Zacks Small-Cap Research

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Clean Diesel Tech. (CDTI-NASDAQ)

CDTI: Zacks Initiates coverage.

Clean Diesel / Green Diesel.

Current Recommendation	**Outperform**
Prior Recommendation	N/A
Date of Last Change	05/02/2011
Current Price (07/08/11)	$4.50
Six- Month Target Price	**$8.50**

OUTLOOK

Clean Diesel Technologies is a leading provider of pollution control solutions for gasoline and diesel engines. The company offers both OEM and after-market products on a worldwide basis. The company was formed by a merger in October 2010.

Over the next three years significant on highway diesel vehicle pollution regulations will be implemented which will have a major impact on the company's revenue and earnings. Off highway markets are also significant and are becoming important to Clean Diesel.

The company recently completed a 3 million share offering for $10 million.

SUMMARY DATA

52-Week High	**N/A**
52-Week Low	**$3.69**
One-Year Return (%)	**N/M**
Beta	**1.11**
Average Daily Volume (sh)	**349,667**
Shares Outstanding (mil)	**7.0**
Market Capitalization ($mil)	**$31.3**
Short Interest Ratio (days)	**0.97**
Institutional Ownership (%)	**7**
Insider Ownership (%)	**26**
Annual Cash Dividend	**$0.00**
Dividend Yield (%)	**0.00**
5-Yr. Historical Growth Rates	
Sales (%)	**N/M**
Earnings Per Share (%)	**N/A**
Dividend (%)	**N/A**
P/E using TTM EPS	**N/M**
P/E using 2011 Estimate	**N/M**
P/E using 2012 Estimate	**N/M**

Risk Level	**High,**
Type of Stock	**Small-Value**
Industry	**Pollution Cntrl**

ZACKS ESTIMATES

Revenue
(in millions of $)

	Q1 (Mar)	Q2 (Jun)	Q3 (Sep)	Q4 (Dec)	Year (Dec)
2010	**$12.4 A**	**$12.3 A**	**$10.9 A**	**$11.8 A**	**$48.1 A**
2011	**$13.8 A**	**$12.0 E**	**$14.0 E**	**$16.0 E**	**$55.8 E**
2012	**$16.0 E**	**$17.0 E**	**$18.0 E**	**$20.0 E**	**$71.0 E**
2013	**$21.0 E**	**$22.0 E**	**$23.0 E**	**$24.0 E**	**$90.0 E**

Earnings per Share
(EPS is operating earnings before non recurring items)

	Q1 (Mar)	Q2 (Jun)	Q3 (Sep)	Q4 (Dec)	Year (Dec)
2010	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**
2011	**-$0.58A**	**-$0.36E**	**-$0.23E**	**-$0.12E**	**-$1.17E**
2012	**-$0.05E**	**$0.01E**	**$0.00E**	**$0.06E**	**$0.03E**
2013	**$0.10E**	**$0.11E**	**$0.11E**	**$0.12E**	**$0.43E**

Zacks Projected EPS Growth Rate - Next 3 Years %	**50**
N/A	**N/A**

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RECENT NEWS

On June 3, 2011 Clean Diesel filed an S-1 statement with the SEC for $13.8 million public offering. This was priced at $3.75 a share on June 29, 2011 and closed on July 5, 2011. The stock price closed at $4.05 on June 28 and increased to $4.86 after the pricing was announced. The company offered 2.645 million shares and selling shareholders offered 80,000 shares. The Underwriters exercised the over-allotment option for a total offering of 3,133,750 shares. The proceeds to Clean Diesel were about $10.1 million.

On June 29, 2011 Clean Diesel was included in the Russell Microcap Index.

Clean Diesel announced on May 25, 2011 the receipt of $2 million in orders for its emission reduction equipment for use in California. The average price for these systems was $10,000.

On May 18, 2011 Clean Diesel reported an agreement with its Japanese joint venture in Asia, Tanaka Kikinzoku Kogyo Kabushiki Kaisha (TKK), to provide catalyst engineering and support services for catalyst manufacturing capability in China for $1.45 million comprised of an up-front payment (unspecified) and the balance over 14 months subject to certain milestones. In 2008 Clean Diesel (as Catalytic Solutions) had sold specific diesel catalyst technology to TKK for a total of $7.5 million and in 2009 sold light vehicle technology for $4 million. All of the rights were for use of the technology in Asia. These transactions reduced CDTI's ownership to 5% of the joint venture.

The company reported earnings on May 12, 2011. Revenue from the diesel division increased by 25% but the catalyst division was impacted by the loss of a significant customer and the earthquake in Japan. Overall, revenue increased from $12.445 million to $13.784 million and gross profit increased from $3.606 million to $4.007 million.

The recent earthquake and tsunami has impacted Japanese parts production. Although Clean Diesel's business with the Japanese auto companies is with their US subsidiaries these plants are curtailing production due to a parts shortage from Japan. This will have a significant impact on the Catalyst division revenue over the rest of the year.

On October 15, 2010, the wholly-owned subsidiary, CDTI Merger Sub, Inc., merged with and into Catalytic Solutions, Inc.. with one-for-six reverse split. The merger was accounted for as a reverse acquisition.

KEY POINTS

- Pollution impacts life expectations.
- Pollution control is driven by regulation on a national, regional and city basis.
- Gasoline engine emission control is a mature market in the U.S., Europe and Japan.
- For CDTI the auto market is an OEM market but the diesel market is an after-market business.
- Other countries like China and India are starting pollution abatement initiatives.

- The higher the standards the more advanced is the technology (at a higher cost) and this is a barrier to entry for small companies .

- Changing emission standards over the next five years will drive revenue and earnings significantly higher.

OVERVIEW

There are many ways to convert a fuel to power that can be used to produce motion. These include engines that run on gasoline, diesel and bio-diesel, kerosene, steam, electricity, propane (and butane) and compressed natural gas. There are many engine types including internal combustion engines such as two stroke, four stroke, diesel, Wankel rotary, jet engines as well as external combustion engines such as the Stirling cycle engine and steam generators where the fuel is burnt to produce heat in a secondary fluid which then drives a turbine to produce electricity.

The problem with all engines based on burning a fuel is that a product of combustion is pollution. This is usually a combination of un-burnt fuel (usually hydrocarbons, HC), carbon monoxide (poisonous, CO) and various oxides of nitrogen (that produce brown smog, NOx). Certain fuels also produce particles of soot (carbon) produced by incomplete combustion of the fuel. Burning coal (or wood) to produce steam that drives a turbine that produces electricity also produces ash that has to be removed from the exhaust gas.

Pollution poses health hazards. The EPA estimates that diesel pollution is the cause of 12,000 premature deaths; 280,000 child respiratory cases and 200,000 child asthma cases (although there may be some double counting here) and a loss of 1,000,000 workdays. California air pollution costs are estimated to be as high as $130 billion. According to the WHO particulate matter (PM) reduces life expectancy by 8.6 months for every person in the European Union (EU) and that the EU could save up to $225 billion a year by reducing air-pollution related deaths.

Despite all of the estimated benefits of controlling air pollution the business is driven by government regulation. This is because pollution control is an expense that is not offset by significant improvements in productivity and is an expense that is a capital and operating cost to the operator.

The US imposed automobile exhaust control starting with the 1975 model year (production starting in mid 1974). General Motors decided to use a catalytic converter developed by the Engelhard Corporation for use on forklifts in warehouses and this forced all the other auto companies to use the same technology. The early catalysts used relatively large amounts of platinum and so they were expensive. Over the years the driver has been to reduce the cost by using other platinum group metals as well as non-precious metals. The first catalyst were 2-way catalyst that converted HC and CO into carbon dioxide and water. Later developments resulted in 3-way catalysts and engine modifications that reduced the emission of NOx.

This was followed by diesel engine emission controls. A diesel engine is a compression ignition engine. There is no spark plug. Compressing the air/fuel mixture in the first upstroke causes it to heat up and explode so diesel engines are more robust than gasoline engines. The cylinder temperatures are much higher in diesel engines and this causes more NOx to be formed. Diesel exhaust also contains more oxygen than gasoline engine exhaust. Too much oxygen is a problem for 3-way catalysts so they cannot be used on a diesel engine. However, 2-way catalysts work well and are used to control HC and CO. The energy during combustion also converts some HC to carbon and this soot (PM) has to be removed.

Regulations have been imposed on stationary power sources such as engines used in mining (drag lines for example), construction equipment, railway engines and off-road vehicles and ships.

Other countries impose pollution control. Although often criticized, China has an active vehicle pollution control program (based on European standards) that started in 2010 and may be upgraded in 2012.

The major world-wide programs are outlined below:

Pollution control is driven by legislation

Market/Application	2010	2011	2012	2013	2014
U.S. on-highway	EPA10		TRB[1]	TRB[1]	TRB[1], CA LEV III
U.S. off-highway	Tier 3/4	Tier 3/4	Tier 4	Tier 4	Tier 4
Europe off-highway		Stage IIIA/IIIB	Stage IIIA/IIIB	Stage IIIB	Stage IV
Europe on-highway	Euro V	Euro V		Euro V/VI	Euro VI
Brazil on-highway	Proconve China has an active P5[2] (Euro III)	Proconve P5[2] (Euro III)	Proconve P7 (Euro V)	Proconve L6	Proconve L6
China on-highway		Euro IV	Euro IV/V (proposed)	Euro IV/V	Euro V
India on-highway (major cities)	Euro III/IV[3]				

Source: Clean Diesel Technologies, Inc.

[1] California Air Resources Board Truck and Bus Regulation
[2] Proconve P6 standards were not implemented; P5 standards remain in effect through 2011

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[3] Euro IV standards are implemented in National Capital Region (NCR) and 11 noncompliant cities

Source: www.dieselnet.com/stndards

ARB Estimate[1] of Class 7 & 8 HD Trucks in California with Mandatory Retrofit Requirement from 2012 thru 2014[2]

Model Years	Class 8 (>33,000lbs)	Class 7 (26,000-33,000lbs)	Total
2003 – 2006	53,404	9,625	63,029
1998 – 2002	36,488	11,527	48,015
1997 and older	37,470	22,317	59,787
Total Number of Trucks			170,831

Note:
- Only includes California-based trucks
- Trucks outside California meeting certain criteria must also comply with retrofit requirements
- Does not include school buses which also must comply with retrofit requirements
- Assumes trucks remain in use

CDT management estimates that CDT CARB verified products can address the emission requirements of over 70% of the vehicles estimated above.

[1]Analysis based upon draft vehicle population estimate provided by Mobile Source Analysis Branch of ARB. Numbers are based upon an extrapolation of 2005 DMV registration data and reflect an approximate estimate only.
[2]CARB Truck and Bus Regulation requires compliance of 90% of vehicles with diesel particulate filters by 2014**.**

There are currently 142 Low Emission Zones in operation in 10 European countries and 120 are in the planning process. These are similar to the California initiatives in that they are special low emission areas that impose more restrictive controls that exist outside of these zones. One of the first of these zones was in central London, UK. that started in 2008. This has been expanded to include the Greater London Area, bounded by the M25 roadway. It targets the worst polluters, diesel commercial vehicles. Vehicles that do not meet the standards will be fined $281 every time they enter the LEZ. Starting in 2012 the standards will be tightened and a further 20,000 vehicles will require upgrading at an estimated cost of $60 million to $70 million

Company Background

The company is organized into two divisions. The Heavy Duty Diesel Systems division is a leader and manufacturer of verified exhaust emissions control systems for the retrofit and OEM markets though a distribution and dealer network that includes PAACAR and International, two of the largest heavy truck manufacturers in the US. The Engine Control Systems (“ECS”) and Clean Diesel Technologies-branded products, such as Purifilter ® , Purifier and ARIS ® and exhaust gas recirculation with selective catalytic reduction are used to reduce exhaust emissions created by on-road, off-road and stationary diesel and alternative fuel engines including propane and natural gas. The company also promotes the Platinum Plus ® range of fuel-borne catalyst solutions into global markets.

Auto catalyst technology is being driven by lower prices and, therefore, lower costs. Platinum group metals are very expensive, volatile in price and most of the mining is outside of the largest markets with many mines in areas of political instability. The key to success is to replace the precious metals with base metals of a significantly lower price. Since the 2-way auto catalyst technology can be used in diesel applications the cost benefits can differentiate Clean Diesel from its competitors in both markets. The company is in the process of having its catalyst technology verified to be used in systems for diesel vehicles. This will allow the Catalyst division to be a supplier to the Diesel division thus improving profit margins. The ability to use its own catalyst will enable Clean Diesel to design its own systems, customizing the pollution control equipment and this will have a significant positive impact on profits.

The Catalyst division includes the company's proprietary MPC ® technology. This technology enables Clean Diesel to produce catalyst formulations for gasoline, diesel and natural gas induced emissions that offer superior performance, proven durability and cost effectiveness for multiple markets and a wide range of applications. The company has developed a family of unique high performance catalysts — with base-metals or low platinum group metal and zero-platinum group metal content — to provide increased catalytic performance and value for technology-driven automotive industry customers and for the Heavy Duty Diesel Systems division.

The Diesel division offers a wide range of technology, some of which are not currently approved for use in the US. The range of products and technology is shown below. Applications include on-road (the largest market); off-road (second largest market); stationary units, propane and natural gas fueled engines (both on and off road application) and clean fuels such as bio-diesel. Not only do the exhaust emissions have to be controlled but other combustion related problems, such as crankcase ventilation gases have to be enclosed and treated. Clean Diesel has a system, its ECS ventilation system that eliminates 100% of crankcase emissions which has a major impact on cabin air quality. These systems are EPA approved.

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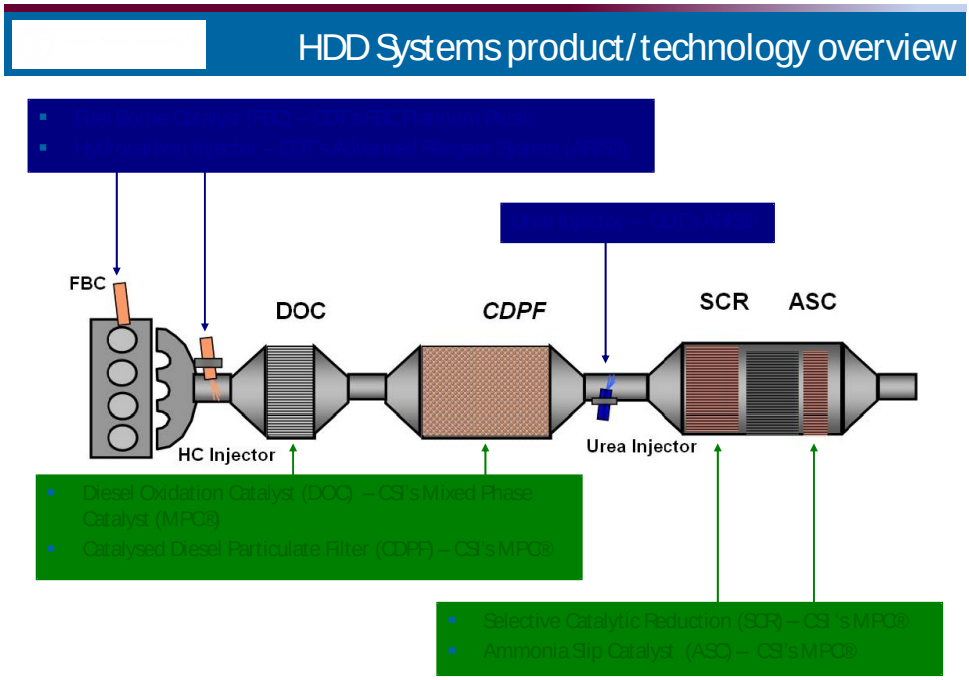

INDUSTRY OUTLOOK

INDUSTRY OUTLOOK - POSITIVE

Both legislative initiatives and economic growth have positive impacts on the demand for, and use of, both on road and off road vehicles and machinery over the next three to four years.

For Clean Diesel the automobile (light vehicle) catalyst market is an OEM market. The systems take one to two years to develop and receive certification and are frequently designed for a particular model of automobile. Once designed in and approved the automobile company usually keeps that configuration and supplier for the life of that model. Auto production in N. America, W. Europe and Japan of gasoline engines is a flat to declining business as diesel engines penetrate the market. In several EU countries diesel engines have achieved more than a 50% penetration of new car sales. Although market penetration of diesel cars is low in the US the high price of gasoline is a strong incentive for adoption of diesel technology now that the EPA has approved the current pollution control technology used in Europe and low sulfur/low phosphorous diesel fuel is now available in the US. Sulfur poisons precious metal catalysts. The removal of phosphorous is also beneficial as it prevents an ash problem in the exhaust. Volkswagen, Mercedes, Audi and BMW offer diesel alternatives to their gasoline engines. The VW Jetta is selling well, for the first five months of 2011 sales are up nearly 70% year over year, and 50% are diesels, and dealer inventory of this model is very low.

The heavy truck market is an after-market business. Class 7 & 8 trucks, those over 26,000 lbs, have a long life. The engines can run over 50,000 miles before needing a major overhaul. As a result there are many trucks older than 10 years. As an example 35% of the HD trucks in California are over 14 years old. This is a significant and growing market for retrofit pollution control equipment. The cost to the

operator for a total system for a class 8 truck driven in California can exceed $10,000 per vehicle. The total available market for diesel retrofits in California alone could exceed $1.15 billion over the period 2012 through 2014. However, many old trucks are likely to be scrapped, some may be re-engined and some replaced by new equipment. The EPA has estimated that 20 million vehicles with diesel engines do not meet the new emission standards. Although the standards for California are the most stringent in the US, and require the most expensive retrofit equipment, other states have matched them. Using an equipment price well below the mid-point of the cost range the market for heavy duty vehicle diesel retrofits in N. America could exceed $150 billion over the next ten years. And Europe has even more stringent requirements that will require a higher level of technology. And higher levels of technology mean higher costs.

Johnson Matthey, the world's largest producer of platinum group metals has estimated that the world-wide market for exhaust catalyst systems could exceed $2.5 billion in 2016.

The 10 largest manufacturers of trucks over 16 tons GVW produced 2.16 million trucks in 2009, with Daimler AG and the Volvo Group having over 40% of the market. Daimler estimates that the medium and heavy duty vehicle market will grow from 2.1 million units in 2010 to 2.6 million units in 2013. The eight million trucks sold over this period will face tighter emission standards in 2017 and beyond, as will many other HDD trucks produced before 2010. In most cases these statistics do not include buses. By the end of 2013 the US, Europe, China, India and Brazil will face new, more stringent, standards for NOX and particulate emissions to take effect in 2014. There are 13 countries plus California, Beijing, Indian cities and S. Korea (gasoline engines) that will require new emission equipment by the end of 2015.

As well as on-road vehicles there are other sources of emissions including locomotives, ships, off-road vehicles and mining and construction vehicles, both movable and stationary.

INDUSTRY POSITION

The emission retrofit market is highly fragmented. Although Clean Diesel Technology is probably one of the top three world wide providers of vehicle emission technology and products there are many small companies and divisions of larger companies that compete in some sectors.

VALUATION

During the London UK LEZ implementation that started in 2008 the company believes it captured 15% of the available business. We consider that a market share of 15% (mainly diesel PM and NOx control) may be realistic for the new London requirement and for the California CARB retrofit market. That implies a revenue stream of $85 million over the next four years from these areas alone.

Based on a price/sales ratio of 1.0 (well below the current median value) and N4Q revenue of $58 million results in a stock value of $8.5 a share using the new share count of 7 million.. Our current EPS CAGR over the next three years is 50%. At a PEG ratio of 0.5 (P/E of 25) and 2013 earnings of $0.43 a two year price forecast would be $11.

COMPARISON TABLE*	Ticker	Price	Mkt	ROE	P/E	P/E	P/B	P/S	EV/Sales	EV/EBITDA	PEG
(Source: Yahoo Finance)		7/7/11	Cap	(%)	L4Q	N4Q	LQ	L4Q	L4Q	L4Q	
			(in million)								
Clean Diesel Technologies Inc.	**CDTI**	**$4.50**	**$31**	**NM**	**NM**	**NM**	**2.21**	**0.64**	**0.59**	**0.37**	**N/A**
ADA-ES , Inc.	**ADES**	$15.23	$116	NM		20.31	N/A	4.40	3.98	NM	NM
Cummings Inc.	**CMI**	$106.77	$20,750	28.86	16.70	11.02	4.34	1.45	1.40	11.08	1.14
Donaldson Company Inc.	**DCI**	$61.92	$4,730	24.41	23.10	19.23	5.00	2.19	2.15	13.14	1.75
Enova Systems Inc.	**ENA**	$0.87	$27	NM	N/A	N/A	3.69	2.56	2.56	NM	N/A
Johnson Matthey Plc.	**JMPLF.PK**		Data not available								
MFRI Inc.	**MFRI**	$7.65	$52	4.64	1503.00	N/A	0.68	0.24	0.38	11.40	N/A
Speedemissions Inc.	**SPMI**		Data not available								
Mean				19.30	514.27	16.85	3.18	1.91	1.84	9.00	1.45
Median				24.41	23.10	19.23	3.69	1.82	1.78	11.24	1.45
* Data: Zacks Investment Research and Yahoo! Financial.											

RISKS

The company has a number of significant financial risks.

- It will need additional funding to cover near term losses. The company does not have positive cash flow from operations and will need to reduce costs and grow revenue to achieve profitability.
- The auditor's report for year-end December 2010 includes a "going concern" caution.
- The company has been dependent on a few major customers and the loss of one of these customers would have a significant impact on profitability.

INSIDER TRADING AND OWNERSHIP

No trades by current board over last six months..

PROJECTED INCOME STATEMENT & BALANCE SHEET

Clean Diesel Technologies																		
Consolidated Statements of Operations																		
(Dollars in millions except per share data)																		
Fiscal Year Dec. 31.	**2009**	**1Q10**	**2010**	**1Q11**	**2Q11**	**3Q11**	**4Q11**	**2011**	**1Q12**	**2Q12**	**3Q12**	**4Q12**	**2012**	**1Q13**	**2Q13**	**3Q13**	**4Q13**	**2013**
	Act.	Act.	Act.	Act	Est.			Est.					Est.					Est.
Revenue	**$50.51**	**$12.45**	$48.12	**$13.78**	**$12.00**	**$14.00**	**$16.00**	**$55.78**	**$16.00**	**$17.00**	**$18.00**	**$20.00**	**$71.00**	**$21.00**	**$22.00**	**$23.00**	**$24.00**	**$90.00**
% Change	(3.90)	0.00	(4.75)	0.00	0.00	0.00	0.00	15.93	16.08	41.67	28.57	25.00	27.28	31.25	29.41	27.78	20.00	26.76
Cost Goods	38.55	8.84	36.08	9.78	8.64	10.08	11.36	39.86	11.20	11.90	12.60	14.00	49.70	14.28	14.96	15.64	16.32	61.20
G & A	12.48	3.04	11.92	4.55	4.20	4.50	4.50	17.75	4.10	3.78	4.05	4.05	15.98	4.20	4.40	4.60	4.80	18.00
In process R&D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
R&D	7.26	0.99	4.37	1.51	1.50	1.50	1.50	6.01	1.44	1.43	1.43	1.43	5.71	1.68	1.76	1.84	1.92	7.20
Depr. & Amort.	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Op Income GAAP	(7.77)	(0.42)	(4.26)	(2.06)	(2.34)	(2.08)	(1.36)	(7.84)	(0.73)	(0.10)	(0.07)	0.53	(0.39)	0.84	0.88	0.92	0.96	3.60
Interest Expenses	2.30	0.15	3.64	0.21	0.28	0.00	0.00	0.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Interest Income	0.02	0.00	0.00	0.01	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Non Op Income	(0.19)	(0.30)	(1.82)	0.00	0.00	0.40	0.40	0.80	0.30	0.20	0.10	0.00	0.60	0.00	0.00	0.00	0.00	0.00
Other	(0.29)	(0.17)	0.39	0.17	0.10	0.10	0.10	0.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Calc.Pretax	(10.53)	(1.03)	(9.33)	(2.10)	(2.52)	(1.58)	(0.86)	(7.06)	(0.43)	0.10	0.03	0.53	0.21	0.84	0.88	0.92	0.96	3.60
Taxes	(1.04)	0.21	0.01	0.22	0.00	0.00	0.00	(1.13)	(0.07)	0.02	0.00	0.08	0.03	0.13	0.14	0.15	0.15	0.58
Tax Rate	9.83	0.00	(0.13)	(10.58)	0.00	0.00	0.00	16.00	16.00	16.00	16.00	16.00	16.00	16.00	16.00	16.00	16.00	16.00
Other Income	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pro-forma adj.	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Net Income	(9.50)	(1.23)	(9.34)	(2.32)	(2.52)	(1.58)	(0.86)	(7.28)	(0.36)	0.08	0.02	0.44	0.18	0.71	0.74	0.77	0.81	3.02
Costs and expenses are on a pro-forma basis																		
Net For Common	(7.98)	2.59	(8.38)	(2.32)	(2.52)	(1.58)	(0.86)	(7.28)	(0.36)	0.08	0.02	0.44	0.18	0.71	0.74	0.77	0.81	3.02
Shares Used, millions	0.55	0.55	1.24	3.98	6.96	7.00	7.00	6.24	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00
Earnings Per Share																		
EPS	**($14.50)**	**$4.70**	($7.55)	**($0.58)**	**($0.36)**	**($0.23)**	**($0.12)**	**($1.17)**	**($0.05)**	**$0.01**	**$0.00**	**$0.06**	**$0.03**	**$0.10**	**$0.11**	**$0.11**	**$0.12**	**$0.43**
Pro Forma EPS	**($14.50)**	**$4.70**	($6.77)	**($0.58)**	**($0.36)**	**($0.23)**	**($0.12)**	**($1.17)**	**($0.05)**	**$0.01**	**$0.00**	**$0.06**	**$0.03**	**$0.10**	**$0.11**	**$0.11**	**$0.12**	**$0.43**

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Clean Diesel Technologies			
Consolidated Balance Sheet (in millions)			
Fiscal Year Dec. 31.			
		2010	**1Q11**
ASSETS			
Cash & Equiv.		5.007	1.245
A/R		5.475	7.46
Inventories		5.253	6.097
Other		1.818	1.163
Total current assets		17.553	15.965
Gross Plant		2.884	3.05
Deprn		0	0
Investments		0	0
Intangibles		11.965	11.852
Other		0.246	0.211
All Assets		32.648	31.078
LIABILITIES AND NET WORTH			
Debt Due 1 Yr		4.006	2.539
Notes Payable		0	0
A/P		4.588	6.562
Taxes		0.455	0.241
Other		5.704	4.972
Total current liabilities		14.753	14.314
Conv. Debt		0	0
L.T.Debt		1.41	1.437
Other LT		0.046	0.038
Def. Taxes & ITC		1.096	1.132
Other		0	0
All Liabilities		17.305	16.921
Pref.Stock		0	0
Common Stock		0	0.04
Surplus		0	173.848
Retained Earnings		0	-160.043
Other		0	0.312
Treasury Stock		0	0
Net Worth		15.343	14.157
Total liabilities & stockholders' equity		32.648	31.078

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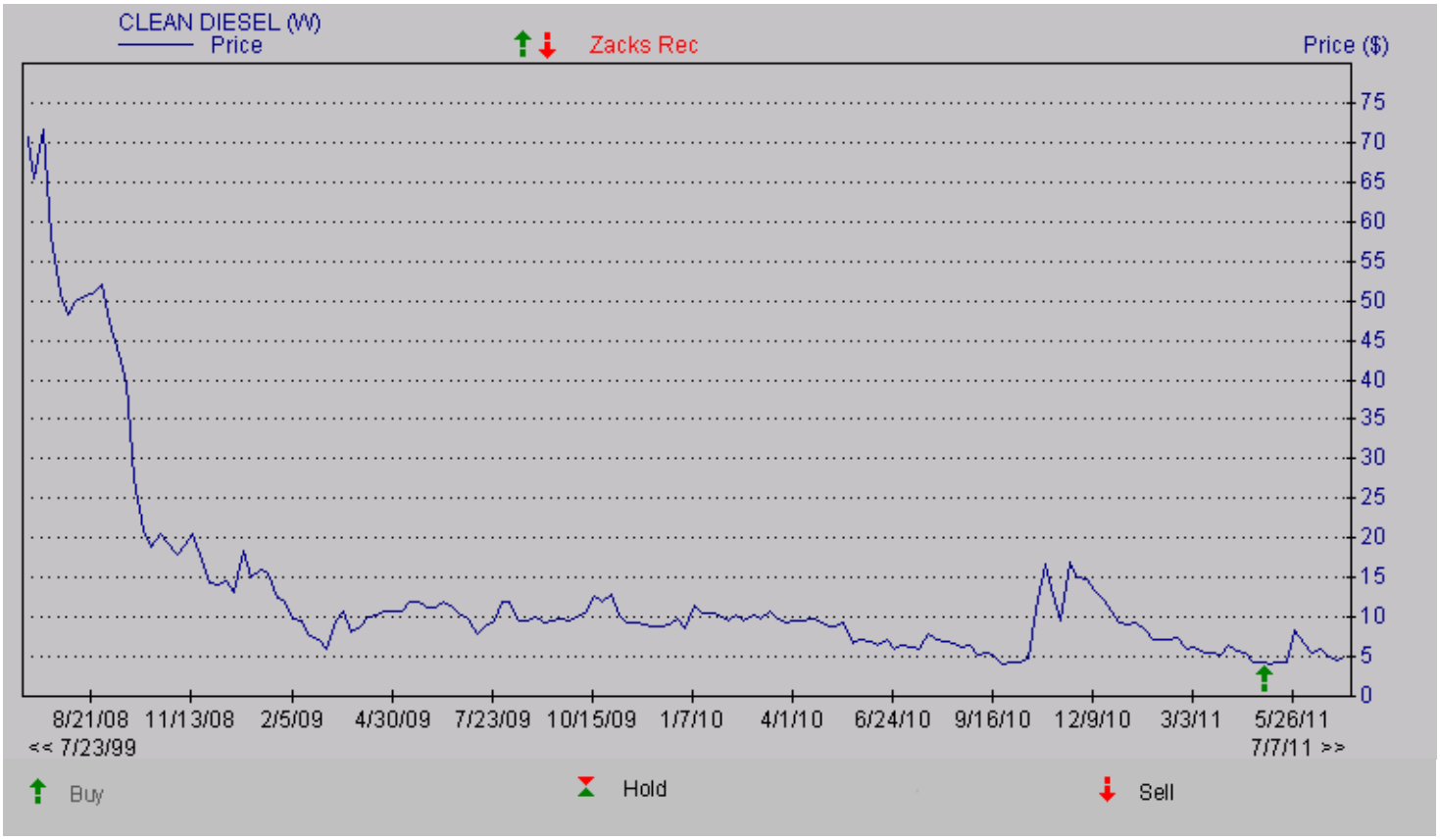
HISTORICAL ZACKS RECOMMENDATIONS



Note: Prices shown prior to Oct 10, 2010 are for the predecessor company and not for Clean Diesel (CDTI)

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