

UMM COUNCIL

Illustrated Guide to Civil Versions



Introdução



After the purchase in 2018 of my UMM Cournil 1984, I immediately found that the publicly available information about the serial features of the various developments of the UMM Cournil model was not organized, and it was not easy to see the differences, which have been happening over the years of production.

I then set out to draw up this graphic summary, which aims to record and group comparatively and chronologically the various versions and details (interior and exterior) of the UMM Cournil vehicles, which were produced on a civil basis. From what you will see, the changes have been subtly and apparently somewhat disorderly, even due to parts inventory management. Due to the lack of available, organized and accessible information, it has not been possible, until now, to accurately date some of the changes, and even to understand the motivations from a technical / commercial point of view. I believe that with the dissemination of this work, new contributions will emerge, which will make this document a more complete study and knowledge tool for future and less knowledgeable generations, in assisting restoration / reconstruction work, and even certification processes.

This study was conducted solely using images from catalogs / publications of the brand, acquired by the author, and with information and photos, provided generously, by elements of the forUMM: Eduardo Filipe, Ivan Frois e Tiago Cardoso.



"(...)information and photos, provided generously, by elements of the forUMM: Eduardo Filipe, Ivan Frois e Tiago Cardoso."

UMM COURNIL

versions between 1979 and 1989

The first model produced was the UMM 490 4x4 short model, which was produced from 1976.

1977:

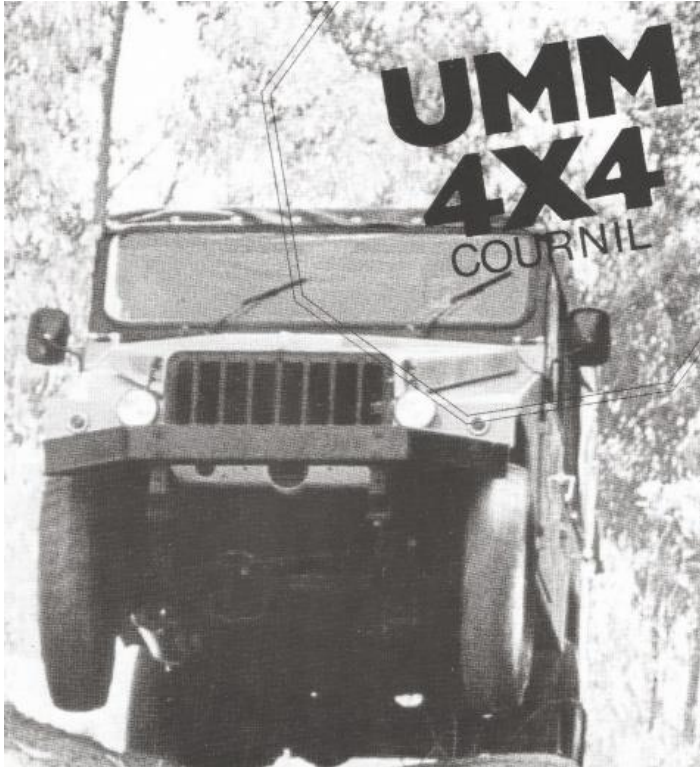


UMM - UNION METALO MECÂNICA, S.A. starts production of off-road vehicles through a French manufacturing license. The first models adopted the name of their creator, thus getting the designation UMM 4x4 Cournil available in two versions, the Tracteur and the Randonneur.

1980:



The Cournil 4x4 has undergone a change and now has built-in doors and technology, since the previous had the particularity of the exterior panel not be complan with the body. Turning its designation into simply UMM 4x4 with a single version Entrepreneur.



U.M.M. 4 x 4 = 16 QUALITES



1. ROBUSTE Sa carrosserie en acier traité d'une épaisseur de 2 mm et son châssis en tube de section rectangulaire de 150 x 90 x 4 renforcé se complètent d'un moteur PEUGEOT-INDENOR.

2. FIABLE Produit à des millions d'exemplaires et apprécié dans le monde entier, le moteur PEUGEOT-INDENOR répond à toutes les exigences des constructeurs.



3. ECONOMIE De par sa conception DIESEL, le moteur INDENOR vous assurera, outre ses qualités de robustesse et de durabilité, les plus grandes économies de carburant.

4. FACILE Une mécanique simple et éprouvée, des pièces détachées disponibles partout, une maintenance toujours assurée par une tradition mécanique universellement connue (PEUGEOT).

5. INTELLIGENTE L'U.M.M. est caractérisée par le positionnement idéal de ses organes mécaniques. En effet, son moteur et sa boîte de vitesse reposent au maximum sur une répartition parfaite des masses.

6. ROUTIERE Son groupe propulseur central et son pont auto-bloquant FRACK LOCK, monté d'origine, lui confère des qualités routières remarquables et une tenue de route exceptionnelle en toutes circonstances.



7. AVENTUREUSE Sablon, boue, ornières, neige, fougères, baies, fondrières... vous vous jouerez de toutes difficultés. Conçu pour aller partout, l'U.M.M. vous ouvre les portes de l'aventure avec l'assurance de ceux qui savent où ils vont.

8. EXPERIMENTEE Vingt années d'expérience ont permis à l'U.M.M. Cournil d'acquiescer au haut degré de fiabilité et d'efficacité qui en fait sa réputation aujourd'hui.



9. INDUSTRIEUSE C'est dans son contexte industriel que se définit idéalement la vocation utilitaire de ce véritable outil de travail. Prise de force AV-ARR, treuil, mais vous disposerez aussi d'adaptations hydrauliques, de pelles, niveleuses, épardeurs, tarières, etc...

10. SPACIEUSE L'U.M.M. vous offre également la possibilité, en tout lieu et en toutes circonstances, de véhiculer 9 personnes ou de transporter un volume important pouvant atteindre un poids de 1100 Kgs.



11. MANIABLE Sa facilité de conduite est agrémentée par un rayon de braquage très court et son excellente répartition des masses lui confère toute sa maniabilité.

12. SURE En plus de sa structure particulièrement résistante et de ses qualités routières, la position reculée du moteur offre, en cas d'accident, une protection supplémentaire aux organes mécaniques. Un arc-bout de sécurité complète cette disposition.

13. ATTACHANTE Vous choisirez votre type d'attache-remorque appropriée à vos besoins, équipée électriquement elle vous sera montée d'origine, et vous tirerez partout les choses qui vous sont les plus chères... ou les plus encombrantes grâce à sa traction directe au châssis (5:1).

14. SOUPLE S'adaptant à toutes les situations, en 2 ou 4 roues motrices et jouant au mieux de vos 8 vitesses AV. et 2 ARR., l'U.M.M. 4 x 4 vous donnera toute la souplesse d'utilisation que vous en attendez.



15. ATTRAYANTE Son caractère, sa ligne, ses performances contribuent à rendre l'U.M.M. 4 x 4 des plus sympathiques. Disponible en de nombreuses couleurs attrayantes, vous le choisirez en BREAK, BACHE ou muni d'un HARD TOP TOLE ou PLASTIQUE.

16. FIDÈLE Tant de qualités, voici le compagnon précieux indispensable à votre vie professionnelle ou privée. Si sa nature-même vous en fera un ami fidèle, vous découvrirez aussi un service après-vente dynamique qui se pliera en 4 x 4 pour satisfaire toutes vos exigences.





Normal model, pre military series?, Short door - 1979

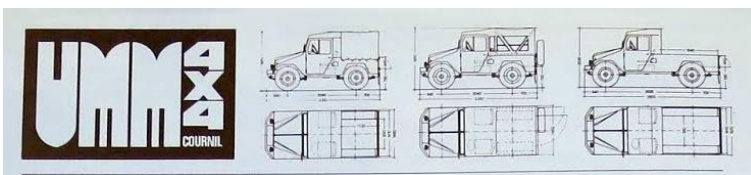
Photo of a UMM booklet, printed in 1979.

According to the information gathered, this may be a pre-series vehicle for military vehicles!

It features “flat” doors, built-in handles, small, protected headlights. Rearview mirrors with metal frame. Windscreen, sectioned, or with reinforcement profile !? It is a doubt that persists. No other photos were found to confirm this detail.

The canvas hood also features different details from the “civil” version!

Attention to detail, from the front bar grille to the cleaver! different from the newer, smaller section, and complanar ones.



Detail that can confirm the solution of the windscreen in two pieces and / or reinforced.



Normal model, short door - 1979

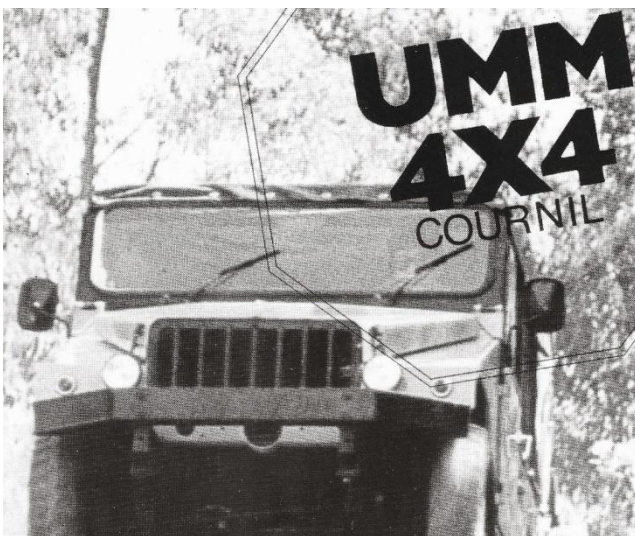
This photo, provided by IvanFrois, corresponds to a restoration from a commercial version with hard-top fiberglass and glazing.

The models of the first series, had taillights and turn signals - at par. In this model, turn signals appear in white plastic, but also appear in orange.



Photos from a UMM brochure.

The models of the first series, had taillights and turn signals - at par.



In this model, the turn signals appear in white plastic, with chrome rim!



Normal model, short door - 1979

Photo of a UMM booklet, printed in 1979.

It boasts flat doors, protruding knobs, large headlights. Rubber bonnet fasteners.

This hood also features different details from the pre-military version.



Pickup Truck, Short Door - 1979

Photo of a UMM brochure.

Pick-up version.



Normal model, short door - 1979

Photo of a UMM brochure.

Passenger version, with metallic hard top.



Normal model, short door - 1979

This photo, provided by IvanFrois, corresponds to the basis of a restoration. Hard-top fiberglass and glazing.



Normal model, short door

Photo of a UMM brochure.

It features 'recessed' doors, protruding knobs, orange turn signals, and a quadrangular shape. Rubber bonnet fasteners. Britax plastic rearview mirrors



Normal model, short door



Photos from a UMM brochure.

In civilian version, images with the 5th wheel rarely appear on the bonnet. Apparently, they are cars from the same era, short door, but with different details - see metal and plastic mirrors. Also the taillights are of a different model from other UMM assemblies.

UMM commercial photo.

English version. Metal rearview mirrors. Grill logo and fuel tank access on the right. Bonnet hinges, triangular in shape, with three screws.



Normal model, short door, english version



Normal model, short door, english version

English version. Grill logo on the left !!!!. Bonnet hinges, square in shape, with three screws. Three wiper rods !!!!!.



Normal model, wide door, 1982/85



Normal model, wide door, 1982/85

Pictures of UMM leaflets.

It has wide doors, protruding knobs, orange turn signals, and a quadrangular shape. Metal bonnet fasteners



This photo, provided by IvanFrois, corresponds to a restoration. Features Bakelite starter steering wheel, "flat doors", seats with hydraulic damping frames.



Photo of a UMM brochure.

Short door version. Anti-perspiration seat cover texture.



Photo of a UMM brochure.

*Short door version.
Surrounding seats.*

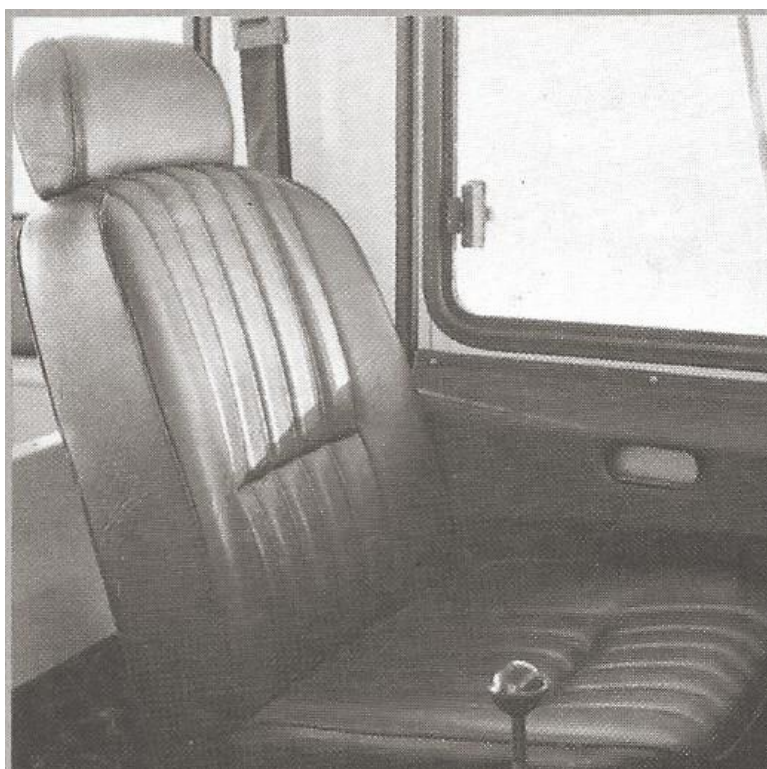


Photo of a UMM brochure.

*Wide port version.
Surrounding seats, with
headrest. Seat belts.*

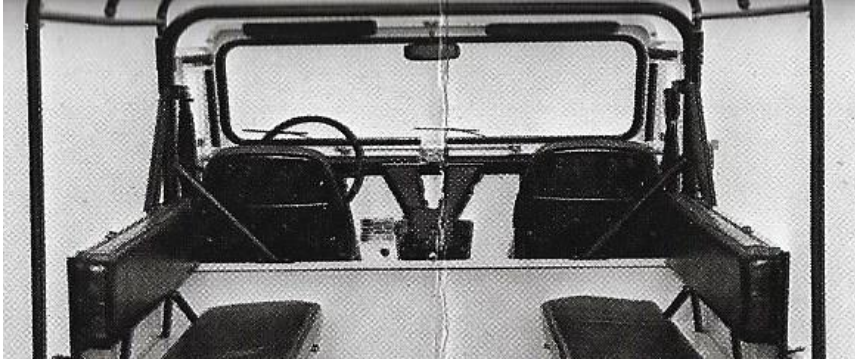


Photo of a UMM brochure.

Dashboard with wiper motor and rods in sight.



Photo of a UMM brochure.

Dashboard with built-in wiper and rod wiper motor. Chrome rimmed ashtray.



Upper rear door handle, metal.



Pedals detail, and hand throttle.

UMM COURNIL 1984



Tool set and hydraulic jack.

UMM COURNIL 1984



Photo of a UMM brochure.

Headlamps with metal protection. Optional mechanical winch.



Photo of a UMM brochure.

Frontal tubular protection, commonly known as cow killer



*Photo from a UMM Cournil
1984.*

*Orange turn signals. They also
appeared in white.*

Bonnet fasteners, metal



*Photo from a UMM Cournil
1984.*

Metallic towing hook !!



Photo of a UMM booklet, printed in 1979.

According to the information gathered, this may be a pre-series vehicle for military vehicles!



These photos, courtesy of IvanFrois, correspond to a restoration. It is the same car, which appears in the following photo and others, with hard-top fiberglass and glass.



Photo of a UMM brochure.

Images of a promotional stand.

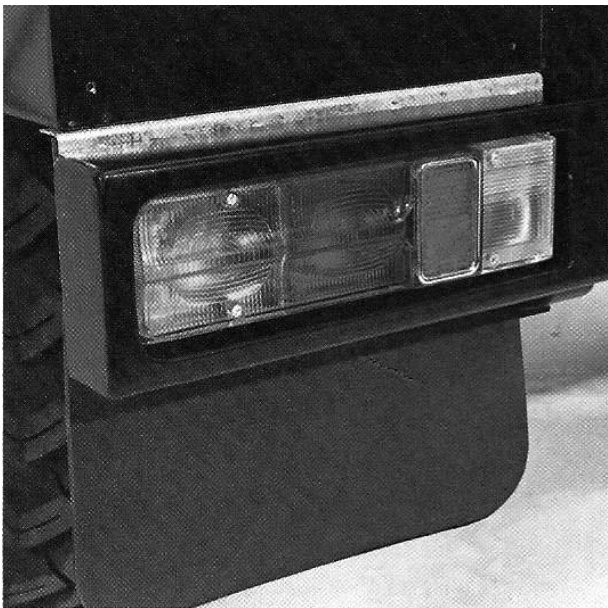


Photo of a UMM brochure.

According to the information collected, this may be a pre-series car / prototype!

Note the off-center placement of the spare wheel. The large integrated rear taillights.

No other photos found about this vehicle.





Photos from a UMM brochure.

Rear views, and detail of the spare wheel support structure.

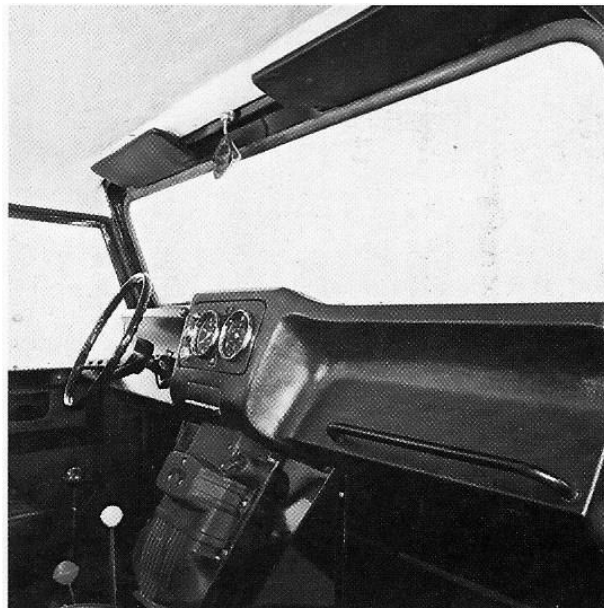


Photo of a UMM brochure.

According to the information gathered, this may be a pre-series car / prototype! Possibly the same car, with two different dashboard solutions !!

No other photos found about this vehicle.



Photo of a UMM brochure.

Possibly one of the latest interior configurations of UMM Cournil.

It is also known that the last mounts have even included the dashboard that appears with the Alter I.

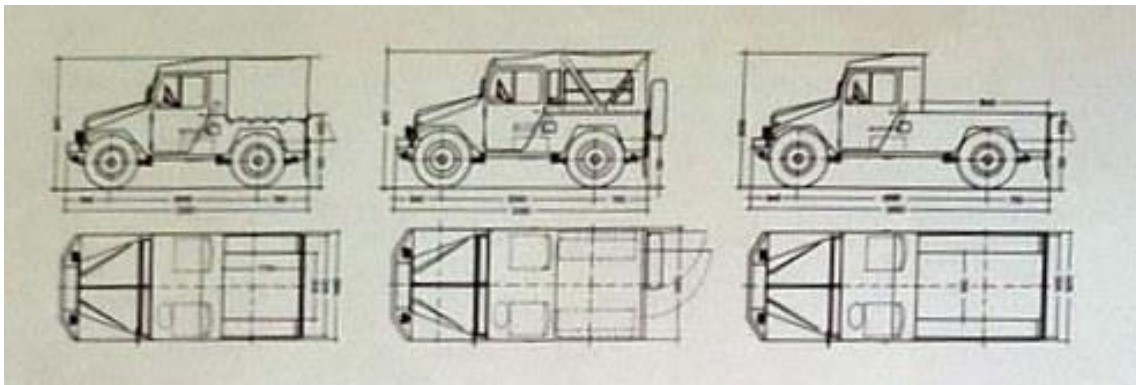


Photo from a UMM Cournil 1984.

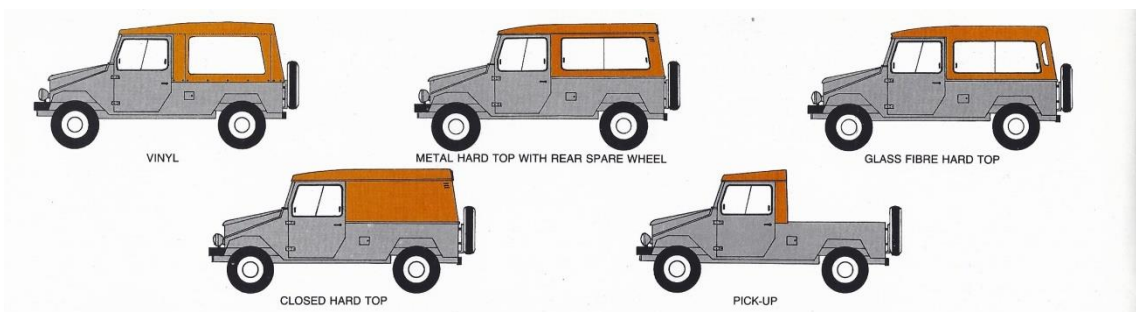
MOMO steering wheel



Various versions of utility vehicles, 1976/1982



Body models, short door, 1976/1982



Body models, wide door, 1982/85

Tables of technical characteristics

(with small dimensional and capacity differences)

MASSE UND GEWICHTE / DIMENSIONS, POIDS				
TYPEN / VERSIONS		TRACTEUR	RANDONNEUR	ENTREPRENEUR
RADSTAND / EMPATTEMENT	M	2,040	2,040	2,525
SPUR VORNE / VOIE AVANT	M	1,340	1,340	1,340
SPUR HINTEN / VOIE ARRIÈRE	M	1,270	1,270	1,270
LÄNGE ÜBER ALLES / LONGEUR HORS TOUT	M	3,380	3,380	3,865
BREITE ÜBER ALLES / LARGEUR HORS TOUT	M	1,480	1,480	1,570
HÖHE ÜBER ALLES / HAUTEUR HORS TOUT	M	1,970	1,970	2,030
BREITE ZWISCHEN DEN RADKÄSTEN / LARGEUR ENTRE CAISSONS DES ROUES	M	0,930	0,930	0,910
NUTZ-LÄNGE DES LADERAUMES / LONGEUR DE PLATEAU UTILISABLE	M	1,130	1,130	1,540
BODENFREIHEIT / GARDE AU SOL	M	0,230	0,230	0,230
UEBERHANG VORNE / PORTE-À-FAUX AVANT	M	0,640	0,640	0,640
UEBERHANG HINTEN / PORTE-À-FAUX ARRIÈRE	M	0,700	0,700	0,700
MAXIMAL-GESCHWINDIGKEIT / VITESSE MAXIMUM	KM/H	100	115	115
LEERGEWICHT / POIDS À VIDE	KG	1,400	1,400	1,500
NUTZLAST / CHARGE UTILE	KG	1,200	1,200	1,800
GESAMTGEWICHT / POIDS TOTAL EN CHARGE	KG	2,600	2,600	3,300

Interestingly, this table refers to a payload of 1,800kg and a total weight of 3,300kg for the ENTREPRENEUR model !!

Dimensions, Weight/Dimensions, Poids				
Versions		TRACTEUR	RANDONNEUR	ENTREPRENEUR
Wheelbase/Empattement	m	2,040	2,040	2,525
Track, front/Voie avant	m	1,340	1,340	1,340
Track, rear/Voie arrière	m	1,270	1,270	1,270
Overall length/Longeur hors tout	m	3,380	3,380	3,865
Overall width/Largeur hors tout	m	1,480	1,480	1,570
Overall height/Hauteur hors tout	m	1,970	1,970	2,030
Width between wheel arches/ Largeur entre caissons des roues	m	0,930	0,930	0,910
Useful length/Longeur de plateau utilisable	m	1,130	1,130	1,540
Ground clearance/Garde au sol	m	0,230	0,230	0,230
Front overhang/Porte-à-faux avant	m	0,640	0,640	0,640
Rear overhang/Porte-à-faux arrière	m	0,700	0,700	0,700
Maximum speed/Vitesse maximum	km/h	100	115	115
Weight of car-empty/Poids à vide	kg	1,400	1,400	1,500
Payload/Charge utile	kg	1,200	1,200	1,100
Maximum laden weight/Poids total en charge	kg	2,600	2,600	2,600

- These characteristics are given only as an indication.
- We are constantly seeking to improve our design specifications and production so we reserve our right to modify the characteristics mentioned on this catalogue without previous advice.
- Ces caractéristiques sont donnés à titre indicatif.
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STANDARD EQUIPMENT

Anti Rust Treatment
Heater
Windscreen Washer Wiper
Hazard Warning
700 x 16 Reinforced Tyres
Trailer Hitch and Plug
Rear Bench Seats
Seat Belts
Rear Fog Lights
Reversing Lights
Free Wheel Hubs
Rear Sparewheel Carrier
Front Nudge Bar
Front Spot Lights
Radio
Delux Floor Covering
Rear Wash Wipe

OPTIONAL EQUIPMENT

Hydraulic Seats
Snow Plough
Power Take Off
Special Wheels

**OPTIONAL EQUIPMENT
and STANDARD EQUIPMENT
AS PICK-UP**

DIMENSIONS, WEIGHTS	UMM ALL MODELS	
Wheel Base	m	2.540
Track, front	m	1.340
Track, rear	m	1.270
Overall length	m	3.850
Overall width	m	1.570
Overall height	m	1.980
Width between arches	m	0.910
Length of loadspace	m	1.540
Ground clearance	m	0.230
Front overhang	m	0.640
Rear overhang	m	0.700
Maximum speed	km/h	120
Unladen weight	kg	1.550
Maximum Payload	kg	1.050
Maximum laden weight	kg	2.600

STANDARD EQUIPMENT

Anti Rust Treatment
Heater
Windscreen Washer Wiper
Hazard Warning
700 x 16 Reinforced Tyres
Trailer Hitch and Plug
Seat Belts
Rear Fog Light
Free Wheel Hubs
Rear Spare Wheel Carrier

OPTIONAL EQUIPMENT

Tow Bar
Front Nudge Bar
Radio Kit
Reversing Lights
Floor Cover Kit
Spot Lamps
Special Front Seats
with Headrests
Special Wheel Rims (7" x 15")

Dimensions, Poids	mks	ENTREPRENEUR
Versions		
Empattement	m	2,525
Voie avant	m	1,340
Voie arrière	m	1,270
Longeur hors tout	m	3,865
Largeur hors tout	m	1,570
Hauteur hors tout	m	2,030
Largeur entre caissons des roues	m	0,910
Longeur de plateau utilisable	m	1,540
Garde au sol	m	0,230
Porte-à-faux avant	m	0,640
Porte-à-faux arrière	m	0,700
Vitesse maximum	km/h	115
Poids à vide	kg	1.500
Charge utile	kg	1.100
Poids total en charge	kg	2.600

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<p>DIMENSIONS, WEIGHTS</p> <p>Wheel Base m 2.540 Track, front m 1.340 Track, rear m 1.270 Overall length m 3.850 Overall width m 1.570 Overall height m 1.980 Width between arches m 0.910 Length of loadspace m 1.540 Ground clearance m 0.230 Front overhang m 0.640 Rear overhang m 0.700 Maximum speed km/h 120 Unladen weight kg 1.550 Maximum payload km 1.050 Maximum laden weight kg 2.600</p> <p>SPECIFICATIONS</p> <p>CHASSIS-BODY: Chassis in 120 x 60mm rectangular tube 4mm thick, reinforced by 3 cross members, and by front and rear bumpers directly bolted to the chassis. Body in 2mm steel plate completely welded to the chassis.</p>	<p>ENGINE: Diesel 4-cylinders, PEUGEOT: XD2P 4.94 Cubic capacity: 2304cc Bore x stroke: 94 x 83mm Compression ratio: 22.2/1 Maximum power: 66.5hp at 4.500rpm DIN Maximum torque: 13.7mkg at 2.000rpm DIN Electrics: 12 volts/95amp/h Alternator: 500w Sump capacity: 5 litres (approx.) Fuel tank capacity: 67 litres</p> <p>CLUTCH: Dry single plate. Diameter: 241 mm (9.5").</p> <p>GEARBOX: 4 speed gear box + reverse Synchromesh on all gears.</p> <p>RATIOS: 1st: 3.730/1. 2nd: 2.194/1. 3rd: 1.408/1. 4th: 1/1. M.A. 4.900/1.</p> <p>TRANSFER BOX: Two speed reduction on main box. Low-ratio: 1-2.026.</p>	<p>AXLES: 5.38: 1 ratio front and rear. Front capacity: 1.135kg. Rear capacity: 1.590kg. «Trac-loc» Limited slip differential at rear.</p> <p>FRONT AND REAR SUSPENSION: Semi-elliptic leaf springs. Front and rear double acting telescopic shock absorbers.</p> <p>BRAKES: Hydraulic, front and rear drums. Drum diameter: 280mm. Lining area: 1.160cm². Hand brake: Acting on rear wheels.</p> <p>STEERING: Worm and roller. Reduction ratio: 20.4/1. Turning radius: 5.26m.</p> <p>STANDARD EQUIPMENT: Anti-rust treatment. Heater. Windscreen washer/wiper. Hazard warning. 650 x 16 or 700 x 16 reinforced tyres. Trailer hitch and plug. Limited slip differential at rear. Prepared for rear or front P.T.O.</p> <p><small>Transsterrain Ltd. follows a policy of continuous updating, and specifications may vary from those shown on this leaflet.</small></p>
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SPECIFICATIONS

1. Châssis-Carosserie: Châssis en tube rectangulaire de 120 x 60 mm en 4 mm épaisseur renforcé par 4 traverses, plus pare chocs AV et AR, boulonnés directement sur le châssis.
Carrosserie en tôle de 2 mm épaisseur, entièrement soudée au châssis.

2. Moteur: Diesel 4 cylindres, type INDENOR

	XDP 4,90	XD2P 4,94
Puissance Fiscale:	11 CV	12 CV
Cylindrée:	2112 cc	2304 cc
Alésage x Course:	90 x 83 mm	94 x 83 mm
Taux de compression:	22,4/1	22,2/1
Puissance (CH DIN):	62 à 4.500 tr/mn	67 à 4.500 tr/mn
Couple:	12,3 mkg à 2.000 tr/mn	13,7 mkg à 2.000 tr/mn
Alimentation		
électrique:	12 volts — 95 amp/h	12 volts — 95 amp/h
Alternateur:	500 W	500 W
Contenance carter d'huile:	5 litres (env.)	5 litres (env.)
Capacité réservoir:	67 litres	67 litres
Autonomie:	± 700 km	± 700 km

3. Embrayage: Type monodisc à sec/Diamètre 250 mm
Surface de garniture: 560 cm²

4. Boîte de vitesse: Boîte de 4 vitesses M.A.

- **Rapports:** 1ère 3,841/1; 2ème 1,934/1; 3ème 1,343/1; 4ème 1/1; M.A. 5,041/1

- **Boîtes de transfert:** Transmission à deux rapports: route et réduite. Rapport réduit: 1/2,026

5. Ponts: Couple conique: 43-8/5,38: 1 AV et 1 AR.

Capacité AV: 1.135 kg

Capacité AR: 1.590 kg

Système: TRACK LOCK auto-bloquant AR

6. Suspensions AV et AR: Ressorts: à lames semi-elliptiques.

Amortisseurs: télescopiques double effet à gaz AV et AR.

7. Freins: Hydrauliques à tambour AV et AR. Double circuit.

Diamètre des tambours: 280 mm

Surface de freinage: 1.160 cm²

Frein à main: agissant sur les roues AR

8. Direction: Type GEMMER à vis et galet à pas variable

Démultiplication: 20,4/1

Rayon de braquage: 5,26 m

A. Equipements en série: Portes acier avec vitres coulissantes

Traitement antirouille

Chauffage

Lave-glaces/ Essuie-glaces

Warning

Pneus renforcés 700 x 16 ou 650 x 16

Crochet et prise fixe remorque

Sièges latéraux

Bâches

B. Equipements en option: Phare de manoeuvre

Hard-top tolé

Hard-top plastique

Treuil AV et AR 3 tonnes

Prise de force

Equipement incendie

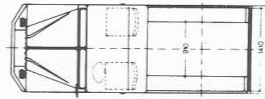
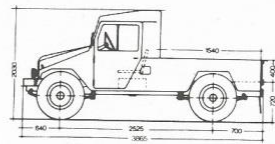
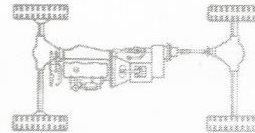
Equipement « Break »

Remorque 1.000 kg

Dispositif hydraulique permettant le montage AR des équipements suivants:

lame niveleuse, pelle excavatrice, tarière, etc...

Moyeux libre



Dimensions, Poids

		ENTREPRENEUR
Empattement	m	2,525
Voie avant	m	1,340
Voie arrière	m	1,270
Longueur hors tout	m	3,865
Largeur hors tout	m	1,570
Hauteur hors tout	m	2,030
Largeur entre caissons des roues	m	0,910
Longueur de plateau utilisable	m	1,540
Garde au sol	m	0,230
Porte-à-faux avant	m	0,640
Porte-à-faux arrière	m	0,700
Vitesse maximum	km/h	115
Poids à vide	kg	1.500
Charge utile	kg	1.100
Poids total en charge	kg	2.600

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