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### **HUMMER TO SHOW HX CONCEPT AT GENEVA**

#### **HX Concept provides vision of a FlexFuel, open-air HUMMER**

- Convertible body with removable roof panels, modular rear roof assembly, easily removable fender flares and doors
- Full-time 4WD with front and rear locking differentials
- Aeronautically inspired interior with functional, lightweight design elements
- 3.6L direct-injected V-6 E85 FlexFuel engine with six-speed automatic transmission

**GENEVA** – HUMMER will bring the HX Concept, a nimble, reconfigurable off-road concept vehicle, to the Geneva Motor Show next month. With unmistakable HUMMER design cues and a compact, go-anywhere attitude, the HX is an entry-level, open-air vehicle that packs the off-road acumen for which HUMMER has become legendary into an easily convertible body that acclimates to trail conditions, cargo needs or passenger whims.

"The HX is HUMMER's vision of an agile, trail-ready, open-air vehicle that fits the lifestyles of everyone who needs or wants to drive off road," said Martin Walsh, HUMMER general manager. "Of course, it carries exceptional off-road capability and the distinctive styling for which all HUMMERs are known."

An open-air driving experience is made possible by a pair of removable roof panels above the driver and front passenger, and a modular, removable rear roof assembly. With all the roof panels removed, the HX is transformed into a true convertible. It can also be configured into an SUT, a stylish slant-back or a traditional, wagon-like design that offers a bit more cargo space. Doors and fender flares can also be quickly removed for additional fun and trail/rock clearance while off-road driving.

More compact than a HUMMER H3, the HX is 2,057 mm wide, with a 2,616-mm wheelbase. These compact dimensions, almost no overhangs and grippy 35-inch tires prepare the HX for driving on most any terrain. Like HUMMER production models, the HX has sturdy, body-on-frame construction, onto which is mounted front and rear independent suspensions. A full-time 4WD system can pull the HX over, through and around off-road obstacles. It transfers torque to the front and rear axles, each of which is equipped with a locking differential.

Classic HUMMER design cues make the HX Concept instantly recognizable, including the round headlamps located in square housings, an upright windshield profile, minimal overhangs, hood vents and prominent air intakes. And while the headlamps and seven-slot grille are clearly HUMMER cues, they've evolved on the HX with a "chopped circle" motif. "The grille slots and headlamps, as well as elements on the interior, have the appearance of circles or ovals that have been clipped at the top and bottom, creating a unique appearance that speaks to the vehicle's purposeful aesthetic," said Walsh.

Reinforcing the stripped-to-the-essence feel, the exterior's matte olive color carries over onto the interior's largely sheet metal-covered panels. The color is accented with pressed or extruded aluminum components, such as the handles and switches.

From aircraft-inspired seats to integrated, off-road-ready tools, the HUMMER HX's interior has a beauty that lies in its purposeful intent. It was inspired by the functional and lightweight elements found in aircraft.

The HX Concept gets its power from an E85 FlexFuel 3.6L direct-injected V-6 that is backed by a six-speed automatic transmission. The HX's size, weight, advanced V6 and six-speed transmission provide an efficient package combined to create what could potentially be the most fuel-efficient HUMMER ever built. The transmission is teamed with the 4WD system to offer exceptional low-speed traction and crawling capability. Four-wheel-disc brakes provide confident stopping power.

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