per 1kg/PM, far greater than NOx, which has a health cost of \$19 per TON/NOx.



With this actual data available, Dr. Rim proposes that the 2010-NOx law should be repealed in favor of the more lenient 2007 PM-NOx Law and be able to resolve all Volkswagen's compliance issues. Dr. Rim also believes that his GreenPower Muffler System can solve Volkswagen's problems. Moreover, GreenPower's Muffler System has one leg up over the predominantly used SCR process. Instead of using an Ammonia or Urea-additive used with SCRs, GreenPower's Muffler System uses water instead.