



**POWER SOLUTIONS
INTERNATIONAL**

June 20-21, 2016

SAFE HARBOR & OTHER CAUTIONARY NOTES

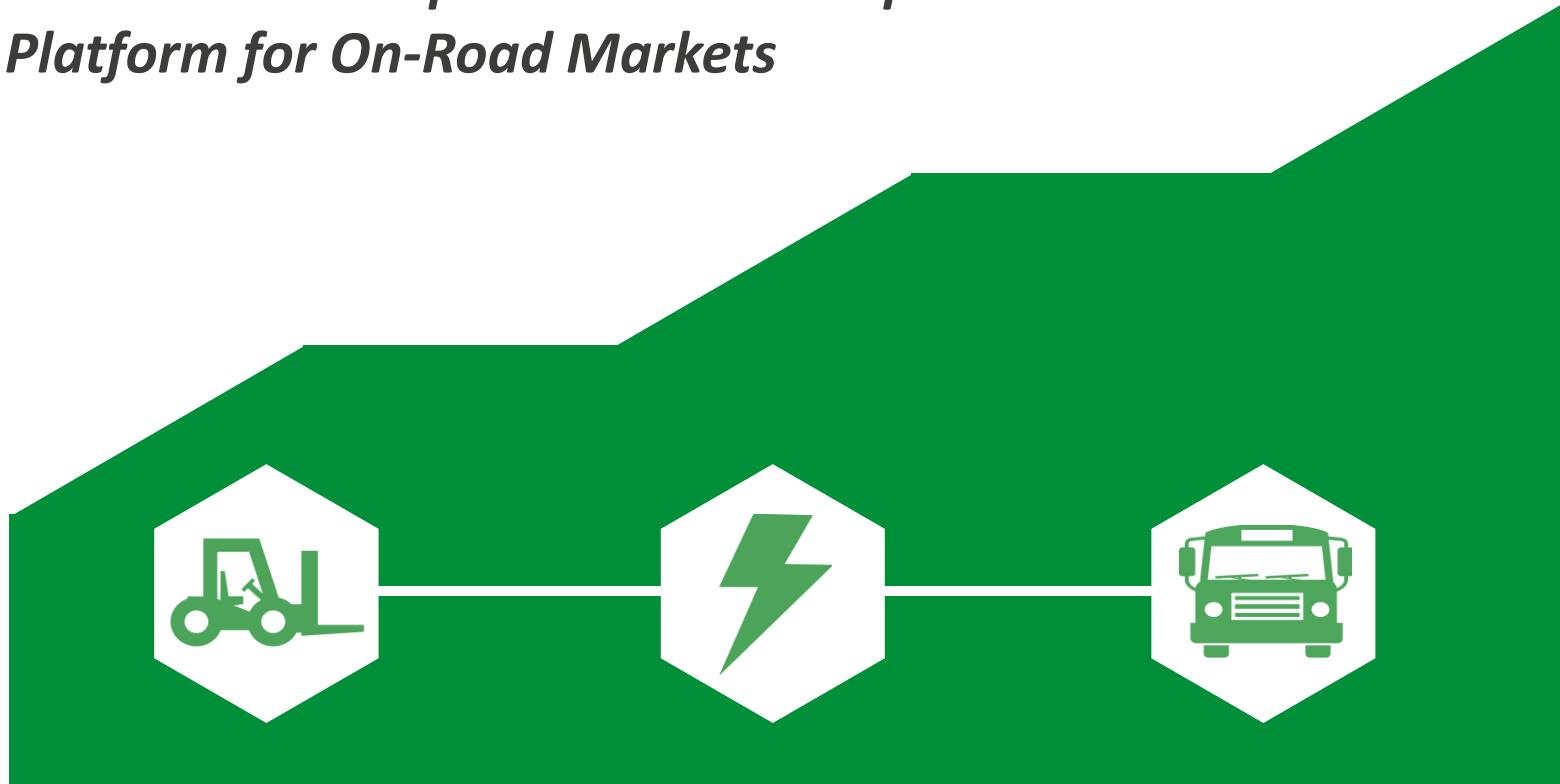
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SHIFT FROM DIESEL PERMEATING MORE MARKETS

*Foundation Developed in Industrial Space
is Platform for On-Road Markets*



MOBILE
INDUSTRIAL

POWER
GENERATION

ON-ROAD



PSI OVERVIEW

Applications

Top Customers

Strengths



STATIONARY
MOBILE
PACKAGING
COGEN/CHP
MICROGRID
DATA CENTER
TELECOM
OIL & GAS

Kohler
Cummins
Taylor
Caterpillar
Exxon Mobil
Briggs & Stratton
JP Morgan Chase
IBM
GE

- Broad portfolio of engine architectures
- Custom engineering solutions for complex needs
- Emissions platforms to meet local requirements



FORKLIFT
AERIAL LIFT
SWEEPER
GROUND SUPPORT
MATERIAL HANDLING
ARBOR PRODUCT

Hyster/Yale
Hyundai
Clark
HELI
Hangcha
Doosan
Tennant
Mitsubishi Caterpillar
JLG
John Deere
Morbark
Bandit

- Leader in the adoption of non-diesel products
- Large engine family covers wide range of market
- High-volume manufacturing capable of covering 100% of market demand
- US, China and Korea facilities provide optimal customer support



SCHOOL/TRANSIT BUS
MEDIUM-DUTY
VOCATIONAL TRUCK
RV
CAB-OVER / CHASSIS
TOW/UTILITY

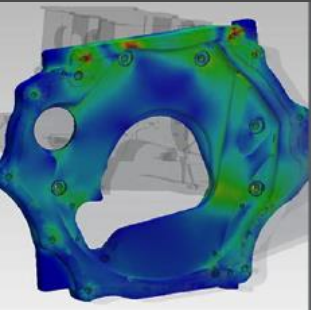
Navistar
Freightliner
Capacity
Yutong
King Long
JAC Motors

- Non-diesel apps for clean-energy adopters
- Power/weight advantages for improved efficiency
- Custom application engineering for package efficiency

PSI CAPABILITIES

Powering Alternative Fuels for Industrial and On-Road

DESIGN &
ENGINEERING



SPECIALIZED
MACHINING



ADVANCED
MANUFACTURING



POWERTRAIN
ASSEMBLY



TESTING &
VALIDATION



APPLICATION
INTEGRATION



Innovative Technologies

PSI Proprietary On-Road
Engine Controls
Partnered with Delphi

Certified, Low-Emission Solutions
(EPA, CARB Certifications)

Fuel-Flexible Systems: Natural Gas,
Propane, Gasoline

Ongoing Patent Applications



Leading Talent

Advanced Engineering
Disciplines

Industry-Leading Application
Knowledge

Strategic Partnerships & JV

Highly Skilled Manufacturing

750+ Employees



Advanced Facilities

Dedicated R & D
& Engineering Facility

Automotive Grade High-Volume
Production Lines

State-of-the-Art Machining Center

Advanced Testing Laboratory

Expanded Asian & Korean Facilities

Over 800,000 SQFT

MACRO TREND: SHIFT AWAY FROM DIESEL

Drivers of Accelerating Growth of Alternative Fuel Engines



NEW REGULATION

Tighter flare gas & Tier 4 standards



COST & COMPLEXITY OF EMISSION COMPLIANCE

Tier 4: up to 100% more costly;
up to 35% larger system



PRICE VOLATILITY

Diesel fuel swings vs. low-cost alternatives



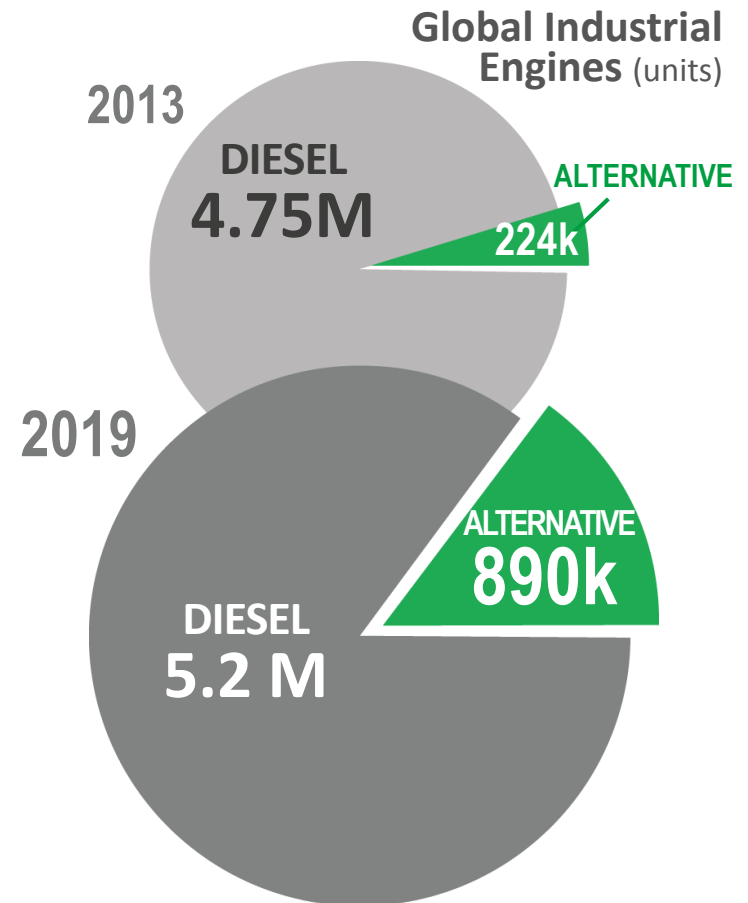
NATIONAL ENERGY GOALS

Energy independence & security



LEGISLATIVE INCENTIVES

Green grants & tax credits



Sources: Power Systems Research; Internal forecast 15% shift to alternative by 2019.



ON-ROAD MARKET



DELIVERY FLEETS



BUSES



CAB-OVERS



RVS



TRANSIT BUSES



TOW TRUCKS



UTILITY TRUCKS



CHASSIS

NORTH AMERICA PRODUCTION

CLASS 2 – 4
600,000 UNITS

CLASS 5 – 7
237,000 UNITS

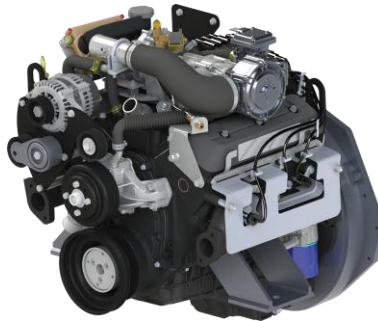
PSI CLASS 2-7 ENGINE PORTFOLIO

PSI 3.4L



Class 2 - 4

PSI 4.3L



Class 3 - 4

PSI 6.0L



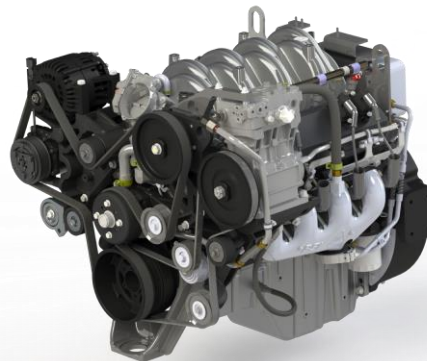
Class 4 - 6

PSI 8.0L 



Class 5 - 6

PSI 8.8L Low-Speed



Class 5 - 7

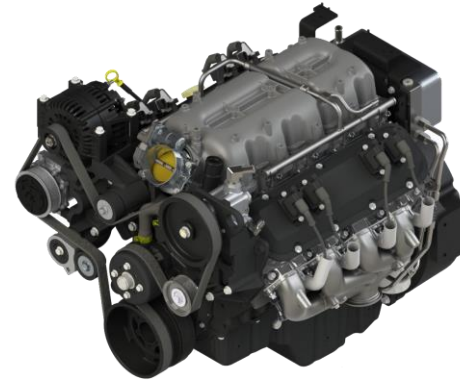
PSI 8.8L High Speed



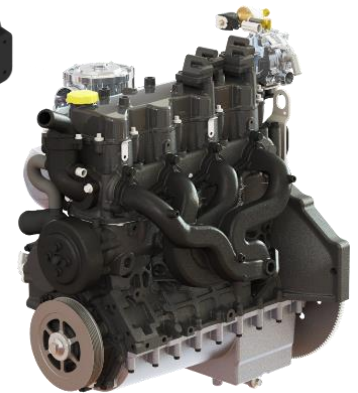
Recreational Vehicles

FOCUSED EFFORT TO SUPPORT ON ROAD/DEVELOPMENT OF OUR OWN ENGINES

- Incurring significant costs without associated revenue in the first half of 2016
 - Testing, validation, certification and training
 - Goal is to ensure durability and quality and to maintain our reputation
- Recently hired 3 key executives to support on-road market and all other PSI engine design programs
 - Head of Engine Manufacturing, VP of Quality, and Director of Engine Engineering APD
 - Average of over 30 years experience, most of which was with General Motors
 - Knowledge of GM 4.3L and 8.1L engines, engine launch programs and quality management



PSI 8.8L



PSI 3.4L



PSI 4.3L

2016 ON-ROAD SUMMARY



ON-ROAD TO FUEL YEARS OF LONG-TERM GROWTH

- Business changing revenue opportunity
- On-road in 2016
 - Business anchored by relationship with Freightliner Custom Chassis and Thomas Built Bus
 - Second half ramp anticipated
 - School Bus: Propane engines in production for Navistar IC Bus to support orders for the upcoming Fall school year; Large buying/operating groups considering repowering diesel engines using PSI's engine
 - China On-Road Market: Programs in place with the 4 leading bus manufacturers – meaningful orders anticipated upon receipt of certifications
 - Terminal Tractors: TICO propane terminal tractor powered by PSI 8.8L displayed at ACT Expo in Long Beach, CA



ON-ROAD NEXT FEW YEARS

SEVERAL PROGRAMS POISED TO LAUNCH - \$400 MILLION + ANNUAL REVENUE OPPORTUNITY

APPLICATIONS



SCHOOL BUS

TRENDS

- Growing demand for non-diesel engine school buses (propane and gasoline)
- Propane continues to gain market share, while gasoline introductions are forthcoming
- Large scale diesel repower opportunities

PSI STRATEGY

- Sole supplier of 8.8L and 8.0L propane engines to IC Bus and Thomas Built, respectively, who comprise > 70% market share
- Launch 6.0L and 8.8L gasoline engines to OEM's
- Offer a drop-in gasoline engine kit (8.8L) for repower



**MEDIUM DUTY
TRUCK
(CLASS 5-7)**

- Cargo ports adoption of alternative fuels to deal with emissions and health concerns
- Within medium duty, diesel regulations are driving demand for alternatives
- Gap in power between diesel engines and alternatives

- Sole supplier to TICO, with forthcoming launches at other OEM's
- Continue serving market through relationship with Freightliner (6.0L and 8.0L)
- Launch 8.8L gasoline and 6.0L LP/gasoline engines to other medium duty OEM's/Expand platforms
- PSI's 8.8L engine fits in where the GM 8.1L was sold (fills power gap)

ON-ROAD NEXT FEW YEARS

APPLICATIONS



TRUCK/VAN MARKET
(CLASS 2-4)

TRENDS

- USPS vehicles in need of replacement or repair
- Race to win "last mile delivery"

PSI STRATEGY

- Partnered with several OEM's on USPS proposals to provide our 2.0L and 3.4L engines
- Continue serving market through relationship with Freightliner (6.0L)
- Expand relationships with other OEM's to provide 3.4L engine



RV

- Gap in power between diesel engines and alternatives

- Launch of 8.8L, 500 HP, gasoline engine, which is a direct replacement to the GM 8.1L
 - GM 8.1L had a strong market share when offered



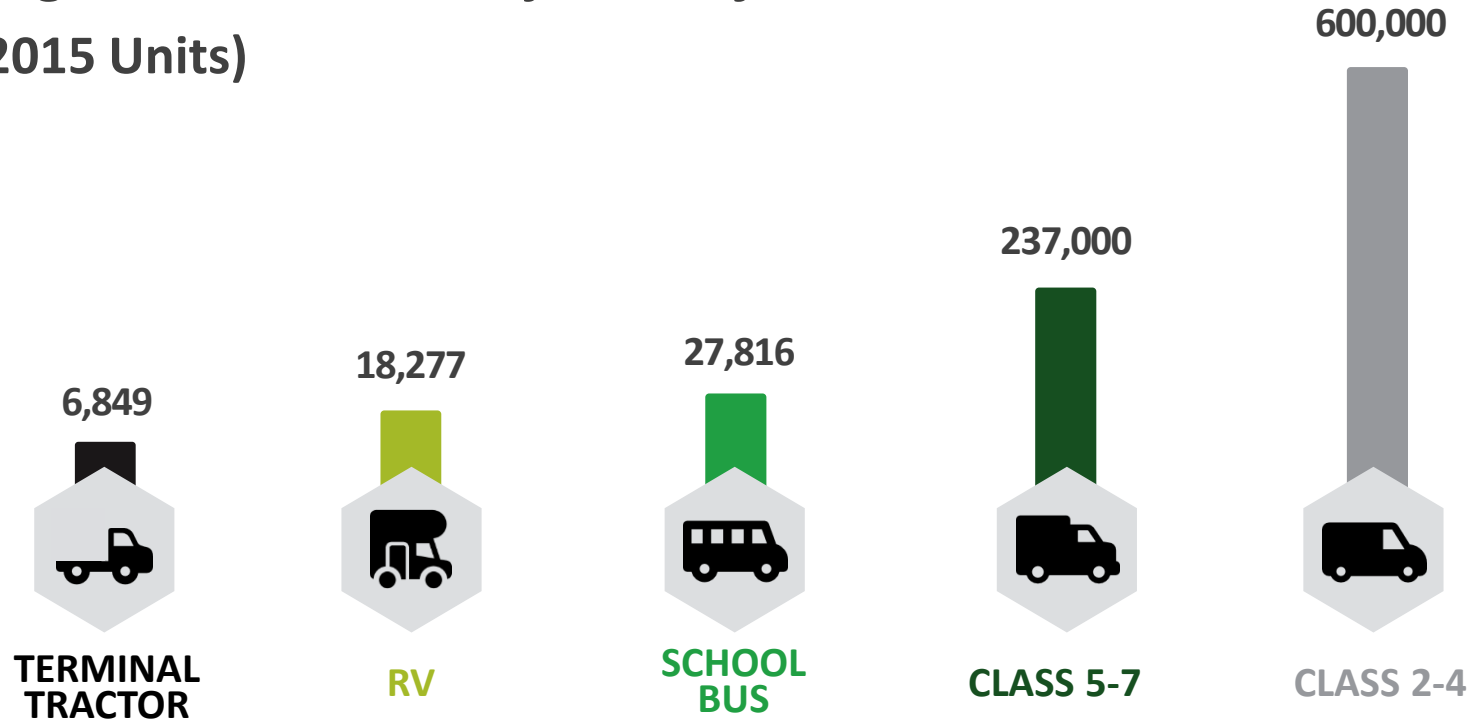
CHINA

- Diesel regulations driving demand for gasoline engines
- Pollution issues

- Continued 6.0L gasoline business with Yutong and 4.8L gasoline business with JAC, King Long and Avic (pending certifications)
- Target China "EuroVan" market with 3.4L and 4.3L
- Target bus and truck market with gasoline and CNG 8.8L

ON-ROAD NORTH AMERICA

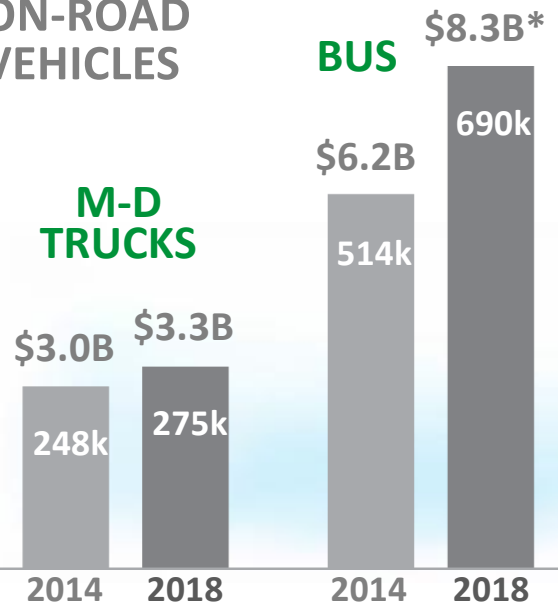
Large Market with Projections for Future Growth
(2015 Units)



Sources: IHS Global, School Bus Fleet North America, Wards Auto, PSR, ACT Research, Internal estimates

ON-ROAD MARKETS CHINA

ON-ROAD VEHICLES



* Engine market opportunity

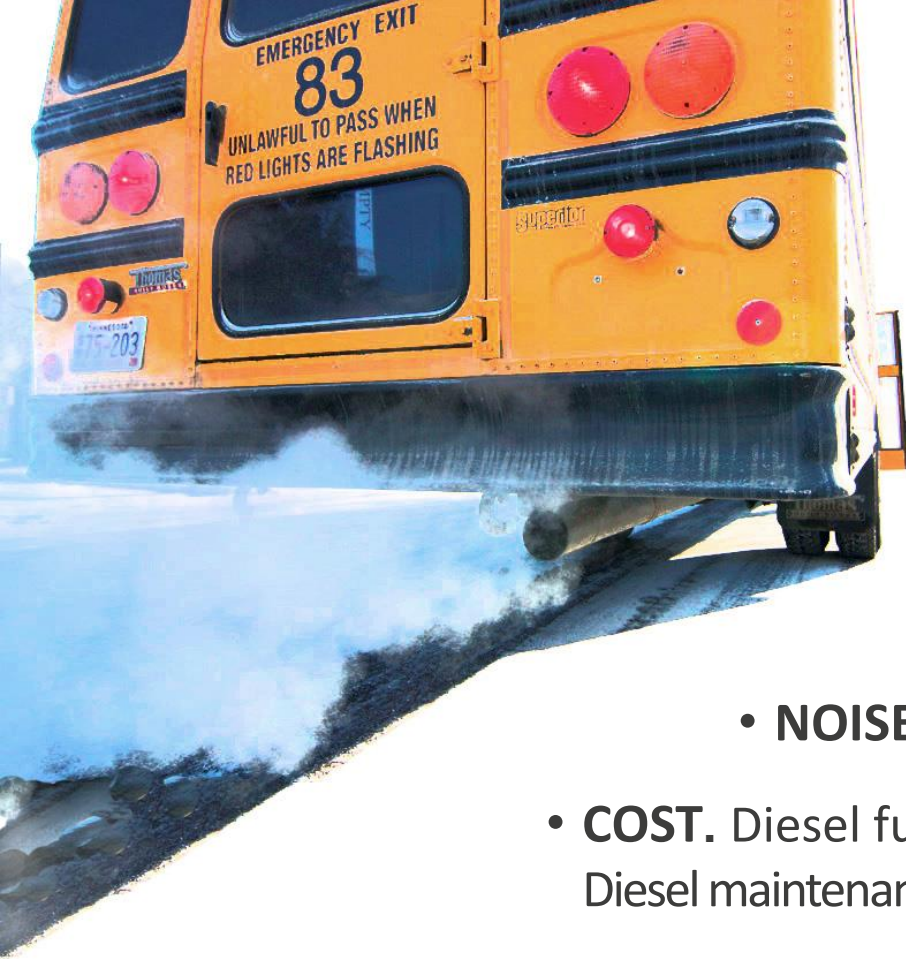
*Gasoline is a New Alternative
Representing a Shift Away from Diesel*

- Now partnering with 4 top gasoline bus and truck OEMs
- NG bus market also growing: tripled from 2009 to 2015



Sources: LMC Automotive; SinoMarketInsight





SCHOOL BUSES SHIFTING TO **ALTERNATIVE FUELS**

- **HEALTH.** Diesel particulate matter is carcinogenic, and buses often idle.¹
- **NOISE.** Propane vehicles are 50% quieter.
- **COST.** Diesel fuel is 45% more per mile than propane. Diesel maintenance is 67+% per mile more costly than propane.²
- **ENVIRONMENT.** Propane vehicles can reduce lifecycle GHG emissions by up to 15%.³
- **INCENTIVES.** Current LP fuel cost: \$1.11/gal; 50¢/gal. LP fuel credit makes net LP cost 61¢/gal.⁴

Sources: ¹ WHO; ^{2&3} DOE/Clean Cities; ⁴Clean Fuel USA



SCHOOL BUS MARKET

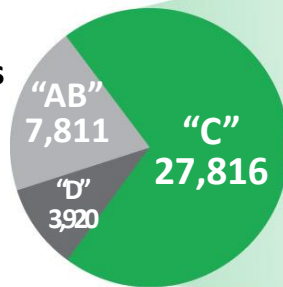
Strong Propane & Gasoline Growth, Industry-Leading Customers, \$700M Engine Market Opportunity



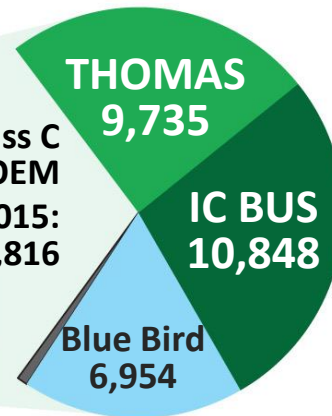
PSI is the Sole Supplier of Alternative Fuels to IC Bus and LP to Thomas Built Bus

**NORTH AMERICA
BUS SALES (units)**

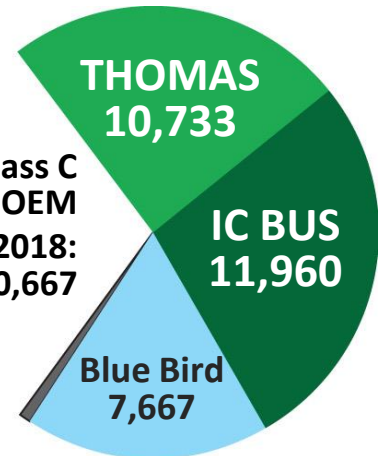
**By Class
2015:
39,547**



**Class C
by OEM
2015:
27,816**

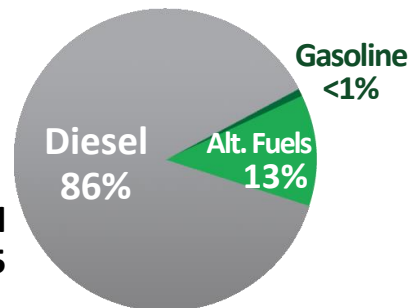


**Class C
by OEM
2018:
30,667**

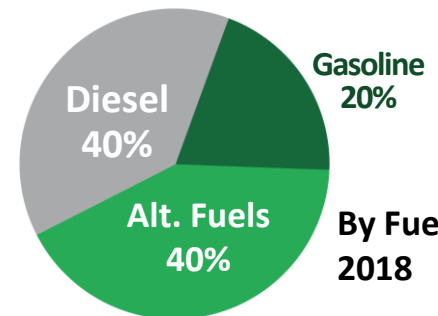


**PSI
Customers**

**By Fuel
2015**



**By Fuel
2018**



Sources: School Bus Fleet, Internal estimates



PROPRIETARY ON-ROAD ENGINE FOR SMALLER VEHICLES

- Exploding Opportunities in emerging market
- Long term supplier, continuity of engine supply
- Purpose built for Last Mile Delivery Vehicles
- The Only Rugged & Hardened Alt-Fuel Platform
 - Liquid propane
 - Natural gas (CNG or LNG)
 - Gasoline
- Class 2-4 Truck/Van Market = 600,000 Units*



ON-ROAD LAST MILE DELIVERY

amazon vs. Walmart

- Walmart to combine retail stores, distribution centers and new facilities into what it calls its “next generation fulfillment network” to battle Amazon

“Amazon.com (AMZN) is Building Its Distribution Warehouses Closer to Customers to Save Millions of Dollars in Shipping Costs and Increasing Use of Its Own Delivery Trucks.”

PACKAGE DELIVERY FLEETS



- Competing for last mile delivery business from e-commerce retailers

RENTAL FLEETS



- Entering the last mile delivery market space

CUSTOMER TRUCKS



Photo renderings are for artistic, conceptual purposes only and do not represent actual production models.

LAST MILE EXAMPLE: USPS “PRIORITY YOU”

“PRIORITY: YOU”

- The Postal Service has introduced services including free package pick-up, improved tracking technology, and Sunday delivery in order to capitalize on the continued growth of ecommerce. The agency said its package volumes have surged about 30 percent during the past five years.

REQUEST FOR NGDV

- The Postal Service is seeking next generation delivery vehicles to accommodate more package volume as e-commerce package delivery offsets declining letters/mail.

TOTAL VEHICLE FLEET

- Total population - 142,000 LLVs*



R&D/MARKET DEVELOPMENT

AGGRESSIVE INVESTMENT

ON-ROAD

Six Aggressive Product Launches with Shared Development Cost

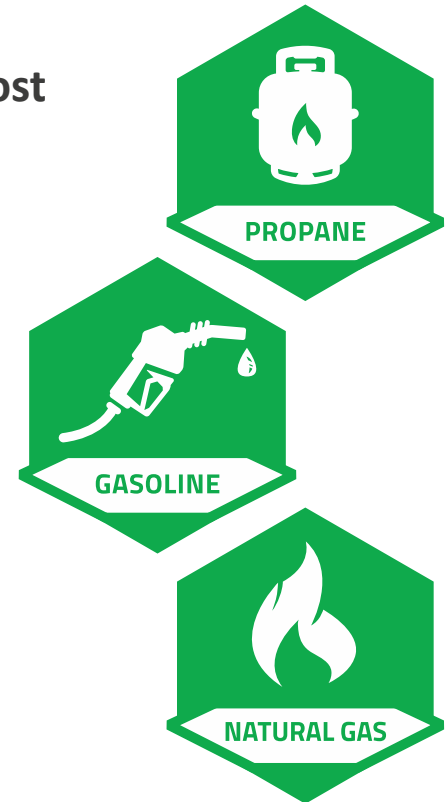
- Propane, Gasoline, and CNG
- Leverage existing engine and chassis engineering

New Way Of Product Development

- Formation of empowered launch team
 - Customer on-road experience
 - PSI entrepreneurial culture
- High decision velocity with risk management action plan

Conquest Sales

- Create public market awareness and interest
- Joint pull through campaigns
- Joint marketing campaigns
- Coordinated sales visits



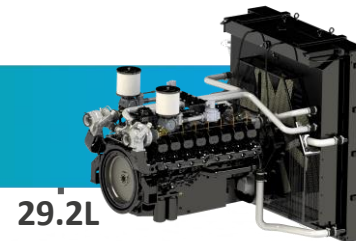
PSI POWER GENERATION



STATIONARY / MOBILE AND CUSTOM DESIGNED SOLUTIONS



22 ENGINE DISPLACEMENTS



POWER GENERATION OVERVIEW

APPLICATIONS

- Auxiliary Power Units
- Compressors/Pumps
- Generators:
 - Portable, Standby
 - Prime, Emergency
- Co-generation/CHP
- Demand Response
- Peak Shaving
- Microgrids
- Healthcare
- Data Centers/Telecom
- Oil & Gas
- Specialty Power
- Mobile Power

MARKET TRENDS

- Cost, complexity & packaging for diesel emissions makes gas engines more attractive
- Emergency Standby growth requires NFPA-rated application
- CHP capacity in NA to grow from 93.5k now to 116k MW by 2020
- Small-scale CHP plants under 10MW (PSI's target market) growing at 200 MW/year rate
- Global microgrid market to grow at 20.7% CAGR (2014-2020)

PSI ADVANTAGES

- Product range of .97L–29L and 20kw–1MW & expanded solutions for larger packaging requirements
- Doosan PSI JV
- 3PI - Equally leveraged engine and packaging opportunities
- True Emergency Standby: NFPA 110.1 compliant
- 50z and 60z products
- UL2200 compliant
- Standby, Prime & Continuous

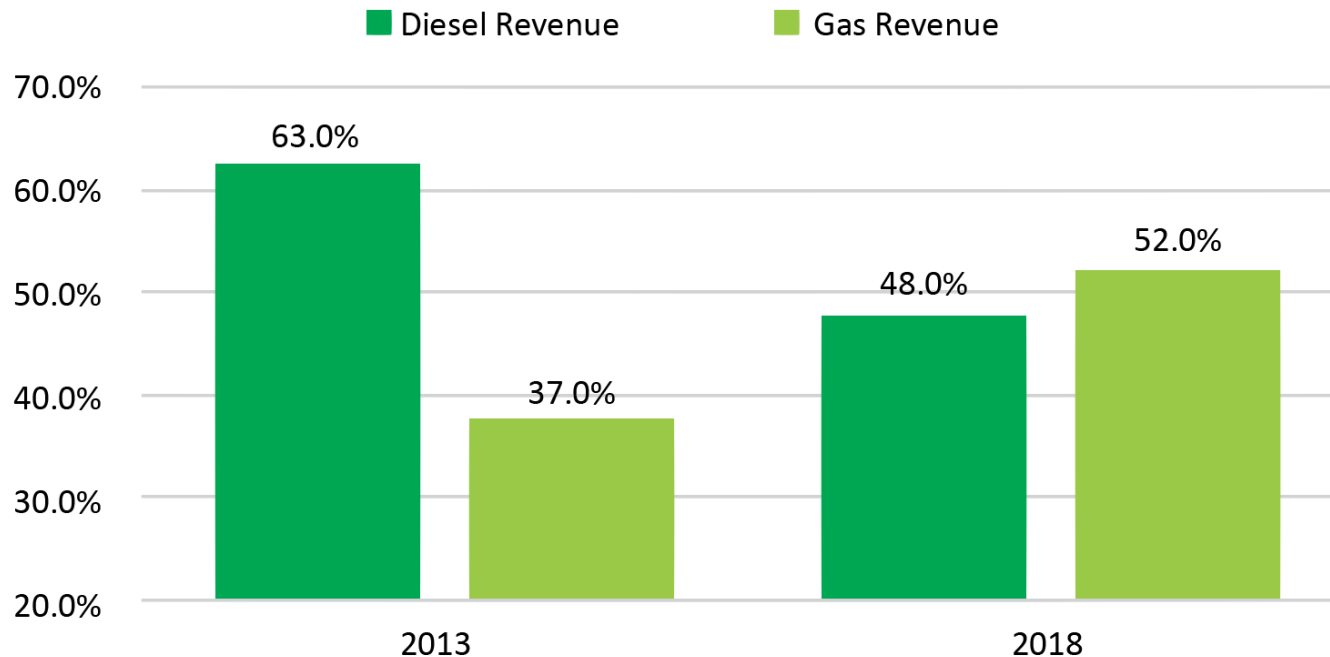


POWER GENERATION MARKET

OEMs Shifting Toward Alternatives to Diesel

NATURAL GAS VS. DIESEL MARKET GROWTH

Generator Market Share by Fuel Type



Sources: Frost & Sullivan, EGSA, Internal estimates



POWER GENERATION / 3PI

DRIVE PERFORMANCE AT 3PI

- Near-term goal: generate meaningful revenue and profit in 2016
- Highest revenue was \$40 million - new partnership with Sterling & Wilson expected to support material growth
- PSI exclusive provider of Heavy Duty Engines
- Sterling & Wilson Partnership to support CoGen market
 - Supply engines and packaging services for North American cogeneration/combined heat and power (CHP) market
 - BOOM structures

STERLING & WILSON 
\$2.5B / 23k Employees



PSI MIDDLE EAST BUSINESS OPPORTUNITIES

- Replicate success we achieved in North America
- Well operators looking at PSI engines to lower operating costs and improve emissions (eliminate flaring)
- 1MW Waukesha engines could be a good fit for booster applications along the pipeline

MOBILE INDUSTRIAL MARKET



FORKLIFTS



AERIAL LIFTS



**ARBOR
PRODUCTS**



**INDUSTRIAL
SWEEPERS**



**AGRICULTURAL
& TURF**



**AIRCRAFT
GROUND SUPPORT**

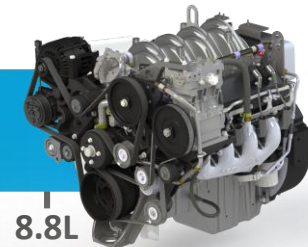


OTHER INDUSTRIAL



.97L

17 ENGINE DISPLACEMENTS



8.8L



MATERIAL HANDLING OVERVIEW



APPLICATIONS

- Class 4
 - 1T – 8T
 - Forklifts
- Class 5
 - 1T – 52T
 - Container Handlers
 - Large Forklifts
 - Reach Stackers

MARKET DRIVERS

- \$6,700 fuel savings/yr vs. diesel
- Propane systems 50% less costly than Tier 4-compliant diesel systems
- 36% lower acquisition cost than electric
- 50% longer operation time over electric
- 100% consistent load over electric

PSI ADVANTAGES

- New 2.0L, 2.4L & 4.3 engines cover 80% of market: 1.5– 8-ton
- USA, China & Korea facilities
- High-volume manufacturing capability covers 100% market demand



MATERIAL HANDLING MARKET

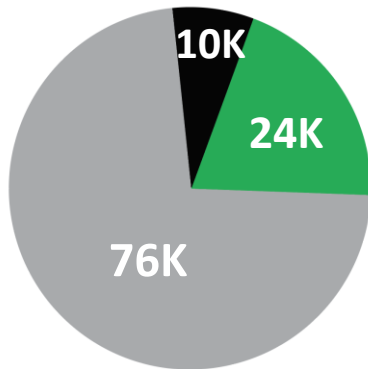
Opportunities for Intrinsic NA Growth and New Asian Gas Market

INTERNAL COMBUSTION FORKLIFTS

AMERICAS

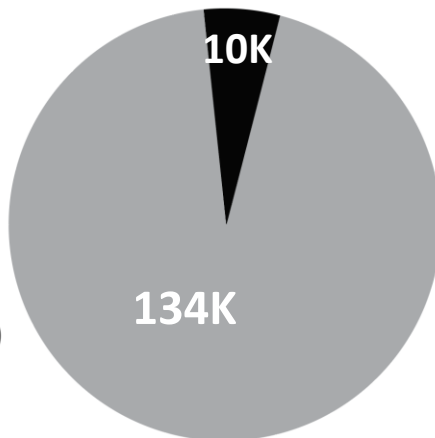
2014

TOTAL:
110K



2020

TOTAL:
144K

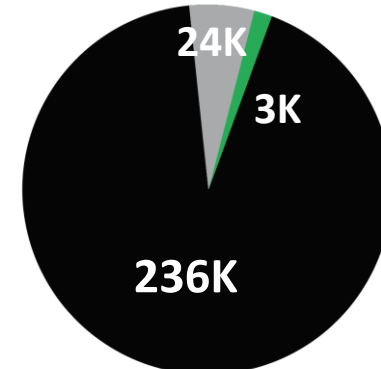


*All growth
is in gas
market (34%)*

ASIA*

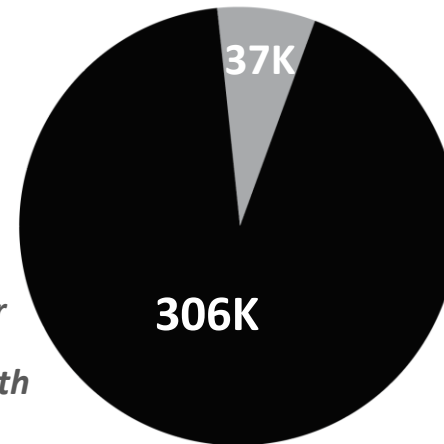
2014

TOTAL:
263K



2020

TOTAL:
343K



*Untapped
market for
PSI with
54% growth*



*Excludes Japan

INCOME STATEMENT

	2016 <u>1Q</u>	2015 <u>4Q</u>	2015 <u>1Q</u>
Net Sales	\$61,814	\$96,670	\$86,139
Gross Profit	4,056	13,695	16,457
<i>Gross Profit %</i>	<i>6.6%</i>	<i>14.2%</i>	<i>19.1%</i>
Operating Expense	\$12,737	\$14,433	\$12,387
<i>Op. Expense %</i>	<i>20.6%</i>	<i>14.9%</i>	<i>14.4%</i>
Operating (Loss) Income	\$(8,681)	\$(738)	\$4,070

Q1 SEQUENTIAL COMPARISON

- Reduced sales due to reduction in Power Generation and On-Road end markets
- Gross profit impacted by volume, product mix and underabsorption
- Q1 2016 operating loss includes \$1,429k in amortization and no transaction costs compared to Q4 2015 operating loss which includes amortization costs of \$1,860k and transaction costs of \$393k

Q1 YEAR-OVER-YEAR COMPARISON

- Reduced sales due to reduction in Power Generation end markets offset by sales to On-road end markets
- Gross profit impacted by volume, product mix and underabsorption
- Q1 2016 operating loss includes \$1,429k in amortization and no transaction costs compared to Q1 2015 operating loss which includes amortization costs of \$850k and transaction costs of \$200k



BALANCE SHEET

WORKING CAPITAL MANAGEMENT

	2016 <u>1Q</u>	2015 <u>4Q</u>
Accounts Receivable, net	\$63,163	\$104,365
Inventories, net	120,735	130,347
Total A/R Inventory, net	183,898	234,712
Accounts Payable	41,491	76,078
Working Capital*	\$142,407	\$158,634
Net Debt**	\$133,019	\$142,674

\$9.7m
reduction

WORKING CAPITAL FOCUS (Q1 2016 versus Q4 2015)

- Accounts Receivable, net, reduced by \$41,202k (considering sales reduction of \$34,856k from 2015 Q4 to Q1 2016)
- Inventories, net, reduced by \$9,612K (working through “Last-time buys”; continuing to optimize balances by engine architecture)
- **Prudent working capital management contributes to positive operating cash flow of \$9,995k, which funded R&D of \$5,250K in Q1 2016**

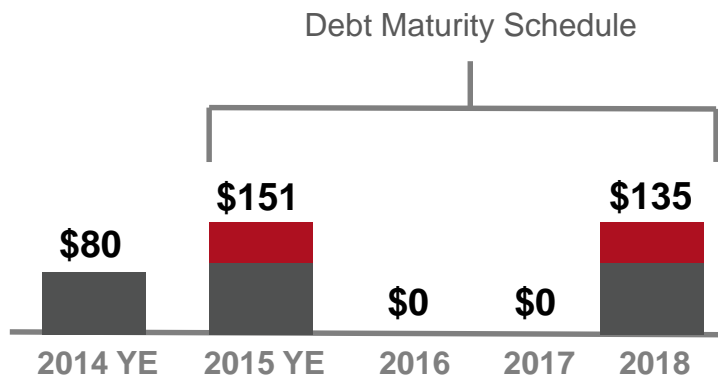
* Working capital defined as Accounts Receivable, net, plus Inventories, net, minus Accounts Payable; ** Net debt defined as Revolving line of credit plus Long-term debt, net, minus Cash



DEBT OVERVIEW

No Significant Near-Term Debt Maturities

DEBT SUMMARY (\$M)



COVENANTS

- No covenants related to \$55MM Notes
- ABL In compliance

\$55 MILLION UNSECURED NOTES

- Amended on April 1, 2016
 - 6.5%* Coupon
 - Increased permitted indebtedness to \$145M**
 - Eliminated special mandatory offer to purchase

REVOLVING LINE OF CREDIT

- Facility increased to \$125M from \$100M February 2015
- Expires in June 2018
- Fixed Charge to Adjusted EBITDA coverage ratio of 1 to 1

* Amended to 6.5% from 5.5% April 1, 2016; ** As defined by the agreement, with such amount reducing to \$135M effective February 1, 2017

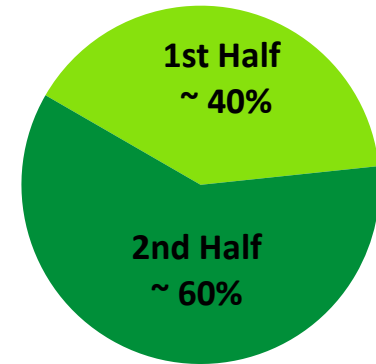


2016 OUTLOOK

FINANCIAL GUIDANCE

- Revenue range of \$350 to \$375 million for the year*
- Continue to anticipate profitability for the year

2016 REVENUE*



POWER GENERATION

- Reduced Oil & Gas demand – assumed approximately \$50 million
- More diversified revenue base
- Unique emission technology
- Majority of revenue recognition is in 2H

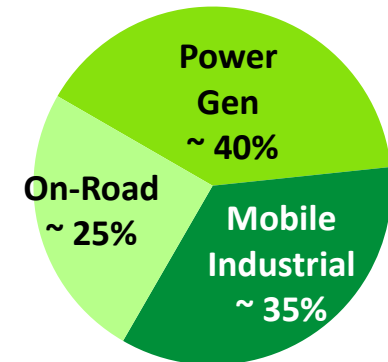
MOBILE INDUSTRIAL

- First major non-certified win in China

ON-ROAD

- Full volume capacity to be reached in 2H

END MARKET REVENUE** (2016E)



* Includes aftermarket, eliminations and other, rounded to the nearest 5%

** Excludes aftermarket, eliminations and other, rounded to the nearest 5%



INVESTMENT SUMMARY

Leader in Alternative Fuel Solutions, with Robust Technology and Competitive Advantages in Engineering and Manufacturing

- Highly involved in customer design phase and imbedded within their products

Product Offering Continues to Increase

- Established company in the industrial space with successful expansion to power generation and on-road applications
 - Strong history of broadening product line within key customers
 - Focused on exploiting major trends and filling gaps within various end markets
- (e.g., shift from diesel to alternatives, proprietary 8.8L engine that provides diesel-like power, last mile delivery, cogeneration/CHP)

Established Track Record of Financial Performance

- Revenue growth rate of 26% since going public (2011-2015 CAGR)
- Profitable every year since going public (excluding warrant expense)

Multiple Avenues for Profitable Growth

- Significant near and long-term revenue growth opportunities with existing customers
- As volume ramps, improvement in margin is a key opportunity



NON-GAAP NET INCOME RECONCILIATION

Reconciliation of Net Income (Loss) to Adjusted Net Income (Dollar Amounts in Thousands)	2015	2014	2013	2012	2011
Net Income (Loss)	\$14,278	\$23,726	\$(18,760)	\$6,702	\$4,061
Non-cash (Income) Expense from Warrant Revaluation	\$(9,299)	\$(6,169)	\$28,031	\$448	\$382
Non-cash (Income) Expense from Contingent Consideration Revaluation, Net of Tax	\$29	\$(2,305)	—	—	—
Transaction Costs, Debt Extinguishment Costs and Facility Relocation Costs, Net of Tax	\$662	\$487	\$162	\$305	—
Adjusted Net Income	\$5,670	\$15,739	\$9,433	\$7,455	\$4,443

The Company believes supplementing its consolidated financial statements presented in accordance with GAAP with non-GAAP measures provides investors with useful information regarding the Company's short-term and long-term trends. Adjusted net income (loss) is derived from GAAP results by excluding the non-cash impact related to the change in the estimated fair value of the liability associated with the warrants issued in the Company's April 2011 private placement. The Company excludes this non-operating, non-cash impact, as the Company believes it is not indicative of its core operating results or future performance. The warrant revaluation results from facts and circumstances that fluctuate in impact and is excluded by management in its forecast and evaluation of the Company's operational performance. Adjusted net income (loss) also includes an adjustment to remove transaction related costs and the revaluation of contingent consideration recorded in connection with the Company's acquisition activity in 2015 and 2014, debt extinguishment costs associated with the Company's change to a new credit facility in 2013 and costs incurred in connection with the Company's relocation of production, warehousing and administrative offices into new facilities in 2012. The Company believes that these costs, similar to the warrant related impact on earnings, is not indicative of the Company's core operating results or future performance. These costs are excluded by management in its forecast and evaluation of the Company's operational performance.

Adjusted net income (loss) and other non-GAAP financial measures used and presented by the Company may be calculated differently from, and therefore may not be comparable to, similarly titled measures used by other companies. Investors should consider non-GAAP measures in addition to, and not as a substitute for, or as superior to, financial performance measures prepared in accordance with GAAP.



THANK YOU

