



HUMMER®



HUMMER



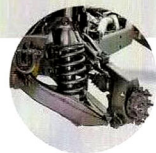
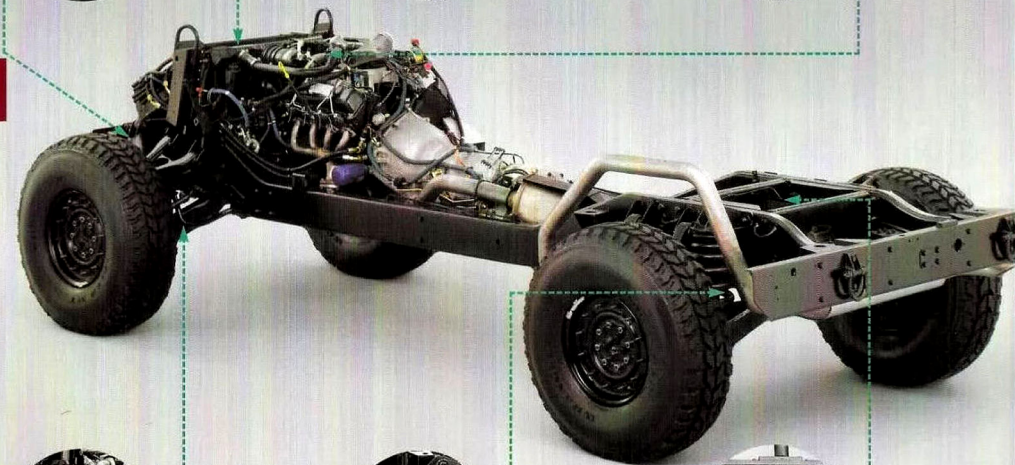
HUMMER's sturdy steel box section frame is built to handle the load.



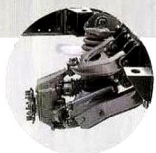
Heavy-duty coolers for HUMMER's engine, transmission, transfer case and power steering mean safe operation even under the most extreme conditions.



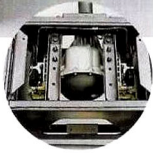
A powerful, dependable V-8 diesel engine, combined with gear reduction, results in outstanding torque at the wheel end, where you need it most.



Four-wheel independent suspension provides a comfortable ride on the roughest terrain and allows HUMMER to carry two tons of personnel and equipment.



HUMMER's unique Guard Hub doubles torque at the wheel end, and contributes to HUMMER's incompressible 16-inch ground clearance.



Torque biasing differential delivers power to all four wheels, even when one or more tires have lost traction.

There is a vehicle built like no other. Precision designed, battle hardened. Built in the USA and tested around the world.

It is called HUMMER. And it is the most serious 4x4 on earth.

In the words and pictures that follow, you'll find out what sets HUMMER apart from the trucks your company currently uses. You'll learn how it works, why it works and what it can do for you that the others just can't.



MOBILITY

HUMMER:
THERE'S ALMOST NOTHING IT CAN'T GET
OVER, UNDER, AROUND OR THROUGH.

HUMMER takes you there. How? Well, for starters, a unique Geared Hub assembly provides gear reduction



of nearly 2:1 at each wheel end, where you really need it. This increases each wheel's torque to more than 10,000 lb. ft. You might find that kind of brute strength particularly useful in, say, a couple of feet of snow, deep loose sand, or mud which HUMMER can muscle through effortlessly. The design also allows a full 16 inches of ground clearance. That's double the ground clearance of most other 4x4s...which means you'll clear obstacles that can turn conventional 4x4 drive lines into scrap metal ■

HUMMER is equipped with Zexel Torsen® Torque Biasing Differentials that let you direct torque to the wheel with the best traction. This is accomplished by means of a technique known as "brake-throttle modulation." It works quite simply. When one or more tires have lost traction and are spinning, the driver applies light brake pressure, while at the same time pressing the accelerator pedal. This stops the spin, locks both differentials, and re-distributes power equally to all four tires. This feature is particularly useful on uneven terrain and when ascending steep, slippery hills. ■

Although this technique can be used with other 4x4s, the HUMMER's unique axle/brake design, which

features disk brakes in-board mounted on the output of the differentials, makes the technique much more effective on the HUMMER. ■

HUMMER can ascend and descend at least a 60% grade, and traverse a 40% side slope without endangering body panels or bumpers. Additional mobility comes from HUMMER's steep angles of approach (72 degrees) and departure (37.5 degrees). It can also climb a 22-inch vertical step. Let's look at what those numbers mean to you. First, how steep is 60%? Well, if you were to ascend a 60% slope on foot, you'd likely not make the first few steps without the aid of your hands. If that slope were snow-covered, you would probably require an ice axe and spiked boots. Going down would be even worse. Now, what about a 40% side slope? If you were a passenger in a HUMMER whose driver were on the up-side of the slope, you could pull weeds out of the ground from the open passenger side window. Finally, imagine a concrete step just short of 2 feet high; now imagine jumping on top of that wall from standing start at its base. That's what HUMMER can do. And do it all with a full 4,000-lb. payload. ■

Thanks to its sealed ventilation system, HUMMER can ford up to 30 inches of muck, mud, or water. Here's how it works: a vent line is connected to the air cleaner. Then, each of the major drive train components is ventilated, while internal and external pressure are equalized. The result is that water will not contaminate HUMMER's transmission, transfer case, differentials and geared hubs, even when it is fully submerged. ■

HUMMER also has 4-wheel fully independent suspension and heavy duty springs for a smoother ride even in rough terrain and under heavy loads. Then there's CTIS, HUMMER's unique Central Tire Inflation System that allows the driver to deflate tires from 35 pounds to as low as 10 in just two minutes.



Once deflated, HUMMER's tires make a larger "footprint." And a larger footprint means better traction, especially in soft soil, sand or mud, because there's literally more rubber on the ground at any given time. Softer tires also mean a softer ride so there's less shock and strain on people and cargo in rough terrain. And, softer tires "heal" the terrain as they move across it, sustaining the natural environment. Once you're back on a smooth driving surface and soft tires are no longer needed, tires can be re-inflated just as easily. And the driver never needs to leave the cockpit. So your equipment—and your crew—remain insulated from harsh conditions. And, with HUMMER's available Runflat Tire System, you can drive up to 20 miles at 30 MPH on flat tires. So in a HUMMER, you'll get home safely. ■

Mobility. It's the foundation upon which HUMMER is built. Now, let's take a look at what drives it...



"The HUMMER thrives on obstacles impassable to any other vehicle I've ever seen or used."

—Larry Parker,
Operations Supervisor
Halliburton Geophysical

When U.S. owned and operated Halliburton Geophysical imported a fleet of HUMMERs for their overseas oil exploration division, they already had some idea of what to expect. After all, more than 100,000 HUMMERs have been fielded by U.S. Armed Forces since 1985. Including Operation Desert Storm.

For Halliburton, HUMMER's use wasn't really so different than during the Gulf War: to transport men and equipment from base camp to remote locations.

Did HUMMER get the job done? One Halliburton crew member answers that question best: "We would not have been able to do this job in the desert without them."



HUMMER: THE WORK TRUCK THAT'S BUILT TO KEEP ON PERFORMING.

HUMMER is built to last. In fact, in many ways, it's built more like an aircraft than a truck. HUMMER's body is made of heat treated aluminum alloy that's

tough, corrosion resistant, and very light. This light aluminum allows most of HUMMER's weight to be concentrated in the chassis and drive train components. Body panels are first bonded together using an epoxy adhesive, then riveted. This makes

HUMMER's body extremely durable and tough. The hood is made of a fiber-glass-reinforced plastic composite; roof and doors are made from coated, galvanized steel. Frame rails and crossrails are also coated for protection. All are designed to resist rust and corrosion. So, if your job takes you through the muck, the mud or the water, your HUMMER might get dirty, but it's not about to rot out. ■

And there's more than enough muscle to get you through that muck, mud and water. HUMMER is powered by a 6.5L V-8 GM (r) naturally aspirated diesel engine, which develops 170 horsepower and 290 lb. ft. of torque at 1700 RPM. Why diesel? First, a diesel will deliver steady power, even at lower engine speeds. Second, HUMMER's diesel

engine is fuel efficient, so you can go longer between fill-ups, and have a lower fuel bill at the end of the month. Third, since the diesel engine utilizes a compression (rather than spark) ignition, there's no need for periodic tune-ups. Fourth, the diesel engine's high compression and gear ratios allow HUMMER to naturally brake while descending, thus decreasing wear and tear on the brakes themselves. And finally, HUMMER's diesel engine is heavier in its construction and oper-

ates efficiently at low RPMs, so you can expect longer engine life. ■

Another feature that makes HUMMER last is its multiple cooling systems, which service engine coolant, engine oil, transmission/transfer case oil and power steering. So, even in conditions such as extreme heat or drivetrain stress, viscosity breakdowns are unlikely. That means lower maintenance costs. And longer life. Add to this a central venting system that equalizes internal and external pressure in each of the major driveline components. This system, exclusive to HUMMER, allows HUMMER to ford up to 30 inches of water...and as you might expect,

hummer live long and work hard. Through it all, both crew and equipment will ride comfortably, thanks to many of the same features that make it so highly mobile...like its 16-inch ground clearance, fully independent suspension, geared hubs and exclusive Central Tire Inflation System. ■

HUMMER is designed to be easily serviced, and parts are readily available. If you're interested in an evaluation of HUMMER's maintenance costs, ask



your HUMMER dealer or fleet representative for a copy of HUMMER's "CHAT" (Civilian HUMMER Accelerated Test) study, to see just how much you could save. ■

There's one other thing that helps keep your HUMMER running strong: a 36-month/36,000 mile bumper-to-bumper warranty, with service available from HUMMER dealers worldwide. And, when contacting a dealer is impossible or impractical, there's even a toll-free service hotline. So neither you nor your HUMMER is ever left out in the cold. ■

It should come as no surprise, then, that the U.S. Armed Forces expect each HUMMER they purchase to last at least twelve years. Read on for a few more reasons. ■



"Look out there as far as you can see. That's 800 miles of bad road, mud and snow. And it's as tough as it gets. So is our HUMMER."

Gary Reiser, Questar Services

Rocky Springs, Wyoming is, well, a long way from most places. But it's the Eastern base of operation for Questar Services, the telecommunications company for Questar Corporation. They bought their HUMMER for maintenance and insulation transportation between microwave and remote mountain top radio sites from Gillette, Wyoming. Down Creek, Colorado, a 800-mile stretch of some of the most desolate roads in the Western Hemisphere.

Snowdrifts up to 23 feet high. Temperatures dipping to 45-below. Mud, and ice and otherwise just plain nasty conditions. So nasty, in fact, that Questar often uses a snow cat to get to job sites.

Until HUMMER, that is. "Now," says company spokesman Gary Reiser, "we're looking at replacing one of our four snow cats with another HUMMER. The HUMMER is a four seasons vehicle. We especially welcome the HUMMER during our seasonal transitional period, when we experience drifts or mud as well as long stretches of road that are wind blown enough to tear up the trucked vehicles. That's when the roads are impossible to conventional 4-wheel drive vehicles as well. The HUMMER consistently gets us through this period to our work sites. Besides that, we're confident that by replacing the snow cat, we can save between \$5,000 and \$14,000 a year in maintenance."



ADAPTATION IS THE FIRST RULE OF SURVIVAL. AND HUMMER IS A SURVIVOR.

From the ground up, HUMMER is built like no

other truck on earth. Supported by a boxed frame with five heavy-duty crossmembers designed to flex with the movement of the vehicle, HUMMER can



maneuver easily through rugged terrain. The double A-frame fully independent suspension system is supported by hydraulic shock absorbers. Combined, this means strength and reliability. Strength to support loads up to 4,000 pounds and help make HUMMER the most reliable truck on—or off—the road. And, when additional equip-



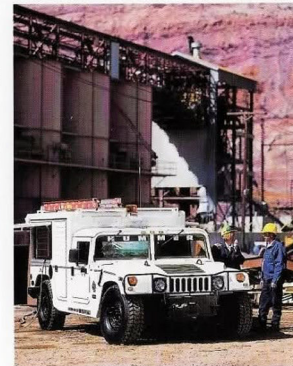
ment is required to get the job done, you can be confident HUMMER can handle it. Bear in mind, all of HUMMER's operating parameters are achievable with a full load. In other words, HUMMER's amazing mobility and exceptional reliability are still yours

even with close to 2 tons of people and equipment aboard. ■

HUMMER can also pull heavy loads—even off-road—with no problem, thanks to its powerful diesel engine, power steering, and 4-speed automatic transmission, (which can be shifted manually when pulling heavy loads or driving in extreme conditions for optimal performance). And, you won't have to worry about over-heating, thanks to HUMMER's sophisticated cooling systems. Cooling of the engine is handled by a large four core, three-inch thick radiator; there are also separate coolers for the engine transmission, transfer case, and power steering system.

This means ample cooling is built in to the HUMMER to support special equipment—such as snow plows—that may require the engine and transmission to work harder. ■

HUMMER's 124 amp alternator is also ideal for supporting specialized equipment. And,



HUMMER's serpentine belt easily allows the engine to be adapted with a hydraulic pump to provide full hydraulic power to run special tools and equipment without excessive engine wear. ■

HUMMER. It's built to work for you. Whatever you do. ■



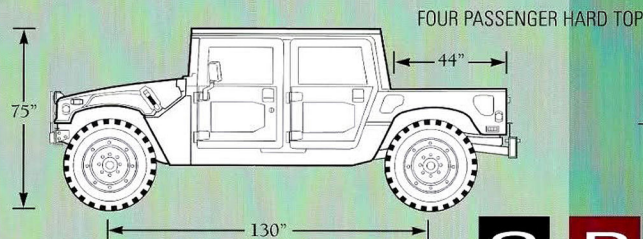
"In order to transport our mining crews underground, we had to make some modifications to our HUMMERS. They took the extra equipment with no problems, and they've been absolutely dependable since day one."

—Randy Lovell
—Somermet Mining Company

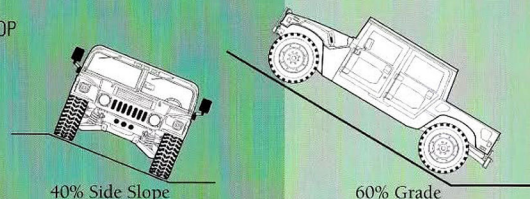
The network of underground tunnels linking the Somerset Mines in Colorado is cold, dark, and wet. It's an environment that can wreak havoc on both men and equipment. That's why Somerset chose HUMMER.

The first consideration was HUMMER's diesel engine: the only form of power that is usable in the mine environment. Next came the drive train: tucked up so high it was virtually impervious to water and mud. Then came the modifications: a 2 1/2-foot extension, complete enclosure of the rear deck, additional seating to accommodate ten, a stretcher, fire suppression system and catalytic converter.

"Down here dependable vehicles are hard to find. I'm glad we found HUMMER. We've never been sorry."



FOUR PASSENGER HARD TOP

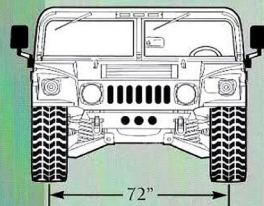
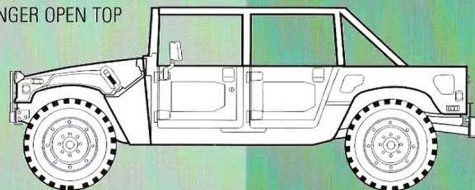


40% Side Slope

60% Grade

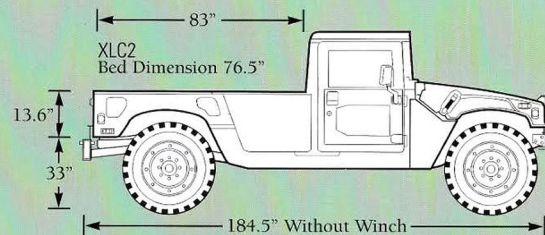
SPECIFICATIONS

FOUR PASSENGER OPEN TOP

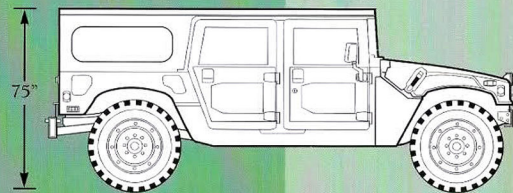


72"

TWO PASSENGER HARD TOP



XLC2
Bed Dimension 76.5"



75"

FOUR PASSENGER WAGON

STANDARD EQUIPMENT

- 6.5L Diesel V8, 170 HP
- Full Time 4-WD System
- 4-Sp Automatic Transmission
- Power Steering
- 4-Wheel Power Disc Brakes

- Spare Tire Carrier
- Running Boards (Note 3)
- Auxiliary A/C and Heating
- 12,000 lb. Electric Winch
- Heavy Duty Rear Bumper
- Power Windows
- Power Mirrors

Continuous torque rating is 1,281
lb. ft. AM General Design
Gear Hubs: Gear Ratio - 1.92:1.
AM General Design

Frame: Steel Box section with 5
crossmembers
Electrical: 12 Volt 124 AMP
Alternator

Steering: Power assisted with a
variable ratio of 13/16:1

Differentials: Zexel Torsen-
Torque Biasing Differentials

Brakes: Hydraulic actuated, four
wheel inboard mounted

power disc brakes with
dual reservoir master cylinder.
Rotors are 10.5 in. in diameter
with an effective area of 17.4 sq.
in. each. The parking brake
manually activates the rear
service brakes

Suspension: Independent double A
frame with open-end coil springs
and hydraulic shock absorbers.

Tires: 37x12.50R16.5LT load range
"D" Goodyear Wrangler MT radial.

- Aluminum Body (excluding hood & roof)
- Flow-Through Ventilation
- High Back Cloth Bucket Seats
- Geared Hubs
- Halogen Headlights
- Power Door Locks
- Tonneau Cover (4 Passenger Models)
- AM/FM Stereo Radio
- 124 AMP Alternator
- One Piece High Strength Wheels
- Serpentine Drive Belt
- Fiberglass Reinforced Plastic Hood
- EZ-Kool® Glass

- Sliding Rear Windows
- Highway Touring Tires
- Remote Keyless Entry
- Premium Sound System
- Roof Mounted Luggage Rack
- Deluxe Vinyl Trim
- Black Vinyl Seats

(*Dealer Installed)

Exterior Colors: High Gloss Red,
High Gloss White, High Gloss Black,
High Gloss Deep Green Metallic,
High Gloss Blue Metallic, High Gloss
Tan, High Gloss Plum

OPTIONAL EQUIPMENT

- Central Tire Inflation System
- Utility Lighting Package
- Air Conditioning
- Brush Guard
- Trailer Towing System
- Two Piece Take Apart Wheels
- Driveline Protection
- Rocker Panel Protection
- Runflat Tire System

COMPONENTS/FEATURES

Engine: Type: GM V8, 6.5L Diesel
Fuel Injection, Naturally
Aspirated

Horsepower: (at 3,400 RPM): 170 HP

Torque: (at 1,700 RPM): 290 lb. ft.

Governor Type: Mechanical

Displacement: 395 cu. in.

Bore and Stroke: 4.06 x 3.82 in.

Compression Ratio: 21.5:1

Fuel Capacity: 25 gallons

Transmission: GM 4L80-E 4-Speed
Automatic with a maximum input
torque rating of 440 lb. ft.

Gear Ratios: 1st - 2.48:1, 2nd - 1.48:1,
3rd - 1.00:1, 4th - 0.75:1, Reverse
2.08:1, Torque Converter Ratio - 2.2:1

Transfer Case: New Venture Gear
Model 242, Gear Ratios - Low
2.72:1, High 1:1

Axes: Hypoid with a ratio of 2.73:1,

SPECIFICATION AND PERFORMANCE DATA

	2 Passenger Hard Top	4 Passenger Hard Top	4 Passenger Open Top	4 Passenger Wagon
Curb Weight (Note 1):	5,850 lbs.	6,400 lbs.	6,200 lbs.	6,450 lbs.
Payload (Notes 1&2):	4,450 lbs.	3,900 lbs.	4,100 lbs.	3,850 lbs.
Gross Vehicle Weight (GVW):	10,300 lbs.	10,300 lbs.	10,300 lbs.	10,300 lbs.
Maximum Towed Load (Note 3):	8,950 lbs.	8,480 lbs.	8,600 lbs.	8,350 lbs.
Length (Note 1):	184.5 in.	184.5 in.	184.5 in.	184.5 in.
Maximum Height:	75 in.	75 in.	75 in.	75 in.
Width (Without Mirrors):	86.5 in.	86.5 in.	86.5 in.	86.5 in.
Ground Clearance:	16 in.	16 in.	16 in.	16 in.
Wheelbase:	130 in.	130 in.	130 in.	130 in.
Track Width:	71.6 in.	71.6 in.	71.6 in.	71.6 in.
Maximum Speed:	65+ mph	65+ mph	65+ mph	65+ mph
Typical Acceleration (0 to 60mph):	19.5 sec.	19.5 sec.	19.5 sec.	19.5 sec.
Run flat Capability (At 30 mph)(Note 4):	20 miles	20 miles	20 miles	20 miles
Turning Radius:	26.5 ft.	26.5 ft.	26.5 ft.	26.5 ft.
Fording Depth:	30 in.	30 in.	30 in.	30 in.
Approach Angle: Without Winch:	72°	72°	72°	72°
With Winch:	47°	47°	47°	47°
Departure Angle:	37.5°	37.5°	37.5°	37.5°

NOTES: 1) The above data applies to models without winch and optional accessories. Models with winch are represented as follows: Payload: Reduced by 137 lbs. Curb Weight: Increased by 117 lbs. Length: Increased by 10". 2) Payload includes passengers, optional equipment and trailer tongue weight. 3) Towing Limitations: Single (GVW) of vehicle and trailer cannot exceed 14,500 lbs. Use highway use only. A single carrying hitch gives your vehicle the capability to tow a maximum weight of 5,000 lbs. (2,250 kg). A single towbar hitch with spring bars gives your vehicle the capability to tow a maximum weight of 10,000 lbs. (4,500 kg). These are not maximum weights for vehicles with tow bars equipped with spring bars. NOTE: The maximum allowable weight your vehicle can tow is limited by the weight of the vehicle and the weight of the towed vehicle. 4) Run flat capability is only a "go home" capability which will cause tire damage. 5) Models with steering boxes are equipped as follows: General (steering box) is in. Models equipped with 1.5 in. General gear sets. HMMER dealer for availability of accessories and current specifications. All specifications are based on latest information available at time of printing. Payloads and weights may vary slightly from actual production models. Manufacturers reserves the right to change prices, colors, materials, equipment, specifications at any time and without prior notice. Details and specifications may vary according to local regulations and conditions. Some models may not be available at all times in all markets. See dealer for 3-year/50,000-mile warranty details. Copyright AM General, 1999. HMMER and HMMER are registered trademarks of AM General Corporation.

Call 1-800-REAL-4WD for the dealer nearest you.

BUILT LIKE NO
OTHER TRUCK
ON EARTH

Impossible
to own, harsh
conditions, terrible
weather, winning
even comes close.

Relentless laws,
punishing
environments,
unbelievable
expectations. It's
the only
logical choice.

Unsurpassable
built to last,
amazingly
adaptable. Total
HMMER.

Call
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or 1-800-284-2956

HUMMER

The Most Serious 4x4 on Earth

Call 1-800-REAL-4WD for the dealer nearest you.