It's not a car. It's not a truck. It's not another sport utility vehicle. It's a Hummer—a vehicle that defies categorization, a vehicle that can go places and do things no other commercial vehicle within its weight class.

The Hummer wasn't designed to meet the needs of the military alone. Instead, it was engineered to meet the rigorous demands of the U.S. armed forces. Thirty months of vehicle testing in the extremes, a vehicle of enormous power and agility, a vehicle that could navigate impossible terrain and overwhelming obstacles, a vehicle that would last 15 years even with the most strenuous use.

GM General Components Developed and is civilian, and was for a few enthusiasts and museum readers, the civilian Hummer vehicle is formally unchanged from its military counterpart.

The 1999 Hummer. A vehicle not in a class by itself, but a universe all its own.

The Hummer's function can be traced back to 1941, when the company that would later be known as AM General was founded. Its core spirit can at all four corners—but on some peaceful corners.

The world. Unabridged.

Every Hummer is built to withstand the rigors of the most demanding terrain. It's equipped with a 6.5-liter V-8 turbodiesel engine that delivers 195 horsepower and 430 lb-ft of torque. And it's built with a big variety of parts. The 4-Door Sport Utility Vehicle (SUV) and 4-Door Utility Vehicle (UTV) are available with a choice of 37-inch or 35-inch tires. The 4-Door Open Top Sport Utility Vehicle (SUT) comes with 37-inch tires only. And the 2-Door Utility Vehicle (UTV) comes with 35-inch tires only.

FORM FOLLOWING FUNCTION IN ITS PUREST SENSE.

The Hummer's unique design is the result of years of engineering and testing. Its military mission is the ultimate proving ground for its civilian counterpart. Which is why you'll find the same rugged components in both vehicles.

Take the Hummer's suspension system, for example. Its 16.0 inches of ground clearance and 60 degrees of approach and departure angles are the result of a unique design that allows the suspension to move more than 40 inches from full jounce to full rebound. The independent suspension system complete with heavy-duty coil springs and shock absorbers, is designed to keep the body level and stable.

Then all of this ground-crawling power is delivered to the front and rear axles by a heavy-duty transfer case. Together, they provide the ultimate in four-wheel drive capability.

VENTING SYSTEM

The Hummer has a unique venting system to control engine temperature. Air enters the engine compartment through a hood vent. Then it exits through a rear vent. This system helps keep the engine cool, even when the vehicle is operating in extreme conditions.

CVID

The Computer Control for Inflation System (CVID) is designed to let pressurized air be sent to each tire individually. Which means the driver can adjust the pressure to suit the terrain. For example, the driver can lower the pressure in the front tires to 5 psi and the rear tires to 10 psi. Then, when the vehicle is back on the road, the driver can increase the pressure to 35 psi. Everything is done by the driver with either the air

TORQUETRAC (TTC)

The TorqueTrac system is standard on the Hummer SUV and UTV. It's a limited-slip differential that automatically transfers torque to the wheel with the most traction. So if one wheel is on a slippery surface, the TorqueTrac system will send more torque to the wheel with more traction.

APPROACH, DEPARTURE ANGLES