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Emissions on Heavy Duty Diesel Engine Reduced by up to 13 Per Cent NOx and 90 Per Cent Particulate Matter

Test Results Indicate Combination of Patented Fuel Borne Catalyst and Aftertreatment Devices Slashes Cost of Retrofit Without Sacrificing Fuel Economy or Engine Performance

STAMFORD, CT (February 24, 2003) . . . Clean Diesel Technologies, Inc. (CDT) (EBB:CDTI & AIM:CDT/CDTS) recently evaluated the performance of several commercially available ultra low-sulfur diesel (ULSD) fuels used with its patented fuel borne catalyst (FBC) and low-cost emission control aftertreatment devices. Over a dozen separate tests were performed at Southwest Research Institute in San Antonio, TX (SwRI) on a 1998 Detroit Diesel Series 60 heavy duty engine using ULSD from New England, Texas and California. With over 675,000 sold, the Series 60 engine is one of the most popular engines with over-the-road fleets and municipalities. The test results indicated that the use of the best combination of fuel, hardware and FBC can provide emissions reductions up to 13 percent NOx and 90 percent particulate matter (PM) from this engine, resulting in the elimination of over 1 ton of regulated pollutants per vehicle per year using this "systems" approach, according to CDT.

Commenting on the test results, James Valentine, President and COO of Clean Diesel Technologies stated, "These results meet or beat those attributed to the much more costly water-in-oil emulsion technology. Water-in-oil technology can increase costs by up to \$0.30 per gallon, as well as rob an engine of power and fuel economy performance by diluting the fuel with up to 20 percent water. We believe our approach will provide the same reductions while being much more cost effective and palatable to end users considering retrofitting their vehicles."

Results with an FBC-treated ULSD manufactured in Texas by Valero Energy, and used with a newly designed flow-through-filter (FTF), demonstrated NOx reductions of 13 percent and PM reductions of 39 percent, with no fuel economy penalty or power loss.

Tests of FBC-treated ULSD produced in California by BP/ARCO (known as ECD-1) gave 9 percent NOx reduction and 35 percent PM reduction using the FTF system with FBC. Over 90 percent PM reduction was achieved when ECD-1 was used with the FBC and the wall flow filter system.

Testing on a ULSD marketed in New England by Sprague Energy gave 10 percent NOx reduction and 50 percent PM reduction when combined with the FBC and the FTF systems. While the FBC-based systems can operate on normal sulfur fuels, testing confirmed the best results were in combination with ULSD.

The emission control aftertreatment devices were manufactured with a specially formulated catalytic coating to minimize cost, limit NO2 formation and make maximum use of the FBC. NO2 is a strong lung irritant and traditional heavily catalyzed devices can cause dramatic increases in NO2 emissions. The California Air Resources Board and the Mining Safety Health Administration have put restrictions on NO2 emissions and the CDT system is the only catalytic system to provide maximum emissions reductions with no NO2 increase.

"These results on the Detroit Diesel Series 60 engine add to the extensive database we have established over the past several years," added Valentine. "We now have a database of over 150 tests on this engine with different fuels, FBC and devices, so we can actually predict the emissions benefits from various combinations. We are considering posting this data to our web site or making it available to fleets interested in emissions reduction. In addition, several Society of Automotive Engineers (SAE) papers have presented Series 60 engine test results."

About Clean Diesel Technologies, Inc.

Clean Diesel Technologies, Inc. is a specialty chemical company with patented products that reduce emissions from diesel engines while simultaneously improving fuel economy and power. Products include Platinum Plus(R) fuel catalysts, the Platinum Plus Purifier System, and the ARIS(R) 2000 urea injection systems for selective catalytic reduction of NOx. Platinum Plus and ARIS are registered trademarks of Clean Diesel Technologies, Inc. For more information, visit CDT at www.cdti.com or contact the Company directly.

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