

For Immediate Release

## **HUMMER H3: Iconic Design, Unparalleled Off-Road Performance and new V-8 Engine**

- **2008 model H3 features a new bumper design, a distinctive HUMMER front grille insert, new protective front skid plate and a new finish on the standard 7.5 x 16-inch alloy wheels**
- **Standard Vortec 3.7L inline five cylinder engine with 244 hp (180 kW) at 5600 rpm and 328 Nm of torque at 4600 rpm**
- **Powerful new 5.3L V-8 powertrain offers approximately 300 hp (224 kW)**
- **StabiliTrak standard across the H3 range**

**GENEVA** – The HUMMER line has gone global with the introduction of the HUMMER H3. Developed for markets around the world and built in South Africa, the more compact H3 adds its own unique styling features to the brand's iconic shape. A standard 244 hp (180 kW) 3.7L Vortec inline five-cylinder engine is mated to a choice of manual or automatic transmissions and a standard, full-time four-wheel drive system. The H3 also includes a new, optional 5.3L V-8 engine that delivers 304 hp (224 kW) and 434 Nm of torque (preliminary US specifications). It is partnered with a four-speed automatic transmission. An optional diesel engine will be available in the H3 at a later date.

H3 packs authentic HUMMER style and capability into more compact dimensions. Compared to the HUMMER H2, the H3 is 39 mm shorter in length, 171 mm shorter in height and 73 mm narrower. Roughly the same length as a larger family sedan, H3 can navigate city traffic, yet still deliver HUMMER's trademark crawling and climbing capability.

### **H3 design**

A team of HUMMER designers and engineers modified many areas in comparison with the American-market H3 to enable the model's global homologation for sales around the world. The HUMMER H3's iconic design continues to make it one of the most easily recognizable vehicles on the road. Model year 2008 comes with a new front bumper design, new distinctive HUMMER front grille insert, new protective front skid plate and a new finish on the standard 7.5 x 16-inch alloy wheels.

The flat flush windshield and side windows, low glass-to-metal ratio, and Goodyear Wrangler RT/S all-terrain tires with a 32-inch outside diameter also distinguish the vehicle from anything else.

H3's headlights have an oval design with a chrome surround. Clear lenses with amber bulbs, specially designed side blinker lamps and a unique taillamp design were also required to meet international lighting requirements. The external radii were changed on mirrors, front fascias and tow hooks. Additional fender flares were added to cover the tires, which must be inside the body in some countries. A redesigned rear bumper contains a new rear protection under-run device and rear fog lamps.

## **Powertrain**

The HUMMER H3 is powered by a standard GM Vortec 3.7L, inline five-cylinder engine with dual overhead camshafts and variable valve timing. Specifically designed for this type of vehicle, it delivers 244 hp (180 kW) at 5,600 rpm and 328 Nm of torque at 4,600 rpm. The 3.7L equipped H3 is the first HUMMER to offer the choice of a manual or an automatic transmission. In addition to the Hydra-Matic 4L60 electronically controlled four-speed automatic transmission, a smooth-shifting, five-speed manual transmission is available.

## **H3 with 5.3L V-8**

The H3's 5.3L engine is a powerful and efficient member of GM's legendary small-block V-8 family. It is rated at 304 hp (224 kW) and 434 Nm of torque. Effortless highway driving also is an attribute of the 5.3L V-8, which achieves 0-96 km/h (0-60 mph) performance of approximately eight seconds. A Hydra-Matic 4L60 electronically controlled four-speed automatic transmission is paired with the H3's V-8 engine.

HUMMER H3 and GM Performance Division engineers did more than simply shoehorn a V-8 engine into the H3's engine compartment. Accommodating the new power plant necessitated the execution of a seemingly endless number of technical details – many of which have been implemented across the entire H3 lineup.

The H3's frame was modified to accept the V-8 engine, and a special oil pan was designed to ensure constant oil pressure when driving on steep grades – a hallmark of HUMMER's off-road capability. Also, the engine compartment front of dash was modified to accommodate the V-8, and a new steering system is used on all H3 models to deliver better on-center feel and even more improved off-road reliability.

To support the torque output of the powerful V-8, the H3's front differential case is made of cast iron; other models feature an aluminum case. New engine mounts, higher torsion bar rates to support the increased mass, and specific shock valving also are unique to the V-8-powered model, ensuring it continues to deliver the unparalleled ride quality – both on- and off-road – that customers expect.

The H3 with the V-8 engine is packaged with the popular "Luxury" equipment option, the Chrome Appearance package, 16-inch chrome wheels and a 4.10 rear axle ratio.

"The V-8 equipped H3 is the ultimate HUMMER H3," said Martin Walsh, HUMMER general manager. "It delivers all of H3's renowned off-road capability, but with enhanced performance that is suited to a variety of lifestyles."

### **A HUMMER by any measure**

At the heart of the HUMMER H3's capability is its electronically controlled four-wheel drive system. This system is augmented with traction control, an optional rear locking differential and StabiliTrak stability control, which is standard. The H3 can ford 407 mm of water at 32 km/h (20 mph) or 610-mm streams at an 8 km/h (5 mph) pace, and climb 407-mm vertical steps or rocks.

This off-road performance is also aided by the "wheel at each corner" design, giving a maximum approach angle of 37.5 degrees and maximum departure angle of 34.6 degrees.

Approach and departure angles permit the H3 to drive into a hole and back out again, without getting hung up in the front or rear.

The H3 has an 11.3-meter turning circle, making equally easy work of parking maneuvers or tight turns when off-road. A 216-mm ground clearance and maximum breakover angle of 23.5 degrees make it possible to clear large obstacles in off-road driving.

In addition to its uncompromised off-road capabilities, the H3 also provides the refinement, comfort and convenience required for enjoyable driving. It offers premium options such as heated leather seats (standard on Luxury and Adventure), a large electric sliding sunroof and numerous customized accessories.

The H3 features an inviting and modern interior, blending premium cues with high-quality craftsmanship. Upscale touches include a chrome H3 emblem in the center of the perforated, leather-wrapped and stitched steering wheel; bright-accented instrumentation; brushed, machine-finished trim plates; chrome door release handles; and chrome bezel for the automatic transmission shifter.

The H3, intended for all markets outside of North America, is being assembled at GM's state-of-the-art Struandale Assembly Facility in Port Elizabeth, South Africa.

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