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CONTACT:

press@alternativeenergy.com
646-403-4099

NEW ELECTRIC HUMMER H3 GETS ONLY 33 MPG NOT 100 MPG; RASER CALCULATIONS MISLEADING, ACCORDING TO ALTERNATIVEENERGY.COM EXPERTS

NEW YORK, May 20 - Raser Technologies announced that it will be demonstrating its 100 mpg Electric Hummer H3 for Congress at the United States Capitol today but leading experts at AlternativeEnergy.com are questioning Raser's calculations and say the H3 gets only 33 mpg when using a more accurate formula that reflects current industry thinking on MPG standards for electric vehicles.

Doug Schiller, CEO of AlternativeEnergy.com, a leading website dedicated to providing news, products and services to promote the use of alternative energy resources, said Raser has been overstating the H3's "green" factor and understating its impact on the environment with its exaggerated 100 mpg calculation since it first unveiled the H3 last month at the 2009 SAE International World Congress in Detroit.

On May 1, Raser showcased the H3 – developed with its integration partner FEV in cooperation with General Motors and its Hummer division—outside the New York Stock Exchange to widespread fanfare and media coverage and company chairman Kraig Higginson rang the opening bell.

"While the H3 represents a significant improvement over the current traditional Hummer models on the market in terms of its environmental impact, it is very misleading to say the H3 gets 100 mpg," Schiller said. "Utilizing the most favorable calculations possible, experts have determined that the H3 gets only 33 mpg." Those experts include Tad Patzek, who chairs the department of petroleum and geosystems engineering at the University of Texas at Austin, and automotive engineering analyst Lindsay Leveen, a former manager of sustainable development for Bechtel Corp who also hosts AlternativeEnergy.com's weekly Internet radio show. Leveen will interview Patzek and other experts on the H3 mpg issue in the coming week. Check AlternativeEnergy.com for the schedule.

Schiller said industry experts are currently working on a new mpge (miles per gallon equivalent) formula for electric vehicles that takes into account the electricity used to power batteries. Raser's 100 mpg claim does not include the use of electricity at all, he said.

"If you fill up an H3 tank with gas and electricity, you can go 100 miles per gallon, but they're only factoring in the gas it takes to run the Hummer. They're discounting the whole issue of all the energy

that is in that electricity used to power the SUV. If you include that energy, and convert it into the equivalent of gasoline, the H3 would get 33 mpg. That is the formula they should be using. The industry is working toward that definition but what Raser has done is use the most misleading way of reporting the H3's miles per gallon by ignoring the electricity."

In response to an email from Leveen, Raser vice president of transportation Jim Spellman explained that the 100 mpg calculation was based on Department of Energy studies indicating that most people drive less than 60 miles per day on their daily commute. He acknowledged that on extended trips the H3 will only get 33 mpg.

"If we look at driving the first 40 miles all electric and then use .6 gallons of gas to drive the next 20 miles, the miles per gallon would be 60 miles / .6gal = 100mpg," Spellman wrote. "If they (drivers) stay within their all electric range and recharge daily, their gas fuel consumption would be zero, or infinite mpg. "On an extended trip where you would leave with a full battery and full gas tank and drive until the gas tank is empty, we estimate the vehicle will average approx. 33 mpg, which is around twice the fuel economy of the normal base vehicle," Spellman wrote in the email.

Patzek and Leveen noted that the H3's engine is designed to run at peak efficiency—about 30 percent or up to twice as efficient as the typical engine when accelerating. But they said the Hummer is inherently inefficient simply because of its size and weight and the environment would be better served by much smaller and more efficient vehicles on the road.

Schiller said Raser's recent comments that the H3 gets better mileage than the Toyota Prius hybrid were extremely misleading and inaccurate. "We've taken the worst environmental offender on the road and made it greener than a Prius," David West, the company's vice president of marketing, recently told Wired.com. "Trying to say the H3 gets twice the Prius' 50 mpg is just confusing people. I'm disappointed that Raser has chosen a misleading method of promoting their vehicle."

Raser said that Senator Orrin Hatch (R-UT) will introduce the H3 and comment on the role new technology can play in an American automotive recovery at the Capitol Hill event . Higginson and Gary Rogers, president of FEV, Inc. will answer questions and tell members of Congress about the vehicle.

AlternativeEnergy.com experts are available for media interviews on the most accurate and widely accepted methodology to calculate mpg for the Hummer H3 and other electric vehicles.

Story on AlternativeEnergy.com

<http://alternativeenergy.com/profiles/blogs/a-100-mpg-hummer-really>