UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

JUN 2 - 2004

OFFICE OF
AIR AND RADIATION

Mr. James Valentine
Clean Diesel Technologies, Inc.
Suite 702
300 Atlantic Street
Stamford, CT 06901-2522

Dear Mr. Valentine:

The U.S. Environmental Protection Agency (EPA) has reviewed your request for verification of the Clean Diesel Technologies, Inc. (CDT) Platinum Plus FBC/CWMF System, which includes a catalyzed wire mesh filter (CWMF) in combination with the Platinum Plus Fuel Borne Catalyst (FBC). Based on our evaluation of the verification application and test data, EPA hereby verifies that this technology reduces emissions of certain criteria pollutants by the percentages described in the table below as compared to a baseline engine running current highway diesel fuel with a sulfur content of less than 500 ppm.

This technology combination is approved for use on the following two categories of engines and/or vehicles provided all of the required operating criteria are met as described below:

I. All 4-cycle highway, medium-heavy duty diesel engines including, non-EGR, turbo-charged or naturally aspirated, mechanically or electronically injected and originally manufactured from 1991 through 1993 model years.

Technology	Fuel (sulfur content)	Particulate Matter (PM) %	Carbon Monoxide (CO) %	Hydrocarbons (HC) %	Oxide of Nitrogen (NOx) %
Platinum Plus Fuel Borne Catalyst/Catalyzed Wire Mesh Filter (FBC/CWMF) System	≤ 15 ppm	76	66	89	9
	< 500 ppm	60	50	80	0

II. All 4-cycle highway, medium-heavy duty diesel engines including, non-EGR, turbo-charged or naturally aspirated, mechanically or electronically injected and originally manufactured from 1994 through 2003 model years.

Technology	Fuel (sulfur content)	Particulate Matter (PM) %	Carbon Monoxide (CO) %	Hydrocarbons (HC) %	Oxide of Nitrogen (NOx) %
Platinum Plus Fuel Borne Catalyst/Catalyzed Wire Mesh Filter (FBC/CWMF) System	≤ 15 ppm	65	60	80	5
	< 500 ppm	55	50	75	0

The following operating criteria must be met in order for appropriately retrofitted engines to achieve the aforementioned emissions reductions:

1. The engine exhaust temperature must be at least 225 degrees C during 20% of the engine duty cycle for engines operating on ultra-low sulfur diesel fuel (ULSD) and 225 degrees C during 40% of duty cycle for engines operating on current highway diesel fuel (sulfur content of less than 500 ppm). As there may be significant variations from application to application, CDT will review actual vehicle operating conditions and perform temperature data-logging prior to retrofitting a vehicle with this system.

2. The engine should be well maintained and not consume lubricating oil at a rate greater than that specified by the engine manufacturer.

3. CDT installs a back-pressure monitor and malfunction indicator light on all vehicles equipped with this system until such time as EPA is convinced that monitoring system installation is no longer needed.

CDT has indicated that these systems will incur no discernible fuel economy penalty when used in a compatible application.

Information on the Platinum Plus FBC/CWMF System, percent reductions, applicable engines, and in-use testing program will be posted on the EPA Voluntary Diesel Retrofit Program website (www.epa.gov/otaq/retrofit). As you know, CDT will be responsible for completing the required in-use testing program and for submitting all in-use testing data to EPA.

Thank you for participating in EPA's Voluntary Diesel Retrofit Program. If you have any questions or comments, please contact Carl Wick, of my staff, at (202) 343-9331.

Sincerely,

Merrylin Zaw-Mon, Director
Certification & Compliance Division
Office of Transportation and Air Quality