

PERSONAL TRANSPORTATION VEHICLE

Meet your friendly tour guide.

Not all cars are created equal. In fact, when it comes to luxury rides, most are far from impressive, until now. With a sleek, thoughtfully designed carriage (and plenty of ways to tailor it to your liking) our PTV puts the "grand" in tours. Whether roaming your property or escaping to the clubhouse for a relaxing dinner, one ride in this beauty and your guests will know they've arrived.

Maximum Efficiency or Maximum Power

Our EFI car has the best fuel efficiency of any on the market, while our AC Electric has incredible horsepower. Either choice takes you to the top. Low emissions make them the most environmentally friendly cars in the industry, so every ride is a clean getaway.

Head and taillights The Drive® PTV comes standard with halogen headlights and taillights for maximum visibility and safety for your family.





ClimaGuard[™] Top with dual gutters

This top comes with a 360° double rain channel, clogproof downspouts, and a longer, wider coverage area. Designed to keep your customers dry and happy.







Automotive style dash

With four cup holders; a center storage area for wallets, cell phones, and personal items; and big, easy-to-clean storage compartments on each side, you may accidently drive it home.



Rear seat grab handle This rugged, powdercoated steel handle provides additional security and comfort for rear seat passengers.



Largest, most comfortable seat in the industry Made of pure supple foam bonded to a seamless, durable, vinyl-backed cover. Its polypropylene seat base won't sag, rot, or warp despite daily abuse and repeated washings.

Mid-body seat storage Conveniently located under the front seat (gas car only), extra storage space is always within reach.



CONCIERGE Make every mile feel like the extra one.

When your guests arrive, you want to make a lasting first impression. Knowing that, we've outfitted both our four and six-seat Concierge models with a wealth of features to impress even the most discerning passengers. Thanks to extra-smooth handling and a quiet ride, plus the widest bench seats in the industry, it's first-class luxury that sets the stage for a memorable visit.





Side reflectors

Reflex reflectors on the front and rear make the Concierge easily visible from any direction enhancing safety for everyone on board.



EFI or AC

It's good to have options. It's even better to have two great ones. Whether you decide on gas or electric, Yamaha gives you a powerful choice to keep things running smoothly.

ADVENTURER TWO

Meet your most versatile groundskeeper.

4-wheel brakes Self-adjusting drum brakes on all four wheels give you the stopping ower you need.



2" hitch receiver Designed with versatility in mind, the standard " hitch receiver accommodates a wide variety of pull-behind accessories.

YAMAHA





Flat Bed with stake sides show

ANT WARRANT

Because the Adventurer Two is as versatile as you are, it's available with five cargo box configurations: Standard Cargo Box for lighter loads Van Box for housekeeping needs





Make no mistake, the Adventurer Two is a genuine go-getter with a tried-and-true engine that never takes a break, not to mention an 800 lb. payload capacity. Available with five different cargo box options, this dependable coworker can hold its own on any job. Whether you're grooming the gardens for an upcoming event, or hauling stacked stone to the other side of your property, nothing covers more ground.

Flat Bed with high stake sides for taller loads

Aluminum Cargo Box available with or without





Whether you're moving 50 tables or 300 chairs, our Adventurer Super Haulers can move mountains. With a super-sized aluminum cargo bed, heavy-duty suspension, and, of course, a Yamaha-built engine, it's a real beauty when the job's a real beast. Especially when it comes to wedding receptions and big golf tournaments. No vehicle helps you set the stage better.



EFI or AC The power of reliability comes in two choices: gas or electric. Both are strong contenders, and both are long on dependability.







SECURITY CAR Protect and serve in style.

When your most trusted people are out keeping the grounds safe and sound, they deserve a car that returns the favor. Our customizable Security Car offers everything, from specialty spotlights and reflectors to a fan and heater for when the biggest problem is bad weather. Night or day, rain or shine, on campus, or in the parking lot, no car delivers more security. Ensuring that your guests feel safe has never looked better.

Me to the state



Martin Contraction

Cargo box Whatever the job calls for, this 4.6 cubic foot rotomolded polyethylene cargo box with its 250 lb. payload capacity can handle it.





RAM® Spotlight Features a 70,000 candle power sealed-beam bulb in a durable, weather-resistant rubber housing. Includes the deluxe RAM® mounting system, 10' coiled cable and a 12 volt receptacle plug.

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A CAME AND

Fan/Heater combo Featuring three adjustable vents, a Hi/Low switch for heat and fan, an AUX switch for control of optional accessories, and dual dome lights for added convenience and improved interior visibility during evening and night use.







Cabin & occupant space Designed to provide optimum comfort and ease of use for drivers of different sizes. Swing open doors allow for a large window of entry and exit. The spacious cabin provides plenty of learcom and headroom.



Security strobe light Our Security strobe light meets SAE Class 1 and California 13 requirements, is o-ring sealed for water resistance, and comes standard with Torus LED lights that have 21 flash patterns, and low amp draw. Available in Amber, Blue, Red, and Blue/Red Combination.

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	SPECIFICATIONS	PTV	CONCIERGE 4	CONCIERGE 6	
	OVERALL LENGTH	2395 mm (94.3 in)	3250 mm (128 in)	4100 mm (161.5 in)	
	OVERALL WIDTH	1200 mm (47.2 in)	1200 mm (47.2 in)	1200 mm (47.2 in)	
	OVERALL HEIGHT (with suntop)	1821 mm (71.7 in)	1910 mm (75.2 in)	1918 mm (75.5 in)	
DIMENSIONS	OVERALL HEIGHT (without suntop)	1222 mm (48.1 in)	1222 mm (48.1 in)	1222 mm (48.1 in)	
NSI	WHEELBASE	1640 mm (64.6 in)	2492 mm (98.1 in)	2492 mm (98.1 in)	
M	FRONT WHEEL TREAD	870 mm (34.3 in)	870 mm (34.3 in)	870 mm (34.3 in)	
۵	REAR WHEEL TREAD	980 mm (38.6 in)	980 mm (38.6 in)	980 mm (38.6 in)	
	MINIMUM GROUND CLEARANCE	148 mm (5.8 in)	148 mm (5.8 in)	148 mm (5.8 in)	
	FLOOR BOARD HEIGHT	342 mm (13.5 in)	342 mm (13.5 in)	342 mm (13.5 in)	
NIX X	MOTOR	48-volt AC	Hitachi 48-volt high-efficiency, shunt wo tachometer	bund motor with internal solid state	
	OUTPUT RATING	5.0 kW (6.7 hp) for 60 minutes			
R SL	MOTOR CONTROL UNIT	NEOS 350 amp AC by TOYOTA Industrial	Corporation		
	BATTERIES	Standard: Six 8-volt Trojan T-875 Optional: Six 8-volt Trojan Traveler	Standard: Six 8-volt Trojan T-875 Batteri Optional: Eight 6-volt T-105 Batteries	es	
N N N	CHARGER	YAMAHA-built automatic microprocessor-based high frequency switching regulated charger.			
2		HybriCore™ Chassis features a robotically welded automotive ladder-style frame mated to a polypropylene structural floor. Frame components are protected with a multi-step phosphate treatment, electro-deposition epoxy-based coating, and an electrostatically applied polyester/urethane powder topcoat			
	FRAME	Frame components are protected with a	multi-step phosphate treatment, electro-d		
	FRAME BODY	Frame components are protected with a electrostatically applied polyester/uretha	multi-step phosphate treatment, electro-d	leposition epoxy-based coating, and a	
IASSIS		Frame components are protected with a electrostatically applied polyester/uretha	multi-step phosphate treatment, electro-d ne powder topcoat	leposition epoxy-based coating, and a	
CHASSIS	BODY	Frame components are protected with a electrostatically applied polyester/uretha Custom-formulated thermoplastic olefin N/A Self-compensating double reduction heli	multi-step phosphate treatment, electro-d ne powder topcoat painted with a twopart top coat of high-l Fiber reinforced plastic with a two-part to polyurethane cal rack-and-pinion, permanently lubricate	leposition epoxy-based coating, and a uster automotive- grade polyurethane top coat of high-luster automotive-gra	
CHASSIS	BODY BODY (INTERMEDIATE)	Frame components are protected with a electrostatically applied polyester/uretha Custom-formulated thermoplastic olefin N/A	multi-step phosphate treatment, electro-d ne powder topcoat painted with a twopart top coat of high-l Fiber reinforced plastic with a two-part to polyurethane cal rack-and-pinion, permanently lubricate	leposition epoxy-based coating, and a uster automotive- grade polyurethane top coat of high-luster automotive-gra	
CHASSIS	BODY BODY (INTERMEDIATE) STEERING	Frame components are protected with a electrostatically applied polyester/uretha Custom-formulated thermoplastic olefin N/A Self-compensating double reduction heli	multi-step phosphate treatment, electro-d ne powder topcoat painted with a twopart top coat of high-l Fiber reinforced plastic with a two-part to polyurethane cal rack-and-pinion, permanently lubricate	leposition epoxy-based coating, and a uster automotive- grade polyurethane top coat of high-luster automotive-gra	
CHASSIS	BODY BODY (INTERMEDIATE) STEERING FRONT SUSPENSION	Frame components are protected with a electrostatically applied polyester/uretha Custom-formulated thermoplastic olefin N/A Self-compensating double reduction heli Tru-Trak II™ fully independent automotiv	multi-step phosphate treatment, electro-d ne powder topcoat painted with a twopart top coat of high-l Fiber reinforced plastic with a two-part top polyurethane cal rack-and-pinion, permanently lubricate e-style strut suspension	leposition epoxy-based coating, and a uster automotive- grade polyurethane top coat of high-luster automotive-gra	
CHASSIS	BODY BODY (INTERMEDIATE) STEERING FRONT SUSPENSION REAR SUSPENSION	Frame components are protected with a electrostatically applied polyester/uretha Custom-formulated thermoplastic olefin N/A Self-compensating double reduction heli Tru-Trak II™ fully independent automotiv Unit swing arm with coil springs Self adjusting rear wheel mechanical drur	multi-step phosphate treatment, electro-d ne powder topcoat painted with a twopart top coat of high-l Fiber reinforced plastic with a two-part to polyurethane cal rack-and-pinion, permanently lubricate e-style strut suspension n pure, virgin foam contoured seat cushions	leposition epoxy-based coating, and a luster automotive- grade polyurethane top coat of high-luster automotive-gra ed with sealed, greaseless tie-rod ends	
	BODY BODY (INTERMEDIATE) STEERING FRONT SUSPENSION REAR SUSPENSION BRAKES	Frame components are protected with a electrostatically applied polyester/uretha Custom-formulated thermoplastic olefin N/A Self-compensating double reduction heli Tru-Trak II™ fully independent automotiv Unit swing arm with coil springs Self adjusting rear wheel mechanical drur Seamless, fabric-backed vinyl bonded to	multi-step phosphate treatment, electro-d ne powder topcoat painted with a twopart top coat of high-l Fiber reinforced plastic with a two-part to polyurethane cal rack-and-pinion, permanently lubricate e-style strut suspension n pure, virgin foam contoured seat cushions ened with plated steel inserts	leposition epoxy-based coating, and a luster automotive- grade polyurethane top coat of high-luster automotive-gra	
	BODY BODY (INTERMEDIATE) STEERING FRONT SUSPENSION REAR SUSPENSION BRAKES SEATING	Frame components are protected with a electrostatically applied polyester/uretha Custom-formulated thermoplastic olefin N/A Self-compensating double reduction heli Tru-Trak II™ fully independent automotiv Unit swing arm with coil springs Self adjusting rear wheel mechanical drur Seamless, fabric-backed vinyl bonded to resistant polypropylene bottom strength	multi-step phosphate treatment, electro-d ne powder topcoat painted with a twopart top coat of high-l Fiber reinforced plastic with a two-part to polyurethane cal rack-and-pinion, permanently lubricate e-style strut suspension n pure, virgin foam contoured seat cushions ened with plated steel inserts	leposition epoxy-based coating, and a luster automotive- grade polyurethane top coat of high-luster automotive-gra	
	BODY BODY (INTERMEDIATE) STEERING FRONT SUSPENSION REAR SUSPENSION BRAKES SEATING BUMPERS	Frame components are protected with a selectrostatically applied polyester/urethan Custom-formulated thermoplastic olefin polyester/urethan N/A Self-compensating double reduction heli Tru-Trak II™ fully independent automotiv Unit swing arm with coil springs Self adjusting rear wheel mechanical drur Seamless, fabric-backed vinyl bonded to resistant polypropylene bottom strengthan Front and rear 5 mph energy-absorbing b	nulti-step phosphate treatment, electro-d ne powder topcoat painted with a twopart top coat of high-l Fiber reinforced plastic with a two-part to polyurethane cal rack-and-pinion, permanently lubricate e-style strut suspension n pure, virgin foam contoured seat cushions ened with plated steel inserts pumpers	leposition epoxy-based coating, and a luster automotive- grade polyurethane top coat of high-luster automotive-gra ed with sealed, greaseless tie-rod ends	
PERFORMANCE CHASSIS	BODY BODY (INTERMEDIATE) STEERING FRONT SUSPENSION REAR SUSPENSION BRAKES SEATING BUMPERS MAX FORWARD SPEED	Frame components are protected with a electrostatically applied polyester/uretha Custom-formulated thermoplastic olefin N/A Self-compensating double reduction heli Tru-Trak II™ fully independent automotiv Unit swing arm with coil springs Self adjusting rear wheel mechanical drur Seamless, fabric-backed vinyl bonded to resistant polypropylene bottom strength Front and rear 5 mph energy-absorbing b 31 km/h (19 mph)	multi-step phosphate treatment, electro-d ne powder topcoat painted with a twopart top coat of high-l Fiber reinforced plastic with a two-part to polyurethane cal rack-and-pinion, permanently lubricate e-style strut suspension n pure, virgin foam contoured seat cushions ened with plated steel inserts sumpers 31 km/h (19 mph)	leposition epoxy-based coating, and a luster automotive- grade polyurethane top coat of high-luster automotive-gra ed with sealed, greaseless tie-rod ends	
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	BODY BODY (INTERMEDIATE) STEERING FRONT SUSPENSION REAR SUSPENSION BRAKES SEATING BUMPERS MAX FORWARD SPEED MAX REVERSE SPEED MINIMUM TURNING RADIUS	Frame components are protected with a selectrostatically applied polyester/urethal custom-formulated thermoplastic olefin polyester/urethal N/A Self-compensating double reduction heli Tru-Trak II™ fully independent automotiv Unit swing arm with coil springs Self adjusting rear wheel mechanical drur Seamless, fabric-backed vinyl bonded to resistant polypropylene bottom strengthe Front and rear 5 mph energy-absorbing b 31 km/h (19 mph) 16.1 km/h (6.0 mph) 3.2 m (10.5 ft) 273 kg (602 lbs) w/ suntop	multi-step phosphate treatment, electro-d ne powder topcoat painted with a twopart top coat of high-l Fiber reinforced plastic with a two-part to polyurethane cal rack-and-pinion, permanently lubricate e-style strut suspension n pure, virgin foam contoured seat cushions ened with plated steel inserts pumpers 31 km/h (19 mph) 9.7 km/h (6.0 mph) 4.56m (15 ft) 349 kg (767 lbs) w/o suntop and batteries	leposition epoxy-based coating, and a luster automotive- grade polyurethane top coat of high-luster automotive-gra ed with sealed, greaseless tie-rod ends and matted to a warp and moisture- and matted to a warp and moisture- based with sealed, greaseless tie-rod ends and matted to a warp and moisture- based warp and based warp and w	
PERFORMANCE	BODY BODY (INTERMEDIATE) STEERING FRONT SUSPENSION REAR SUSPENSION BRAKES SEATING BUMPERS MAX FORWARD SPEED MAX REVERSE SPEED MINIMUM TURNING RADIUS DRY WEIGHT	Frame components are protected with a lelectrostatically applied polyester/urethal Custom-formulated thermoplastic olefin in N/A Self-compensating double reduction helii Tru-Trak II™ fully independent automotiv Unit swing arm with coil springs Self adjusting rear wheel mechanical drur Seamless, fabric-backed vinyl bonded to resistant polypropylene bottom strength Front and rear 5 mph energy-absorbing be 31 km/h (19 mph) 16.1 km/h (6.0 mph) 3.2 m (10.5 ft) 273 kg (602 lbs) w/ suntop 447 kg (985 lbs) w/ Trojan T-875 batteries	nulti-step phosphate treatment, electro-d ne powder topcoat painted with a twopart top coat of high-l Fiber reinforced plastic with a two-part to polyurethane cal rack-and-pinion, permanently lubricate e-style strut suspension n pure, virgin foam contoured seat cushions ened with plated steel inserts pumpers 31 km/h (19 mph) 9.7 km/h (6.0 mph) 4.56m (15 ft) 349 kg (767 lbs) w/o suntop and batteries 519 kg (1144 (lbs) w/ Trojan T-875 batteries	leposition epoxy-based coating, and a luster automotive- grade polyurethane top coat of high-luster automotive-gra ed with sealed, greaseless tie-rod ends and matted to a warp and moisture- 6 mm (19.5 ft) 423 kg (933 lbs) w/o suntop and batteries 594 kg (1310 lbs) w/ Trojan T-875 batter	
PERFORMANCE	BODY BODY (INTERMEDIATE) STEERING FRONT SUSPENSION REAR SUSPENSION BRAKES SEATING BUMPERS MAX FORWARD SPEED MAX REVERSE SPEED MINIMUM TURNING RADIUS DRY WEIGHT CARGO BED CAPACITY	Frame components are protected with a lelectrostatically applied polyester/urethal clectrostatically applied polyester/urethal Custom-formulated thermoplastic olefin polyester/urethal N/A Self-compensating double reduction heli Tru-Trak II™ fully independent automotive Unit swing arm with coil springs Self adjusting rear wheel mechanical drur Seamless, fabric-backed vinyl bonded to resistant polypropylene bottom strengthe Front and rear 5 mph energy-absorbing be 31 km/h (19 mph) 16.1 km/h (6.0 mph) 3.2 m (10.5 ft) 273 kg (602 lbs) w/ suntop 447 kg (985 lbs) w/ Trojan T-875 batteries N/A	nulti-step phosphate treatment, electro-d ne powder topcoat painted with a twopart top coat of high-l Fiber reinforced plastic with a two-part to polyurethane cal rack-and-pinion, permanently lubricate e-style strut suspension n pure, virgin foam contoured seat cushions ened with plated steel inserts sumpers 31 km/h (19 mph) 9.7 km/h (6.0 mph) 4.56m (15 ft) 349 kg (767 lbs) w/o suntop and batteries 519 kg (1144 (lbs) w/ Trojan T-875 batteries N/A	leposition epoxy-based coating, and a uster automotive- grade polyurethane top coat of high-luster automotive-gra ed with sealed, greaseless tie-rod ends and matted to a warp and moisture- e and matted to a warp and moisture- based with sealed, greaseless tie-rod ends with sealed, greaseless tie-rod ends distance of the sealed of the sealed of the sealed of the sealed of the sealed of the sealed of the sealed of the sealed of the sealed of the se	
	BODY BODY (INTERMEDIATE) STEERING FRONT SUSPENSION REAR SUSPENSION BRAKES SEATING BUMPERS MAX FORWARD SPEED MAX REVERSE SPEED MINIMUM TURNING RADIUS DRY WEIGHT CARGO BED CAPACITY TOWING CAPACITY	Frame components are protected with a lelectrostatically applied polyester/urethal custom-formulated thermoplastic olefin in N/A Self-compensating double reduction heli Tru-Trak II™ fully independent automotiv Unit swing arm with coil springs Self adjusting rear wheel mechanical drur Seamless, fabric-backed vinyl bonded to resistant polypropylene bottom strength Front and rear 5 mph energy-absorbing b 31 km/h (19 mph) 16.1 km/h (6.0 mph) 3.2 m (10.5 ft) 273 kg (602 lbs) w/ suntop 447 kg (985 lbs) w/ Trojan T-875 batteries N/A N/A	nulti-step phosphate treatment, electro-d ne powder topcoat painted with a twopart top coat of high-l Fiber reinforced plastic with a two-part to polyurethane cal rack-and-pinion, permanently lubricate e-style strut suspension n pure, virgin foam contoured seat cushions ened with plated steel inserts sumpers 31 km/h (19 mph) 9.7 km/h (6.0 mph) 4.56m (15 ft) 349 kg (767 lbs) w/o suntop and batteries 519 kg (1144 (lbs) w/ Trojan T-875 batteries N/A	leposition epoxy-based coating, and a uster automotive- grade polyurethane top coat of high-luster automotive-gra ed with sealed, greaseless tie-rod ends and matted to a warp and moisture- e and matted to a warp and moisture- based with sealed, greaseless tie-rod ends with sealed, greaseless tie-rod ends distance of the sealed of the sealed of the sealed of the sealed of the sealed of the sealed of the sealed of the sealed of the se	
PERFORMANCE	BODY BODY (INTERMEDIATE) STEERING FRONT SUSPENSION REAR SUSPENSION BRAKES SEATING BUMPERS MAX FORWARD SPEED MAX REVERSE SPEED MINIMUM TURNING RADIUS DRY WEIGHT CARGO BED CAPACITY TOWING CAPACITY TIRE SIZE	Frame components are protected with a lelectrostatically applied polyester/urethal custom-formulated thermoplastic olefin in N/A Self-compensating double reduction heli Tru-Trak II™ fully independent automotiv Unit swing arm with coil springs Self adjusting rear wheel mechanical drur Seamless, fabric-backed vinyl bonded to resistant polypropylene bottom strengthe Front and rear 5 mph energy-absorbing be 31 km/h (19 mph) 16.1 km/h (6.0 mph) 3.2 m (10.5 ft) 273 kg (602 lbs) w/ suntop 447 kg (985 lbs) w/ Trojan T-875 batteries N/A N/A 205/65-10 DOT (4-ply rating) 2 persons	nulti-step phosphate treatment, electro-d ne powder topcoat painted with a twopart top coat of high-l Fiber reinforced plastic with a two-part to polyurethane cal rack-and-pinion, permanently lubricate e-style strut suspension n pure, virgin foam contoured seat cushions ened with plated steel inserts pumpers 31 km/h (19 mph) 9.7 km/h (6.0 mph) 4.56m (15 ft) 349 kg (767 lbs) w/o suntop and batteries 519 kg (1144 (lbs) w/ Trojan T-875 batteries N/A N/A	leposition epoxy-based coating, and a luster automotive- grade polyurethane top coat of high-luster automotive-gra ed with sealed, greaseless tie-rod ends and matted to a warp and moisture- 6 mm (19.5 ft) 423 kg (933 lbs) w/o suntop and batteries 594 kg (1310 lbs) w/ Trojan T-875 batter N/A N/A 6 persons	
PERFORMANCE	BODY BODY (INTERMEDIATE) STEERING FRONT SUSPENSION REAR SUSPENSION BRAKES SEATING BUMPERS MAX FORWARD SPEED MAX REVERSE SPEED MINIMUM TURNING RADIUS DRY WEIGHT CARGO BED CAPACITY TOWING CAPACITY TIRE SIZE SEATING CAPACITY AVAILABLE MODEL COLORS	Frame components are protected with a lelectrostatically applied polyester/urethal custom-formulated thermoplastic olefin polyester/urethal N/A Self-compensating double reduction heli Tru-Trak II™ fully independent automotive Unit swing arm with coil springs Self adjusting rear wheel mechanical drur Seamless, fabric-backed vinyl bonded to resistant polypropylene bottom strengther Front and rear 5 mph energy-absorbing be 31 km/h (19 mph) 16.1 km/h (6.0 mph) 3.2 m (10.5 ft) 273 kg (602 lbs) w/ suntop 447 kg (985 lbs) w/ Trojan T-875 batteries N/A N/A N/A 205/65-10 DOT (4-ply rating) 2 persons Glacier, Emerald, Tanzanite, Sandstone M	nulti-step phosphate treatment, electro-dine powder topcoat painted with a twopart top coat of high-l Fiber reinforced plastic with a two-part top polyurethane cal rack-and-pinion, permanently lubricate e-style strut suspension m pure, virgin foam contoured seat cushions ened with plated steel inserts sumpers 31 km/h (19 mph) 9.7 km/h (6.0 mph) 4.56m (15 ft) 349 kg (767 lbs) w/o suntop and batteries 519 kg (1144 (lbs) w/ Trojan T-875 batteries N/A N/A 4 persons letallic, Moonstone Metallic, Onyx Metallic	leposition epoxy-based coating, and a luster automotive- grade polyurethane top coat of high-luster automotive-graded and with sealed, greaseless tie-rod ends and matted to a warp and moisture- based with sealed, greaseless tie-rod ends and matted to a warp and moisture- based with sealed, greaseless tie-rod ends based of the sealed of the sealed of the sealed based of the sealed of the sealed of the sealed of the sealed based of the sealed of th	
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Specifications subject to change without notice. AVAILABLE COLORS: (Some may be Model-specific. Please see your Representative for details).

AVAILABLE COLORS	. (Some may be would	specific. Thease see	your representative is	or details).		
GLACIER	TORTUGA/ EMERALD	TANZANITE	SANDSTONE METALLIC	MOONSTONE METALLIC	ONYX METALLIC	JASPER METALLIC

ADVENTURER ONE	ADVENTURER TWO	ADVENTURER SUPER HAULER	SECURITY
2660 mm (104.7 in)	2922 mm (115 in)	3632 mm (143 in)	2921 mm (115 in)
1243 mm (48.9 in)	1243 mm (48.9 in)	1346 mm (53 in)	1397 mm (55 in)
N/A	1924 mm (75.75 in)	1858 mm (73.1 in)	1892 mm (74.5 in)
1198 mm (47.2 in)	1200 mm (47.2 in)	N/A	N/A
1637 mm (64.4 in)	1917 mm (75.5 in)	2492 mm (98.1 in)	1640 mm (64.6 in)
883 mm (34.7 in)	990 mm (39 in)	870 mm (34.3 in)	870 mm (34.3 in)
980 mm (38.6 in)	980 mm (38.6 in)	980 mm (38.6 in)	980 mm (38.6 in)
116 mm (4.6 in)	115 mm (4.5 in)	148 mm (5.8 in)	116 mm (4.6 in)
310 mm (11.8 in)	300 mm (11.8 in)	342 mm (13.5)	
48-volt AC		Standard: Hitachi 48-volt high-efficiency state tachometer	, shunt wound motor with internal solid
5.0 kW (6.7 hp) for 60 minutes			
NEOS 350 amp AC by TOYOTA Industria	al Corporation		
Standard: Six 8-volt Trojan T-875 Optional: Eight 6-volt T-105	Eight 6-volt Trojan T-105	Standard: Six 8-volt Trojan T-875 Optional: Eight 6-volt Trojan T-105	Eight 6-volt Trojan T-105
YAMAHA-built automatic microprocesso	or-based high frequency switching regulate	ed charger.	
		nated to a polypropylene structural floor. tion epoxy-based coating, and an electros	
Custom-formulated thermoplastic olefin top coat of high-luster automotive-grade	and the front is painted with a two-part e polyurethane	Front: Custom-formulated thermoplastic olefin painted with a two-part top coat of high-luster automotive-grade polyurethane Rear: Powder coat aluminum	Custom-formulated thermoplastic olefin painted with a two-part top coat of high-luster automotive-grade polyurethane
N/A			
Self-compensating double reduction he	lical rack-and-pinion, permanently lubricat	ted with sealed, greaseless tie-rod ends	
Tru-Trak II™ fully independent automotiv	ve-style strut suspension		
Unit swing arm with coil springs over hyd	draulic shock absorbers		
Self-adjusting mechanical rear drum	Self-adjusting mechanical 4 wheel drum	Self-adjusting mechanical rear drum	
, 0		is and matted to a warp and moisture-resis	tant polypropylene bottom
Front and rear 5 mph energy-absorbing	bumpers		
27 km/h (17 mph)	31 km/h (19.0 mph)	Standard: 31 km/h (19.0 mph)*	27 km/h (17 mph)
16.1 km/h (6 mph)	8.1 km/h (6 mph)	16.1 km/h (6.0 mph)	16.1km/h (10 mph)
3.2 m (10.5 ft)	3 m (10.8 ft)	4.56 m (15 ft)	3.2 m (10.5 ft)
319 kg (703.3 lbs) w/o suntop and batteries 490 kg (1080 lbs) w/ Trojan T-875 batteries	376 kg (827.8 lbs) w/o batteries 596 kg (1312.8 lbs) w/ 8 - 6 Volt T-105 batteries	372 kg (820 lbs) w/o batteries 544 kg (1199 lbs) w/ Trojan T-875 batteries	373 kg (822 lbs) w/o batteries 547 kg (1206 lbs) w/ Trojan T-875 batteries
136 kg (300 lbs)	363 kg (800 lbs)	363 kg (800 lbs)	113 kg (249 lbs)
Rolling Weight: 500 lbs Towing Weight: 100 lbs	Rolling Weight: 1000 lbs Towing Weight: 150 lbs	Rolling Weight: 500 lbs	N/A
18 x 8.5 - 8 (4 ply rating)	Front: 18 x 8.5 - 8 (4 ply rating) Rear: 18 x 8.5 - 8 (6 ply rating)	205/65-10 DOT (4 ply rating)	18 x 8.5 -8 (6-ply rating)
2 persons		<u> </u>	1
Standard: Tortuga Optional: Glacier, Tanzanite, Moonstone Metallic, Onyx Metallic, Sandstone Metallic	Standard: Tortuga Optional: Glacier, Garnet, Tanzanite, Moonstone Metallic, Onyx Metallic, Sandstone Metallic	Glacier	Glacier, Onyx Metallic Available Cab Colors: Black Cab with White Doors
Stone		Standard: Black Optional: Stone	Standard: Stone Optional: Black
Black	Black		· ·
Standard 2-year limited vehicle warranty			
		*Optional: 31 km/h (19 mph) with speed kit	





*Optional: 31 km/h (19 mph) with speed kit	
(only available with standard Hitachi motor	
and Yamaha built 270 amp motor control unit)	

SPECIFICATIONS

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PTV		





CONCIERGE 6

SPECIFICATIONS	PTV	CONCIERGE 4	CONCIERGE 6	
OVERALL LENGTH	2395 mm (94.3 in)	3250 mm (128 in)	4100 mm (161.4 in)	
OVERALL WIDTH	1200 mm (47.2 in)	1200 mm (47.2 in)	1200 mm (47.2 in)	
OVERALL HEIGHT (with suntop)	1789 mm (70.4 in)	1910 mm (75.2 in)	1918 mm (75.5 in)	
OVERALL HEIGHT (without suntop)		1190 mm (46.9 in)	1190 mm (46.9 in)	
WHEELBASE	1640 mm (64.6 in)	2492 mm (98.1 in)	3337 mm (131.4 in)	
FRONT WHEEL TREAD	870 mm (34.3 in)	870 mm (34.3 in)	870 mm (34.3 in)	
REAR WHEEL TREAD	980 mm (38.6 in)	980 mm (38.6 in)	980 mm (38.6 in)	
MINIMUM GROUND CLEARANCE		110 mm (4.3 in)	110 mm (4.3 in)	
FLOOR BOARD HEIGHT	342 mm (13.5 in)	342 mm (13.5 in)	342 mm (13.5 in)	
ENGINE TYPE	Yamaha-built, low-emission single		342 (1111 (13.3 11)	
DISPLACEMENT	357 cc			
BORE x STROKE	85 x 63 mm			
HORSEPOWER	8.5 kW/3500 rpm (11.4 hp)			
COMPRESSION RATIO	8:1			
LUBRICATION SYSTEM	Splash-style positive oil lubricatio	on		
OIL CAPACITY	1 liter, 1000 cc (1 U.S. quart)			
AIR CLEANER		eaner, and high-capacity pleated pape	er cartridge	
COOLING SYSTEM	Forced air			
FUEL SYSTEM	Electronic Fuel Injection			
IGNITION SYSTEM	Transistor magneto ignition			
STARTING SYSTEM	Starter / Generator			
MAXIMUM TORQUE	25.5 Nm / 2,500 rpm			
FRAME		d with a multi-step phosphate treatmen	tyle frame mated to a polypropylene structural flc nt, electro-deposition epoxy-based coating, and	
BODY (INTERMEDIATE)	N/A	Fiber-reinnforced plastic with polyurethane	a two part top coat of high-luster automotive-gra	
STEERING	Solf comparisating double reduc		ntly lubricated with sealed, greaseless tie-rod end	
FRONT SUSPENSION	Tru-Trak II [™] fully independent au		The sealed, greaseless tie-tod end	
REAR SUSPENSION	Unit swing arm with coil springs of			
BRAKES	Self-adjusting rear wheel mechan		Self-adjusting 4-wheel mechanical dr	
SEATING	Seamless, fabric-backed vinyl bo		eat cushions and matted to a warp and moisture-	
BUMPERS	Front and rear 5 mph energy-abs			
MAX FORWARD SPEED	31 km/h (19 mph)	31 km/h (19 mph)	31 km/hr (19 mph)	
MAX REVERSE SPEED	16 km/h (13.0 mph)	16 km/h (13 mph)	16 km/hr (13 mph)	
MINIMUM TURNING RADIUS	3.2 m (10.5 ft)	4.56 m (15 ft)	5.4 m (17.7 ft)	
DRY WEIGHT	324 kg (714.3 lbs) w/ suntop	388 kg (855.4 lbs)	458 kg (1010 lbs)	
CARGO BED CAPACITY	N/A	N/A	N/A	
TOWING CAPACITY	N/A	N/A	N/A N/A	
FUEL TANK CAPACITY	22 liters (5.8 U.S. gal)			
TIRE SIZE	215/60-8 DOT (6 ply rating)			
SEATING CAPACITY	2 persons	4 persons	6 persons	
	Glacier, Emerald, Tanzanite, Sandstone Metallic, Moonstone Metallic, Onyx Metallic, Jasper Metallic			
AVAILABLE MODEL COLORS	,,,			
AVAILABLE MODEL COLORS	Standard: Stone Optional: Black	(rear flip seat only)		
		(rear flip seat only)	White	

ADVENTURER ONE



ADVENTURER TWO

	ADVENTURER TWU	ADVENTURER SUPER HAULER	SECORITY
2660 mm (104.7 in)	2922 mm (115 in)	3632 mm (143 in)	2921 mm (115 in)
1243 mm (48.9 in)	1243 mm (48.9 in)	1346 mm (53 in)	1397 mm (55 in)
N/A	1200 mm (47.2 in)	1858 mm (73.1 in)	1892 mm (74.5 in)
1198 mm (47.2 in)	1200 mm (47.2 in)	N/A	N/A
1637 mm (64.4 in))	1917 mm (75.5 in)	2492 mm (98.1 in)	1640 mm (64.6 in)
883 mm (34.7 in)	990 mm (39 in)	870 mm (34.3 in)	870 mm (34.3 in)
980 mm (38.6 in)	980 mm (38.6 in)	980 mm (38.6 in)	980 mm (38.6 in)
112 mm (4.4 in)	115 mm (4.5 in)	148 mm (5.8 in)	116 mm (4.6 in)
295 mm (11.6 in)	295 mm (11.6 in)	342 mm (13.5 in)	310 mm (12.2 in)
Yamaha-built, low-emission single cylinc			
357 cc			
85 x 63 mm			
8.5 kW/3500 rpm (11.4 hp)			
8.1			
Splash-style positive oil lubrication			
1 liter, 1000 cc (1 U.S. quart)			
	and high-capacity pleated paper cartridge		
Forced air	and high-capacity pleated paper cartridge		
Electronic Fuel Injection			
Transistor magneto ignition			
Starter / Generator			
25.5 Nm / 2,500 rpm		nated to a polypropylene structural floor. Fr	
	and the front is painted with a two-part	olefin painted with a two-part top coat of high-luster automotive-grade	Custom-formulated thermoplastic olefin painted with a two-part top
top coat of high-luster automotive-grad	e polyurethane	polyurethane Rear: Powder coat aluminum	coat of high-luster automotive-grade polyurethane
top coat of high-luster automotive-grad	e polyurethane	polyurethane	
N/A		polyurethane Rear: Powder coat aluminum	
N/A Self-compensating double reduction he	lical rack-and-pinion, permanently lubricat	polyurethane Rear: Powder coat aluminum	
N/A Self-compensating double reduction he Tru-Trak II™ fully independent automoti	lical rack-and-pinion, permanently lubricat ve-style strut suspension	polyurethane Rear: Powder coat aluminum	
N/A Self-compensating double reduction he Tru-Trak II™ fully independent automoti Unit swing arm with coil springs over hyd	lical rack-and-pinion, permanently lubricat ve-style strut suspension draulic shock absorbers	polyurethane Rear: Powder coat aluminum red with sealed, greaseless tie-rod ends	
Self-compensating double reduction he Tru-Trak II™ fully independent automoti Unit swing arm with coil springs over hyd Self-adjusting mechanical rear drum	lical rack-and-pinion, permanently lubricat ve-style strut suspension draulic shock absorbers Self-adjusting 4-wheel mechanical drum	polyurethane Rear: Powder coat aluminum red with sealed, greaseless tie-rod ends	polyurethane
N/A Self-compensating double reduction he Tru-Trak II™ fully independent automoti Unit swing arm with coil springs over hyd Self-adjusting mechanical rear drum Seamless, fabric-backed vinyl bonded to with plated steel inserts	lical rack-and-pinion, permanently lubricat ve-style strut suspension draulic shock absorbers Self-adjusting 4-wheel mechanical drum o pure, virgin foam contoured seat cushion	polyurethane Rear: Powder coat aluminum red with sealed, greaseless tie-rod ends Self-adjusting mechanical rear drum	polyurethane
N/A Self-compensating double reduction he Tru-Trak II™ fully independent automoti Unit swing arm with coil springs over hyd Self-adjusting mechanical rear drum Seamless, fabric-backed vinyl bonded to with plated steel inserts Front and rear 5 mph energy-absorbing	lical rack-and-pinion, permanently lubricat ve-style strut suspension draulic shock absorbers Self-adjusting 4-wheel mechanical drum o pure, virgin foam contoured seat cushion	polyurethane Rear: Powder coat aluminum red with sealed, greaseless tie-rod ends Self-adjusting mechanical rear drum	polyurethane
N/A Self-compensating double reduction he Tru-Trak II™ fully independent automoti Unit swing arm with coil springs over hyd Self-adjusting mechanical rear drum Seamless, fabric-backed vinyl bonded to with plated steel inserts Front and rear 5 mph energy-absorbing	lical rack-and-pinion, permanently lubricat ve-style strut suspension draulic shock absorbers Self-adjusting 4-wheel mechanical drum o pure, virgin foam contoured seat cushion bumpers	polyurethane Rear: Powder coat aluminum red with sealed, greaseless tie-rod ends Self-adjusting mechanical rear drum s and matted to a warp and moisture-resista	polyurethane
N/A Self-compensating double reduction he Tru-Trak II™ fully independent automoti Unit swing arm with coil springs over hyd Self-adjusting mechanical rear drum Seamless, fabric-backed vinyl bonded to with plated steel inserts Front and rear 5 mph energy-absorbing 24 km/h (15.0 mph) 16 km/h (10 mph)	lical rack-and-pinion, permanently lubricat ve-style strut suspension draulic shock absorbers Self-adjusting 4-wheel mechanical drum o pure, virgin foam contoured seat cushion bumpers 25 km/h (15.0 mph)	polyurethane Rear: Powder coat aluminum eed with sealed, greaseless tie-rod ends Self-adjusting mechanical rear drum s and matted to a warp and moisture-resista 31 km/h (19 mph)*	polyurethane ant polypropylene bottom strengthened 27 km/h 17 mph
N/A Self-compensating double reduction he Tru-Trak II™ fully independent automoti Unit swing arm with coil springs over hyd Self-adjusting mechanical rear drum Seamless, fabric-backed vinyl bonded to with plated steel inserts Front and rear 5 mph energy-absorbing 24 km/h (15.0 mph) 16 km/h (10 mph) 2.8 m (9.2 ft)	lical rack-and-pinion, permanently lubricat ve-style strut suspension draulic shock absorbers Self-adjusting 4-wheel mechanical drum p pure, virgin foam contoured seat cushion bumpers 25 km/h (15.0 mph) 16 km/h (10 mph) 3.3 m (10.8 ft)	polyurethane Rear: Powder coat aluminum ed with sealed, greaseless tie-rod ends Self-adjusting mechanical rear drum s and matted to a warp and moisture-resista 31 km/h (19 mph)* 16 km/h (13 mph) 4.56 m (15 ft)	polyurethane ant polypropylene bottom strengthened 27 km/h 17 mph 16.1 km/h 13 mph 3.2 m (10.5 ft)
N/A Self-compensating double reduction he Tru-Trak II™ fully independent automoti Unit swing arm with coil springs over hyd Self-adjusting mechanical rear drum Seamless, fabric-backed vinyl bonded to with plated steel inserts Front and rear 5 mph energy-absorbing 24 km/h (15.0 mph) 16 km/h (10 mph) 2.8 m (9.2 ft) 345 kg (760.6 lbs)	lical rack-and-pinion, permanently lubricat ve-style strut suspension draulic shock absorbers Self-adjusting 4-wheel mechanical drum pure, virgin foam contoured seat cushion bumpers 25 km/h (15.0 mph) 16 km/h (10 mph) 3.3 m (10.8 ft) 392 kg (864.2 lbs)	polyurethane Rear: Powder coat aluminum ed with sealed, greaseless tie-rod ends Self-adjusting mechanical rear drum s and matted to a warp and moisture-resista 31 km/h (19 mph)* 16 km/h (13 mph) 4.56 m (15 ft) 372 kg (820 lbs)	polyurethane ant polypropylene bottom strengthened 27 km/h 17 mph 16.1 km/h 13 mph 3.2 m (10.5 ft) 376 kg (829 lbs)
N/A Self-compensating double reduction he Tru-Trak II™ fully independent automoti Unit swing arm with coil springs over hyd Self-adjusting mechanical rear drum Seamless, fabric-backed vinyl bonded to with plated steel inserts Front and rear 5 mph energy-absorbing 24 km/h (15.0 mph) 16 km/h (10 mph) 2.8 m (9.2 ft) 345 kg (760.6 lbs) 136 kg (300 lbs) Rolling Weight: 500 lbs	lical rack-and-pinion, permanently lubricat ve-style strut suspension draulic shock absorbers Self-adjusting 4-wheel mechanical drum p pure, virgin foam contoured seat cushion bumpers 25 km/h (15.0 mph) 16 km/h (10 mph) 3.3 m (10.8 ft)	polyurethane Rear: Powder coat aluminum ed with sealed, greaseless tie-rod ends Self-adjusting mechanical rear drum s and matted to a warp and moisture-resista 31 km/h (19 mph)* 16 km/h (13 mph) 4.56 m (15 ft)	polyurethane ant polypropylene bottom strengthened 27 km/h 17 mph 16.1 km/h 13 mph 3.2 m (10.5 ft)
N/A Self-compensating double reduction he Tru-Trak II™ fully independent automoti Unit swing arm with coil springs over hyd Self-adjusting mechanical rear drum Seamless, fabric-backed vinyl bonded to with plated steel inserts Front and rear 5 mph energy-absorbing 24 km/h (15.0 mph) 16 km/h (10 mph) 2.8 m (9.2 ft) 345 kg (760.6 lbs) 136 kg (300 lbs) Rolling Weight: 500 lbs Towing Weight: 100 lbs	lical rack-and-pinion, permanently lubricat ve-style strut suspension draulic shock absorbers Self-adjusting 4-wheel mechanical drum p pure, virgin foam contoured seat cushion bumpers 25 km/h (15.0 mph) 16 km/h (10 mph) 3.3 m (10.8 ft) 392 kg (864.2 lbs) 363 kg (800 lbs) Rolling Weight: 1000 lbs	polyurethane Rear: Powder coat aluminum ed with sealed, greaseless tie-rod ends Self-adjusting mechanical rear drum s and matted to a warp and moisture-resista 31 km/h (19 mph)* 16 km/h (13 mph) 4.56 m (15 ft) 372 kg (820 lbs) 363 kg (800 lbs)	polyurethane ant polypropylene bottom strengthened 27 km/h 17 mph 16.1 km/h 13 mph 3.2 m (10.5 ft) 376 kg (829 lbs) 113 kg (249 lbs)
N/A Self-compensating double reduction he Tru-Trak II™ fully independent automoti Unit swing arm with coil springs over hyd Self-adjusting mechanical rear drum Seamless, fabric-backed vinyl bonded to with plated steel inserts Front and rear 5 mph energy-absorbing 24 km/h (15.0 mph) 16 km/h (10 mph) 2.8 m (9.2 ft) 345 kg (760.6 lbs) 136 kg (300 lbs) Rolling Weight: 500 lbs Towing Weight: 100 lbs 22 liters (5.8 U.S. gal)	lical rack-and-pinion, permanently lubricat ve-style strut suspension draulic shock absorbers Self-adjusting 4-wheel mechanical drum p pure, virgin foam contoured seat cushion bumpers 25 km/h (15.0 mph) 16 km/h (10 mph) 3.3 m (10.8 ft) 392 kg (864.2 lbs) 363 kg (800 lbs) Rolling Weight: 1000 lbs	polyurethane Rear: Powder coat aluminum ed with sealed, greaseless tie-rod ends Self-adjusting mechanical rear drum s and matted to a warp and moisture-resista 31 km/h (19 mph)* 16 km/h (13 mph) 4.56 m (15 ft) 372 kg (820 lbs) 363 kg (800 lbs)	polyurethane ant polypropylene bottom strengthened 27 km/h 17 mph 16.1 km/h 13 mph 3.2 m (10.5 ft) 376 kg (829 lbs) 113 kg (249 lbs)
N/A Self-compensating double reduction he Tru-Trak II™ fully independent automoti Unit swing arm with coil springs over hyd Self-adjusting mechanical rear drum Seamless, fabric-backed vinyl bonded to with plated steel inserts Front and rear 5 mph energy-absorbing 24 km/h (15.0 mph)	lical rack-and-pinion, permanently lubricat ve-style strut suspension draulic shock absorbers Self-adjusting 4-wheel mechanical drum pure, virgin foam contoured seat cushion bumpers 25 km/h (15.0 mph) 16 km/h (10 mph) 3.3 m (10.8 ft) 392 kg (864.2 lbs) 363 kg (800 lbs) Rolling Weight: 1000 lbs Towing Weight: 150 lbs	polyurethane Rear: Powder coat aluminum ed with sealed, greaseless tie-rod ends Self-adjusting mechanical rear drum s and matted to a warp and moisture-resista 31 km/h (19 mph)* 16 km/h (13 mph) 4.56 m (15 ft) 372 kg (820 lbs) 363 kg (800 lbs) Rolling Weight: 500 lbs	polyurethane ant polypropylene bottom strengthened 27 km/h 17 mph 16.1 km/h 13 mph 3.2 m (10.5 ft) 376 kg (829 lbs) 113 kg (249 lbs) N/A
N/A Self-compensating double reduction he Tru-Trak II™ fully independent automoti Unit swing arm with coil springs over hyd Self-adjusting mechanical rear drum Seamless, fabric-backed vinyl bonded to with plated steel inserts Front and rear 5 mph energy-absorbing 24 km/h (15.0 mph) 16 km/h (10 mph) 2.8 m (9.2 ft) 345 kg (760.6 lbs) 136 kg (300 lbs) Rolling Weight: 500 lbs Towing Weight: 100 lbs 22 liters (5.8 U.S. gal) 18 x 8.5 - 8 (4-ply rating)	lical rack-and-pinion, permanently lubricat ve-style strut suspension draulic shock absorbers Self-adjusting 4-wheel mechanical drum pure, virgin foam contoured seat cushion bumpers 25 km/h (15.0 mph) 16 km/h (10 mph) 3.3 m (10.8 ft) 392 kg (864.2 lbs) 363 kg (800 lbs) Rolling Weight: 1000 lbs Towing Weight: 150 lbs	polyurethane Rear: Powder coat aluminum ed with sealed, greaseless tie-rod ends Self-adjusting mechanical rear drum s and matted to a warp and moisture-resista 31 km/h (19 mph)* 16 km/h (13 mph) 4.56 m (15 ft) 372 kg (820 lbs) 363 kg (800 lbs) Rolling Weight: 500 lbs	polyurethane ant polypropylene bottom strengthened 27 km/h 17 mph 16.1 km/h 13 mph 3.2 m (10.5 ft) 376 kg (829 lbs) 113 kg (249 lbs) N/A
N/A Self-compensating double reduction he Tru-Trak II™ fully independent automotii Unit swing arm with coil springs over hyd Self-adjusting mechanical rear drum Seamless, fabric-backed vinyl bonded to with plated steel inserts Front and rear 5 mph energy-absorbing 24 km/h (15.0 mph) 16 km/h (10 mph) 2.8 m (9.2 ft) 345 kg (760.6 lbs) 136 kg (300 lbs) Rolling Weight: 500 lbs Towing Weight: 100 lbs 22 liters (5.8 U.S. gal) 18 x 8.5 - 8 (4-ply rating) 2 persons Standard: Tortuga Optional: Glacier, Tanzanite, Moonstone Metallic, Onyx Metallic,	lical rack-and-pinion, permanently lubricat ve-style strut suspension draulic shock absorbers Self-adjusting 4-wheel mechanical drum o pure, virgin foam contoured seat cushion bumpers 25 km/h (15.0 mph) 16 km/h (10 mph) 3.3 m (10.8 ft) 392 kg (864.2 lbs) 363 kg (800 lbs) Rolling Weight: 1000 lbs Towing Weight: 150 lbs Front: 18 x 8.5 - 8 (4 ply rating) Rear: 18 x 8.5 - 8 (6 ply rating) Standard: Tortuga Optional: Glacier, Garnet, Tanzanite, Moonstone Metallic, Onyx Metallic,	polyurethane Rear: Powder coat aluminum ed with sealed, greaseless tie-rod ends Self-adjusting mechanical rear drum s and matted to a warp and moisture-resista 31 km/h (19 mph)* 16 km/h (13 mph) 4.56 m (15 ft) 372 kg (820 lbs) 363 kg (800 lbs) Rolling Weight: 500 lbs 215/60-8 DOT (6-ply rating)	polyurethane ant polypropylene bottom strengthened 27 km/h 17 mph 16.1 km/h 13 mph 3.2 m (10.5 ft) 376 kg (829 lbs) 113 kg (249 lbs) N/A 18 x 8.5-8 (6-ply rating) Glacier, Onyx Metallic Available Cab Colors: Black Cab with
N/A Self-compensating double reduction he Tru-Trak II™ fully independent automotii Unit swing arm with coil springs over hyd Self-adjusting mechanical rear drum Seamless, fabric-backed vinyl bonded to with plated steel inserts Front and rear 5 mph energy-absorbing 24 km/h (15.0 mph) 16 km/h (10 mph) 2.8 m (9.2 ft) 345 kg (760.6 lbs) 136 kg (300 lbs) Rolling Weight: 500 lbs Towing Weight: 100 lbs 22 liters (5.8 U.S. gal) 18 x 8.5 - 8 (4-ply rating) 2 persons Standard: Tortuga Optional: Glacier, Tanzanite, Moonstone Metallic, Onyx Metallic, Sandstone Metallic	lical rack-and-pinion, permanently lubricat ve-style strut suspension draulic shock absorbers Self-adjusting 4-wheel mechanical drum o pure, virgin foam contoured seat cushion bumpers 25 km/h (15.0 mph) 16 km/h (10 mph) 3.3 m (10.8 ft) 392 kg (864.2 lbs) 363 kg (800 lbs) Rolling Weight: 1000 lbs Towing Weight: 150 lbs Front: 18 x 8.5 - 8 (4 ply rating) Rear: 18 x 8.5 - 8 (6 ply rating) Standard: Tortuga Optional: Glacier, Garnet, Tanzanite, Moonstone Metallic, Onyx Metallic,	polyurethane Rear: Powder coat aluminum ed with sealed, greaseless tie-rod ends Self-adjusting mechanical rear drum s and matted to a warp and moisture-resista 31 km/h (19 mph)* 16 km/h (13 mph) 4.56 m (15 ft) 372 kg (820 lbs) 363 kg (800 lbs) Rolling Weight: 500 lbs 215/60-8 DOT (6-ply rating) Glacier	polyurethane ant polypropylene bottom strengthened 27 km/h 17 mph 16.1 km/h 13 mph 3.2 m (10.5 ft) 376 kg (829 lbs) 113 kg (249 lbs) N/A 18 x 8.5-8 (6-ply rating) Glacier, Onyx Metallic Available Cab Colors: Black Cab with White Doors

Specifications subject to change without notice.

GLACIER

TORTUGA/ EMERALD

TANZANITE

SANDSTONE METALLIC

MOONSTONE METALLIC

JASPER METALLIC

ONYX METALLIC





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