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## **Ram Chassis Cab Powertrains Deliver Efficiency and Durability with New Technology and Innovation**

- New Aisin AS69RC six-speed automatic transmission handles higher diesel output and offers enhanced power take-off (PTO) capability
- Proven 6.7-liter Cummins I-6 offered in two versions, delivering best-in-class torque at 750 lb. ft.
- Exclusive dual-inlet Ram Active Air in diesel models adjusts induction according to driving conditions for optimal performance
- Best-in-class 15,000-mile oil change intervals on Cummins diesel
- Enhanced diesel exhaust brake for smoother braking characteristics and transitions
- Advanced diesel engine cooling system enables 25-percent more heat rejection for harsh duty cycles when compared to previous design
- Next-generation selective catalytic reduction (SCR) and diesel exhaust fluid (DEF) system
- Cummins engine features B-20 biofuel capability
- Dual fuel filtration system on diesel engines for enhanced reliability and durability in extreme climates
- Continued segment exclusive six-speed manual transmission
- Best-in-class powertrain warranty – 5 years/100,000 miles

September 26, 2012, Auburn Hills, Mich. - The new 2013 Ram 3500, 4500 and 5500 Chassis Cabs will arrive in retail outlets the first quarter of 2013. And they'll be ready for work.

The new Ram trucks deliver the most diesel power in the medium-duty commercial-truck segment, a proven and highly efficient gasoline engine, an upgraded six-speed automatic transmission with enhanced power take-off (PTO) capability and a host of technologies aimed at delivering best-in-class cost of operation.

"Ram Chassis Cab customers will benefit from our best-in-class total cost of ownership and hauling capacities," said Fred Diaz, President and CEO, Ram Truck Brand and Chrysler de Mexico — Chrysler Group LLC. "Greater capability means reduced loads and when combined with our proven durability and impressive fuel efficiency, the owner realizes a lower overall cost of operation and more profit."

The 3500 Chassis Cab comes standard with the legendary 5.7-liter HEMI® V-8 gasoline engine. The engine produces 383 horsepower at 5,600 rpm and generates peak torque of 400 lb.-ft. at 3,950 rpm. Mated to the 66RFE six-speed automatic transmission, the HEMI features enhanced fuel efficiency and power output, thanks to the incorporation of variable-valve timing and a compression ratio of 10.5:1. Refinements and other applied technologies provide the latest-generation HEMI with performance and fuel economy improvements to rival other multi-valve V-8 offerings.

Unlike the competition, Ram offers two engine variants based on the 6.7-liter Cummins for diesel supremacy in the segment.

The first version features 320 horsepower at 2,800 rpm and 650 lb.-ft. of torque at 1,500 rpm – an increase of 15 horsepower and 40 lb.-ft. torque over the previous offering. The engine is paired with Ram's segment-exclusive six-speed manual transmission, which features a wear-compensating clutch for consistent performance and a dual-trunion shift tower to accommodate a compact shift pattern.

A second high-output diesel delivers 325 horsepower at 2,800 rpm and generates best-in-class torque of 750 lb.-ft. at 1,600 rpm. The engine is paired with a new Aisin six-speed automatic transmission (AS69RC) and marks the first time a high-output diesel is offered in Chassis Cab.

The new AS69RC transmission features more robust components and a new control system that contributes to an improvement in shift quality and improved drivability when compared to the previous model. The new transmission is designed for higher engine ratings and enables a left-side PTO option, as well as allowing for a split shaft PTO configuration. Fire pumpers, dump beds, cranes and onboard compressor/generators are typical PTO-based upfits.

PTO features:

- Higher output (45 horsepower / 250 lb.-ft. torque) case-mounted
- Larger floor patch plate and relocated exhaust
- Left and right-side capability
- Split shaft capability

For 2013, all Ram Chassis Cab diesels benefit from an all-new cooling system. A high-efficiency fan, dual radiators, dual transmission coolers and charge air cooler afford 25 percent more heat-rejection capacity to align with best-in-class Gross Combined Weight Rating (GCWR). Lower operating temperatures deliver improved performance, durability and lower operating costs.

New weight ratings also led to the development of the industry-exclusive Ram Active Air intake system, activated by new monitoring capabilities added to the engine controller. When the exclusive intake system senses extreme heat, it draws cooler air from the front of the vehicle – a function that also engages at high altitudes for superior throttle response in low oxygen environments. When conditions are wet from snow, ice or water fording, the system pulls air from an under-hood inlet, clear from snow packing and water ingestion.

### **Emissions Performance**

The Cummins powerplants benefit from a larger exhaust-gas recirculation (EGR) cooler, which complements the urea-based selective catalytic reduction (SCR) and accommodates a best-in-class oil-change interval of 15,000 miles. Oil life is increased by reducing soot production and reducing fuel dilution of the oil.

When needed, the diesel exhaust fluid (DEF) is injected into the exhaust to reduce NOx (Nitrogen Oxides) emissions coming out of the tail pipe. Unlike the competition, the Ram Chassis Cab maintains full power when fluid is low. The state-of-the art DEF system applied on the Ram Chassis Cab brings the following features and benefits:

- An electric heater in the DEF tank to ensure the fluid is available in a liquid state regardless of climate. The result is a less complex system for enhanced durability. Competitive designs have used a network of glycol-circulated cooling/heating lines
- A new passively cooled DEF injector that does not require engine coolant to control its temperature, which reduces the complexity of the system
- In-tank DEF pump is self-contained relieving the need for upfitter relocation and to protect the pump from damage
- Exhaust system refinements to improve the utilization of DEF for NOx reduction and to reduce the risk of side effects from DEF crystalline build-up
- Exhaust system design improvements allows DEF to be used efficiently and creates a system that requires less energy from the engine to reach target exhaust temperatures for optimal emissions conversion
- Emissions system strategy revisions to reduce soot output from the engine and improve fuel economy all while meeting the legislative requirements

The DEF tank holds 9.25 gallons and refill intervals are based on vehicle usage and duty cycles with refills approximately every 3,000 miles. DEF is commonly available at fuel stations and is also offered by Mopar, the Chrysler Dealer Network and Cummins dealers and distributors. The DEF refill port is conveniently located at the rear of the cab on the driver's side of the vehicle, and clear of upfit zones, a configuration that ensures easy access for refills when compared to the competition.

Combined with an improvement in fuel economy, due in part to the engines' high-pressure common-rail fuel system,

the next generation SCR system provides a net reduction in Ram Chassis Cab operating costs. The SCR-equipped Cummins engines also operate cleaner by lowering greenhouse-gas emissions and better managing soot production than Lean NOx Trap (LNT) technology.

All 6.7-liter Cummins diesel engines are B-20 (20 percent biodiesel) capable when equipped with the B-20 biofuel option package or electronically configured by the dealer.

From behind the wheel, the new engines deliver improved performance and superior refinement from innovations such as the new “smart” exhaust brake. Enabled by Cummins’ unique, proprietary sliding-nozzle turbine design, the feature electronically manages best-in-class exhaust braking for smoother brake transitions during loaded downhill driving.

The Cummins’ variable-geometry turbocharger also affords more effortless operation at altitude, greater management of EGR flow rates and improved control over exhaust temperatures for cleaner tailpipe emissions.

The 2013 Ram Chassis Cab features a new fuel filter/water separator. The frame-mounted unit delivers best-in-class, 3-micron particulate filtration and water stripping for improved engine performance and durability.

A unique venting system is designed to prevent dirt and water from entering the tank and a warning light illuminates on the truck’s instrument cluster when the high-capacity sump requires draining.

Two new Borg-Warner part-time transfer cases make their debut on the 2013 Ram Chassis Cab. The BW 44-46 is an electric shifting part time transfer case with 2WD, 4WD High, 4WD Low and Neutral. BW 44-47 is a manual shifting transfer case with 2WD, 4WD High, 4WD Low and Neutral. Both options feature a low-range ratio of 2.64 and locking differential from front to rear.

The 2013 Ram Chassis Cab is backed with an unsurpassed 5-year/100,000-mile Powertrain Limited Warranty. The powertrain-limited warranty covers the cost of all parts and labor needed to repair a covered powertrain component — engine, transmission and drive system. Coverage includes free towing to the nearest Ram Truck dealer, if necessary. The warranty also is transferable allowing customers who sell their truck during the warranty period to pass the coverage onto the new owner. The standard 3-year/36,000-mile Basic Limited Warranty provides bumper-to-bumper coverage for the Ram Chassis Cab, from the body to the electrical system.

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