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2014 Ram Heavy Duty Pickups Boast Segment's Mightiest Gasoline Engine With All-New 6.4-liter HEMI® V-8

- All-new 6.4-liter HEMI® V-8 delivers best-in-class horsepower (410 hp) and torque
- (429 lb.-ft.)
- Cooled exhaust-gas recirculation (EGR) and variable-valve timing (VVT) technology reduce pumping losses
- Fuel Saver cylinder-deactivation cuts fuel consumption
- Positive crankcase ventilation (PCV) system integrated with intake manifold
- Complements available 6.7-liter Cummins Turbo Diesel, which retains overall
- best-in-class torque honors with a rating of 850 lb.-ft.
- "Smart" exhaust brake on 6.7-liter Cummins delivers smoother ride and driveability
- Performance and durability improved with new diesel cooling system
- 5.7-liter HEMI V-8 available in Ram 2500 and 3500 (SRW) as standard equipment
- Segment-exclusive front axle disconnect system now on Ram 2500
- Best-in-class GCWR of 37,600
- Unsurpassed powertrain warranty – five years/100,000 miles

September 7, 2013, Auburn Hills, Mich. - With Chrysler Group's all-new 6.4-liter HEMI V-8, the 2014 Ram Heavy Duty will deliver to best-in-class horsepower and best-in-class torque among pickups with gasoline engines.

Engineered to deliver capability, durability and bang for the buck, the all-new powerplant provides a worthy gasoline-powered option to the segment's overall standard-bearer – the 6.7-liter Cummins Turbo Diesel.

"These engines enable Ram Heavy Duty pickups to do whatever our customers need them to do and more," said Bob Lee, Vice President and Head of Engine, Powertrain and Electrified Propulsion Systems Engineering — Chrysler Group LLC. "At the end of the work day, our customers will know the satisfaction that comes with owning the most capable trucks on the road."

Compelling numbers tell the story of the new 16-valve engine: 410 horsepower at 5,600 rpm and a peak torque rating of 429 lb.-ft. (582 N•m) at 4,000 rpm.

One of the enablers for such performance is an active dual-runner-length intake manifold optimized specifically for the Ram Heavy Duty lineup. The result is improved low-end torque without sacrificing high-end power.

The legendary HEMI architecture provides the foundation of the 90-degree V-8. But its advanced technology is decidedly forward-looking.

Cooled exhaust-gas recirculation (EGR) delivers greater efficiency and elevated refinement. These attributes are manifested in reduced pumping losses and lower emissions. Pumping losses are further reduced by variable-valve timing (VVT). Efficiency is a hallmark of the new 6.4-liter HEMI V-8, starting with Chrysler Group's trademark Fuel Saver cylinder-deactivation technology. When conditions allow, as in highway cruising, the system seamlessly shuts down four cylinders to conserve fuel.

Efficiency is further reflected in a revised positive crankcase ventilation (PCV) system, which is integrated in the intake manifold. The resulting benefit is improved oil efficiency.

Heat is the enemy of durability. But the new 6.4-liter HEMI V-8 includes such features as:

- Robust/high-volume oil cooler
- Oil jets for piston cooling
- Aircraft grade, stainless steel gaskets and fasteners for improved durability at high temperatures

In addition, computational fluid dynamics was employed to optimize the cooling circuit in the block, heads and water pump.

With upgraded valve-seat material to fight wear and anchored by a cast-iron block, aluminum cylinder heads and forged-steel crankshaft, it is little wonder the new 6.4-liter HEMI V-8 – like the vaunted Cummins – boasts a five-year / 100,000-mile warranty.

The new 6.4-liter HEMI is available with the 66RFE six-speed automatic transmission.

For 2014, the celebrated 5.7-liter HEMI V-8 continues as standard equipment for the Ram 2500 and 3500 (SRW). The engine produces 383 horsepower at 5,600 rpm and generates peak torque of 400 lb.-ft. at 3,950 rpm. The 5.7-liter HEMI V-8 is mated to a 66RFE six-speed automatic transmission.

The renowned 6.7-liter Cummins Turbo Diesel I-6 is available in three versions. The first version is paired with Ram's segment exclusive six-speed manual transmission, which features a wear-compensating clutch for lifetime "like-new" performance and a dual-trunion shift tower to accommodate a compact shift pattern. This combination delivers 350 horsepower at 2,800 rpm and 660 lb.-ft. of torque at 1,500 rpm – a significant boost from the 2012 model-year maximum of 600 lb.-ft.

The second option matches the Cummins to the 68RFE six-speed automatic transmission. The diesel engine cranks out 370 horsepower at 2,800 rpm with 800 lb.-ft. of torque at 1600 rpm.

Finally, the 6.7-liter Cummins High-Output Turbo Diesel I-6 for Ram 3500 is paired with the Aisin six-speed automatic transmission (AS69RC), leaving no doubt to Ram Heavy Duty's capability. In addition to 385 horsepower at 2,800 rpm, the most powerful Cummins generates best-in-class torque of 850 lb.-ft. at 1,600 rpm. The AS69RC transmission features wide gear ratios that contribute to impressive shift performance, efficiency and drivability.

The cooling system on the 2014 Ram Heavy Duty Cummins 6.7-liter includes a high-efficiency fan, dual radiators, dual transmission coolers and a low-slung charge air cooler. Lower operating temperatures deliver improved performance, durability and lower operating costs.

Ram leads with innovation and offers the industry-exclusive Ram Active Air intake system. When the 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.

The Cummins powerplants benefit from a large exhaust-gas recirculation (EGR) cooler, which complements selective catalytic reduction (SCR) and accommodates a best-in-class oil-change interval of 15,000 miles.

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 Heavy Duty maintains full power when fluid is low. The state-of-the art DEF system applied on the Heavy Duty 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.
- A passively cooled DEF injector that does not require engine coolant to control its temperature, which reduces the complexity of the system
- 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 allow DEF to be used more efficiently and creates a system that requires less energy from the engine to reach target exhaust temperatures for optimal emissions

conversion

- Emissions system strategy reduces soot output from the engine and improves fuel economy, all while meeting the legislative requirements

The DEF tank holds 5.7 gallons, and refill intervals are based on vehicle usage and duty cycles. 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 at the fuel door, a configuration that ensures easy access at fuel stations when compared to the competition.

The SCR-equipped diesels, which can run on B-20 biofuel, also operate cleaner by lowering greenhouse-gas emissions and better managing soot production.

From behind the wheel, the diesels deliver impressive cold-start performance and superior refinement from innovations such as the “smart” exhaust brake. Enabled by Cummins’ unique, proprietary sliding-nozzle turbine design, the feature electronically manages best-in-class exhaust braking for smoother downhill driving, regardless of vehicle load.

Cummins’ variable-geometry turbocharger affords more effortless operation at high altitudes, greater management of EGR flow rates and control over exhaust temperatures.

The 2014 Ram 3500 boasts a best-in-class Gross Combination Weight Rating (GCWR). A contributor is the 11.8-inch rear axle matched with the high-output diesel engine boasting a 300-mm hypoid gear set, a four-pinion helical differential and a cooling-fin equipped aluminum differential cover for optimal thermal management.

New for 2014, the Ram 2500 joins the Ram 3500 with a segment-exclusive front axle disconnect system. When conditions warrant, select drivetrain components are disconnected, improving overall efficiency and enabling a gain in fuel efficiency of up to 1 mile per gallon (mpg).

Two Borg-Warner part-time transfer cases are available on the 2014 Ram Heavy Duty. 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 low-range ratio of 2.64 and locking differential from front to rear.

The 2014 Ram Heavy Duty is backed with an unsurpassed five-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 also 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 to the new owner.

The standard three-year/36,000-mile Basic Limited Warranty provides bumper-to-bumper coverage for the Ram Heavy Duty, from the body to the electrical system.

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