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Clean Diesel Technologies Introduces Platinum Plus(R) Diesel Fuel Catalyst for BioDiesel-based Fuels

Combination Can Reduce Petroleum Imports and Diesel Emissions

STAMFORD, CT (April 19, 2002) . . . Clean Diesel Technologies, Inc. (EBB:CDTI) (CDT) today announced that recent tests of its now available Platinum Plus(R) fuel borne catalyst (FBC) show it can produce significant reductions in the emissions of hydrocarbons, carbon monoxide and soot when it is added to a blend of biodiesel and standard No. 2 diesel fuel. In tests conducted at San Antonio, TX-based Southwest Research Institute on a 1998 heavy-duty diesel engine, Platinum Plus added to a 20 percent blend of biodiesel and No. 2 diesel reduced emissions of hydrocarbons by 27 percent, carbon monoxide by 20 percent and particulate matter (PM) by 24 percent while showing no significant changes in NOx emissions and no loss of fuel economy or power.

Biodiesel fuel blends typically replace as much as 20 percent of every gallon of petroleum-based diesel fuel with renewable forms of energy; but, they have little impact on emissions of hydrocarbons, carbon monoxide, particulates or nitrogen oxides emitted from diesel engines. Platinum Plus fuel borne catalysts promote more complete combustion of fuel in the engine leading to reduced exhaust emissions from a wide range of fuels.

"We believe Platinum Plus, when used as an additive to their biodiesel fuel supplies, can be the perfect solution for municipal and commercial fleet owners looking for emissions reductions or improved performance of aftertreatment devices," said James M. Valentine, Chief Operating Officer of Clean Diesel Technologies. "We are working with biodiesel fuel suppliers and offering Platinum Plus blending licenses. Platinum Plus DFX is registered with the US EPA for on-highway fuel use and is free mixing and stable in diesel fuel, biodiesel blends and jet/kero base stock."

Additional testing on an ultra low sulfur diesel fuel blended with 20 percent biodiesel and Platinum Plus demonstrated 39 percent particulate reduction versus standard No. 2 diesel. Over 85 percent PM reduction and 15 percent NOx reduction was achieved when this fuel was used in conjunction with a diesel particulate filter and engine timing changes. This combination met the ultra low PM emission limits recently established by the California Air Resources Board in their Diesel Risk Reduction Plan targeting over one million engines while using a lightly catalyzed particulate filter costing thousands of dollars less than other highly catalyzed filters. Platinum Plus provides improved performance of particulate filter systems by continuously introducing minute amounts of catalyst to the filter via the fuel. This allows lower cost particulate filters to perform as effectively as more expensive heavily catalyzed filter systems while providing greater fuel flexibility.

CDT also expects that blends of 20 percent biodiesel in its Cleaner BurningTM jet/kero fuel containing the Platinum Plus additive will provide NOx reductions of 8-10 percent and PM reductions of 40-50 percent. These reductions will be further improved with the use of low cost diesel oxidation catalysts or particulate filters in conjunction with Platinum Plus treated biodiesel fuels.

Comparison Chart

 Comparison Chart



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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