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TRIAD-BASED CLEANTECHNICS ACQUIRES RIGHTS FOR NEW TECHNOLOGY THAT SIGNIFICANTLY EXTENDS MILES BETWEEN OIL CHANGES FOR TRUCKS
FROM 25,000 TO 360,000 MILES OFFERS BIG SAVINGS AS OIL PRICES HIT RECORD LEVELS

HIGH POINT, N.C., March 29, 2005 – A new Piedmont Triad company, CleanTechnics International, has acquired international sales, distribution and manufacturing rights of a patent-pending oil filtration system developed in Austria that significantly extends the range over-the-road (OTR) trucks and buses can travel between oil changes.

Savings available to OTR fleet operators through this new technology is even more substantial as this multi-billion dollar industry wrestles with oil prices soaring to record levels.

CleanTechnics' revolutionary oil-bypass filtration system extends the range for OTR trucks and buses between necessary oil changes from the standard 10,000- to 25,000-mile intervals to 360,000 miles. It also extends the distance between filter changes to 90,000 miles from the standard 10,000 to 25,000 miles.

“This is an amazing technological advancement that will dramatically change the way heavy trucks and buses are serviced and maintained,” said Bruce Thomas, CleanTechnics' president and chief executive officer. “Needless to say, we are extremely excited about introducing this new filtration system to the U.S. and worldwide marketplace.”

CleanTechnics is raising \$3 million from private investors to finance initial trials and inventory for its new filter technology with prominent fleet operators representing a broad cross-section of engine types and applications – from OTR trucking to transit operations to heavy-equipment industries. Start-up funds will also support research by an independent laboratory to gather and analyze empirical data from these trials.

Earlier this month, the company received a certificate from the N.C. Secretary of State recognizing CleanTechnics as a “North Carolina Qualified Business Venture.” This means that North Carolina investors can receive a tax credit of up to 25 percent. Interested investors can contact Thomas at the company office in High Point: 336-869-1710.

Fleet operators of heavy trucks, buses and construction vehicles have for years sought a way to extend intervals between motor and hydraulic oil services. Extending maintenance intervals will

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cut expenses related to oil changes, including the cost of oil and hydraulic fluid, filters, labor, equipment downtime and waste disposal.

Current maintenance schedules require vehicles to be taken out of service for fluid or filter change as frequently as once a month. Beyond the downtime, the current annual cost to replace oil and filters was estimated as high as \$3,600 per truck – and that was before oil prices began rising sharply. The installed cost of CleanTechnics’ oil-bypass filtration system is less than half the annual oil-service maintenance cost of an OTR truck.

An Austrian company initially developed this filtration technology in 1995. Subsequently, more than 1,000 filter systems have been installed. One of the first customers, Rudolf Trucks of Volkermarkt in Austria, continues to use the system in all of its 44 long-haul trucks today.

By-pass oil filters have been a proven technology for more than 20 years. But their share of the marketplace has remained relatively small primarily because they are designed to extend engine life but not extend intervals between oil and filter changes. While longer engine life is a desirable benefit, it has been largely offset by the added cost of the filtration system and, in many cases, the need for more frequent servicing.

What sets CleanTechnics’ technology apart from all other by-pass filter systems is its load ability – or the volume of contaminants the filter can remove before becoming clogged. The much larger capacity creates the dramatic extension of range between necessary oil and filter changes.

Initially, CleanTechnics plans to focus on a \$5.3 billion segment of the commercial engine filtration market – OTR trucking, transit and heavy equipment industries.

“We offer tremendous return on investment to companies in these industries,” Thomas said. “We look forward to helping them achieve greater profitability and competitive advantages by installing our technology.”

Thomas has 20 years of experience in sales and marketing in the school bus and public transit industries. He has directed sales and marketing for two technology companies involved in public transit. His family founded Thomas Built Buses, now owned by Freightliner, a subsidiary of Daimler-Chrysler.

Joining Thomas on the management team are:

- Ritchie Russell, chief financial officer, who has had extensive experience in brand marketing, product development and international sourcing for major corporations.
- Craig Worman, vice president of international sales, a chemical engineer with more than 20 years of experience in the heavy-equipment industry with expertise in strategic business planning, cost controls, organizational development and leadership.
- Horst Meyer, vice president of European operations, who has 37 years of sales and project-management experience with German manufacturers of textile machinery, plus project-management experience in Latin America, Southeast Asia, Russia and Uzbekistan. He is fluent in German, English, Italian, Spanish, French and Russian.
- Phil Johnston, director, who is an attorney and the founder and co-director of the Institute for Corporate Governance at UNC School of Law. The CEO of 10 successful companies, he has more than 40 years of experience in entrepreneurial start-up technology businesses.