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Clean Diesel Receives Initial Order from Coca-Cola Enterprises for New Platinum Plus(R) Purifier Diesel Retrofit System

Order Follows Verification by EPA of Dramatic Emissions Reductions

STAMFORD, CT (December 12, 2003) ... Clean Diesel Technologies, Inc. (CDT) (EBB:CDTI & AIM:CDT/CDTS) announced today that it has received an initial order from Coca-Cola Enterprises (CCE) to supply its Platinum Plus(R) Purifier System for retrofit to beverage delivery trucks in Texas, Louisiana and Pennsylvania. .

CCE, which distributes Coca-Cola beverages nationwide through the operation of one of the largest private truck fleets in the US, has been working with CDT for over a year to evaluate the performance of several different Platinum Plus fuel-borne catalyst (FBC)-based emission systems in fleet service and engine tests to support verification. This initial order follows recent field trials with CCE on beverage delivery trucks used in commercial service in San Antonio and Austin, TX. In these programs the combination of Platinum Plus FBC and diesel oxidation catalyst (DOC) purifier system was demonstrated effective even in aggressive stop-and-go delivery service.

"We are proud to be one of the first private fleets in the country to get started on a voluntary retrofit program," said Dave Leasure, CCE Corporate Director for Fleet Procurement. "Besides the emissions reduction program, separate fleet testing by CCE in Corpus Christi, Houston and New Orleans has measured an average 10 percent fuel savings from use of Platinum Plus treated fuel."

CCE is also a charter member of EPA's SmartWay Transport program, which commits over a dozen major fleets to voluntary reductions in emissions and fuel consumption. "More than 450 CCE vehicles are currently using the FBC for fuel economy and emissions reduction," Leasure added. "CCE has made a commitment under the SmartWay Program, and the use of Platinum Plus FBC alone, as well as with low cost after-treatment devices, makes emission reductions not only easy to achieve but cost-effective for us."

The order from CCE also follows rigorous engine dynamometer testing of the Platinum Plus Purifier System on several engines at San Antonio, TX-based Southwest Research Institute (SwRI), which shows that the system more than doubles the particulate matter (PM) reduction offered by traditional DOCs currently in use.

James Valentine, President of CDT, commented, "With the Platinum Plus Purifier System, fleets like CCE's can start tomorrow to reduce emissions with fuel currently in use and get 40 percent PM reduction, knowing that reductions will improve to as much as 50 percent when they switch to ultra-low sulfur diesel (ULSD) fuel as it becomes economically available. In addition, the fuel economy improvement from regular use of the FBC more than pays for the FBC and helps offset the cost of the lightly-catalyzed DOC."

As previously announced, PM reductions of 40-50 percent with the Platinum Plus Purifier System were recently verified by the EPA under its rigorous Environmental Technology Verification (ETV) test protocol. This high level of PM reduction was achieved from use of the Platinum Plus FBC and a low-cost specially catalyzed DOC used with commercial No. 2D fuel and also with ULSD fuel. Use of Platinum Plus FBC alone provides reductions of 15-25 percent. Verification of the Platinum Plus Purifier System is now posted on the EPA web site at: www.epa.gov/otaq/retrofit/retroverifiedlist.htm.

The system should be especially attractive to local delivery fleets and school buses with older, dirtier engines, according to Valentine. The lower capital cost for the Platinum Plus Purifier System could allow as many as five school buses to be retrofitted, versus one vehicle retrofitted for the same cost with a traditional, heavily-catalyzed particulate filter. The engines used by CCE are identical to those in most school buses, so this program has resulted in a cost-effective retrofit option now available to school bus fleets as well as to local delivery and municipal bus fleets.

CDT intends to supply verified systems directly to end-users as well as through a planned network of licensed distributors. The Platinum Plus FBC can be delivered pre-blended in fuel by licensed fuel suppliers, or added to fuel on-site by end-users using automatic dosing systems. Several on-board dosing systems are also under development.

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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