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Fleet Tests Show Clean Diesel Technologies' Platinum Plus(R) Improves Fuel Economy by More Than 10 Per Cent

Heavy-duty Trucks Were Monitored over More Than 8 Million Miles of Commercial Operation

STAMFORD, CT (April 10, 2001) ... Clean Diesel Technologies, Inc. (EBB:CDTI) (CDT) announced today that extensive testing of fleets of heavy-duty trucks traveling over commercial roadways demonstrated that the use of fuel containing the Company's Platinum Plus(R) DFX fuel additive brought fleet average fuel economy improvements of 4-12 percent. More than 200 trucks took part in the tests, which extended to more than 8 million miles of commercial highway service.

The highest percentage of improvement was found in local delivery fleets with stop-and-go service, as high as 12 percent in several cases. Over-the-road, long-haul fleets, or those with mixed service, were generally in the 4-7 percent range. A total of seven separate fleets were involved in the field demonstrations conducted over the last 18 months.

"These tests demonstrate that our proprietary fuel additive brings important benefits not only in the control of diesel engine emissions, but also for fuel economy improvement," said CDT Chief Operating Officer James M. Valentine. "In short, this additive catalytically promotes better engine combustion."

Platinum Plus(R) is a patented formulation of fuel soluble platinum and cerium catalysts that improve the rate and completeness of combustion in the engine. The product is added directly to the fuel by diesel fuel suppliers or vehicle owners.

Several fleet tests involved the use of both a control fleet (no additive) and a test fleet. All together, more than 400 vehicles were monitored for performance. Control fleets generally showed no change or a slight deterioration in performance while fleets treated with Platinum Plus typically improved by 4-12 percent during the same time interval.

Even more conclusive evidence of performance was found when one fleet stopped treatment with Platinum Plus after nine months and saw a sharp fall off in fleet average fuel economy. That same fleet recently resumed commercial use of Platinum Plus in their bulk fuel tanks.

Platinum Plus has been developed in the laboratory, extensively tested on engine dynamometers and now proven in millions of miles of commercial fleet service to give fuel economy improvement and reduced emissions. These fleet results are wholly consistent with engine dynamometer tests at Southwest Research Institute, Texas A&M, Ricardo and Cummins Engine Company.

Even better performance is expected on new low emission engines where fuel economy has been sacrificed for lower emissions.

An additional benefit of Platinum Plus is its ability to reduce regulated emissions of particulate matter (PM), hydrocarbons (HC) and carbon monoxide (CO) by up to 25 percent; and when combined with particulate filters, by up to 90 percent.

Actual results will depend on such factors as engine age, load, weather, fuel quality and driver operation but typically should average 6 percent on mixed-use fleets. That savings represents about twice the cost of treatment based on current fuel prices. The Platinum Plus diesel fuel additive is registered with the U.S. EPA for use in diesel fuel. Platinum Plus is distributed by Clean Diesel Technologies, Inc. and a growing network of licensed distributors, including Valvtect Petroleum Products. For more information, contact CDT at jvalentine@cdti.com.

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.

Certain statements in this news release constitute "forward-looking statements" within the meaning of the Private Securities Litigation Reform Act of 1995. Such forward-looking statements involve known or unknown risks, including those detailed in the Company's filings with the Securities and Exchange Commission, uncertainties and other factors which may cause the actual results, performance or achievements of the Company, or industry results, to be materially different from any future results, performance or achievements expressed or implied by such forward-looking statements. Readers are cautioned not to place undue reliance on these forward-looking statements, which speak only as of the date hereof.

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