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Ram's Commercial Flagships – 2014 Chassis Cab Lineup Offers Best-in-class Capability and Exclusive Features

- 2014 Ram Chassis Cab outworks the competition with best-in-class towing, gross combined weight rating (GCWR) and best-in-class total cost of ownership
    - 3500 GCWR of up to 30,000 pounds and max trailer weight of 22,750 pounds
    - 4500 GCWR of up to 32,500 pounds and max trailer weight of 24,650 pounds
    - 5500 GCWR of up to 37,500 pounds and max trailer weight of 29,600 pounds
- Ram 4500 and 5500 Chassis Cabs now available with gasoline or diesel powertrains
- All-new 6.4-liter V-8 powers Ram's hardest-working trucks with 370 horsepower (276 kW) at 4,600 rpm (410 horsepower (306 kW) at 5,600 rpm under 10,000-lb. GVWR) and 429 lb.-ft. of torque (582 N•m) at 4, 000 rpm, featuring variable-valve timing (VVT) and Fuel Saver cylinder deactivation
- Ram 3500 Chassis Cab available with three different engine packages
    - Two gas-powered options plus manual and automatic transmission-equipped diesel powertrains offer customers a wide range of choices to meet their needs
- Legendary diesel power with six-speed automatic and manual transmissions
    - 6.7-liter Cummins available with high-output option producing 325 horsepower (242 kW) at 2, 400 rpm and 750 lb.-ft. of torque (559 N•m) at 1,500 rpm
    - Aisin AS69RC six-speed automatic and exclusive manual six-speed transmissions handle powerful diesel output
    - New exclusive gas-engine, left- or right-side power takeoff (PTO) capability with Aisin AS66RC transmission
    - Exclusive Fuel Saver, cylinder deactivation system operation during PTO mode improves efficiency
- 5.7-liter HEMI® V-8 delivers 383 horsepower (286 kW) and 400 lb.-ft. of torque (542 N•m), and features variable-valve timing (VVT) for greater efficiency and performance (Ram 3500 Chassis Cab)
- Best-in-class dual alternator systems up to 440 amps
- Exclusive dual-inlet Ram Active Air in diesel models adjusts induction according to driving conditions for optimal performance and efficiency
- Best-in-class 15,000-mile oil change intervals on Cummins diesel improving the total cost of ownership
- Segment exclusive selective tire pressure display on 3500 Chassis Cab
- New three-link front suspension on Ram 3500 Chassis Cab improves capability and handling
- Next-generation selective catalytic reduction (SCR) and diesel exhaust fluid (DEF) system aid fuel efficiency
- New Ram 3500 Chassis Cab single-rear-wheel offering includes 10,000-lb. GVWR model
- Only manufacturer to feature standard electronic stability control (ESC) on all models

- Frame includes high-strength 50,000 psi steel, eight-cross-member construction,
- C-channel rear rails to ensure continued unsurpassed noise, vibration and harshness (NVH), ride and handling characteristics
- Largest brake size providing best-in-class brake life and stopping power
- Largest standard fuel tank in class, maximizing up-time and dual fuel tank options totaling 74 gallons
- Innovative features combined with excellence in engineering make upfitting easy and less expensive
- Powernet technology enables expansion of feature content by adding bandwidth to the truck's electrical architecture
- Unsurpassed powertrain warranty – five years/100,000 miles
- Next-generation Uconnect Access combines a lineup of smart media centers with
- a powerful wireless platform that includes Wi-Fi hotspot capability
- Configurable vehicle information center with 7-inch multiview display available on SLT and standard on Laramie models
- Best-in-class vehicle system interface module (VSIM)
- Passive Entry, Keyless Enter 'n Go

September 7, 2013, Auburn Hills, Mich. - Ram 3500, 4500 and 5500 Chassis Cab trucks are the pinnacle of capability. Engineered and designed for extreme daily work, the Ram Chassis Cabs are products of a demanding environment and direct customer input. For 2014, Ram Chassis Cabs will pack a bigger punch with the introduction of a new 6.4-liter gas engine. Upfits will benefit from a left- or right-side PTO capability and a five-minute shut-down timer feature.

"No truck is engineered to work harder than the Ram Chassis Cab lineup. Our energies focus on simplification for upfitters and reducing total cost of ownership," said Reid Bigland, President and CEO — Ram Truck Brand, Chrysler Group LLC. "There is significant opportunity to grow our share in the Chassis Cab segment and Ram offers best-in-class capabilities with class-exclusive features to attract new customers."

Ram's halo truck line focuses on best-in-class capability and best-in-class total cost of ownership, a leading purchase reason among business owners. Ram Chassis Cab trucks offer the latest infotainment technology and exclusive upfit solutions, giving Ram Chassis Cab a competitive advantage. The Chassis Cab line goes further to offer a unsurpassed powertrain warranty of five years/100,000 miles.

The 2014 Chassis Cab best-in-class capability ratings:

- Best-in-class Gross Combined Weight Rating (GCWR)
- Best-in-class towing
- Best-in-class front Gross Axle Weight Rating (GAWR) on 4500 and 5500
- Best-in-class rear frame steel strength of 50,000 psi

Features include a number of industry exclusives:

- Vehicle system interface module (VSIM) is capable of communicating between aftermarket modules and various Chassis Cab control modules
- Electronic stability control (ESC) on all models
- Best-in-class, self-leveling fuel capacity of 74 gallons (52-gallon tank plus 22-gallon tank)
- Best-in-class 15,000-mile oil change intervals on Cummins diesel
- Largest -in-class brakes
- Best-in-class dual alternator systems up to 440 amps
- Exclusive back-up camera for upfitter positioning
- Unsurpassed powertrain warranty, five years / 100,000 miles

Ram Chassis Cab engineers design trucks for upfits and develop unique features to ease installation of multiple systems and bodies without interference or difficult relocation of components, including:

- Industry standard frame lengths 60-inch, 84-inch, 108-inch and 120-inch
- No components or lines above the rear frame rails
- Through-the-frame plumbing and electrical
- DEF refill port is conveniently located at the rear of the cab on the driver's side to ensure easy access at pump stations

ENGINEERING

For 2014, Ram engineers have enhanced the 3500 Chassis Cab model with a new three-link front suspension that provides greater load-carrying capability and best-in-class towing.

Ram 4500 and 5500 Chassis Cabs have received upgrades as well. Both models are now rated for up to 7,000 pounds of front Gross Axle Weight Rating (GAWR) on 6.4-liter gas engine-equipped models and up to 7,250 pounds GAWR on 6.7-liter Cummins Turbo Diesel models.

Gross Vehicle Weight Ratings (GVWR) for Ram 3500 models equipped with single rear wheels have been raised, now ranging from 10,500 to 12,000 pounds. A 10,000-lb. GVWR model that falls below certain truck-weight restrictions is also available.

To handle the best-in-class towing and unsurpassed GVWR capability of the Ram Chassis Cab, robust front suspension springs handle heavier loads while maintaining front ride height and improving overall roll stiffness. Greater roll stiffness, also known as body roll, is an important characteristic in taller vehicles, especially trucks with heavy payloads. An advanced five-link front suspension on Class 4 and 5 Ram 4500 and 5500 Chassis Cab trucks ensures excellent ride and handling for a higher GVWR and for use with heavy front loads, including snow plows. The Hotchkiss rear leaf spring suspension not only provides a minimum of zero degrees rake angle at max load, it also maintains objectives for ride and handling.

With upfits in mind, the 2014 Ram Chassis Cab trucks feature frames built with high-strength 50,000 psi steel, including eight separate cross-member construction. Designing the frames for upfits creates a competitive advantage, improves durability and reduces warranty costs from unapproved modifications. Ram Chassis Cab trucks have no components or lines above the rear frame rails. For example, the diesel exhaust fluid tank (DEF) is located under the cab and out of the upfit zones. The feature reduces the need for modification and relocation that is sometimes required in competitive trucks. One piece, C-channel rear frame rails, and through-the-frame plumbing and electrical provide a flat plane for ease of mounting application bodies and accessories.

Steering

The drag link is positioned over the track bar to reduce roll oversteer and to improve tracking at highway speeds. Also, the drag link is attached directly to the knuckle, offering improved efficiency for driver input. The caster and track are engineered for more wheel-aligning torque, which improves return-to-center at the steering wheel. A ball joint alignment feature and sealing method improves alignment and service for lower total cost of ownership. This design results in enhanced and precise on-center feel, despite the vehicle's impressive towing and payload capacities.

Body

The 2014 Ram Chassis Cab comes equipped with engine, transmission and body mounts for class-leading noise, vibration and harshness (NVH) characteristics.

Ram 3500, 4500 and 5500 Chassis Cab commercial trucks are available with an engineering-approved, upfitter-friendly solution for customers who require back panel removal on regular cab trucks. Because the instructions were created and approved by Ram Commercial truck engineers, the cutaway design retains the structural integrity of the truck.

Electrical

As the Ram Chassis Cab continues to offer more featured content, it created the need for a technology that allows more information to be electronically communicated within the truck. The Powernet system allows both high- and low-speed data networks to be equipped with as many as 40 individual modules, all designed to improve vehicle performance and enhance the comfort and safety of driver and passengers.

A majority of the commercial truck customers need to tie into the electrical system, and certain fleet customers require access to vehicle information. A best-in-class VSIM is capable of communicating between aftermarket modules and

various Chassis Cab control modules. The class-exclusive module acts as a secure gateway to the vehicle's electrical systems and data bus architecture to enable safe, secure plug-and-play connectivity for up-fitter use.

An optional dual 220-amp alternator system (440 amps total) on the diesel-equipped Ram Chassis Cab provides best-in-class electrical capability for the higher electrical loads required in select upfits such as emergency lighting and electric clutch pumps. The new 6.4-liter gas powertrain gets a dual-alternator option, pairing a 220-amp unit with a 160-amp, for a total of 380 amps.

A segment exclusive selective tire pressure display is standard for both single- and dual-rear-wheel 3500 models.

Total cost of ownership and unsurpassed powertrain warranty - five years/100,000 miles
Operating costs are of great consideration for owners who use their trucks for work. The 2014 Ram Chassis Cab claims class-leading features in:

- Extended maintenance cycle (15,000-mile oil change, fuel filter life)
- Brake life with advanced engine exhaust brake
- Upfit integration

The 2014 Ram Chassis Cab is backed with a 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 is transferable allowing customers who sell their truck during the warranty period to pass the coverage on to the new owner. The standard three-year/36,000-mile Basic Limited Warranty provides bumper-to-bumper coverage for the Ram Chassis Cab, from the body to the electrical system.

POWERTRAIN
The 2014 Ram Chassis Cab 3500, 4500 and 5500 come standard with the new 6.4-HEMI® V-8 gasoline engine — the first implementation of a gasoline engine for the Ram 4500 and 5500 Chassis Cab models. The Chassis Cab version of the 6.4 HEMI is similar by design but is engineered for a different duty cycle, when compared to the version offered in the Ram 2500 and 3500. The all-new powerplant provides a worthy gas-powered option to the segment's overall standard-bearer – the 6.7-liter Cummins Turbo Diesel.

Compelling numbers tell the story of the new 16-valve engine: estimated up to 410 horsepower (302 kW) at 4,600 rpm (4,600 rpm for Aisin in 4500/5500) and a peak torque rating of 429 lb.-ft. (582 N•m) at 4,000 rpm. Ram's new 6.4-liter V-8 gasoline engine is the first of its kind for Class 4 and 5 Ram 4500 and 5500 Chassis Cab trucks.

The new, big gasoline engine offers a number of features important to the hard, working, heavy- and medium-duty segments, including the dual-alternator option and a programmable idle shut-down timer. Additionally, the engine features Fuel Saver cylinder deactivation operation under normal driving conditions (66RFE transmission) and during PTO mode (Aisin transmissions) to improve efficiency.

The new 6.4-liter HEMI is available with the 66RFE six-speed automatic transmission or the AS66RC six-speed automatic transmission with segment exclusive, gasoline engine left- or right-side PTO capability.

The 3500 Chassis Cab also is available 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. of torque at 4,000 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 (VVT) and a compression ratio of 9.6:1. Refinements and other applied technologies provide the latest-generation HEMI with performance and fuel economy improvements to rival 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 1,400 rpm. 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 2,400 rpm and generates best-in-class torque of 750 lb.-ft. at

1,600 rpm. The engine is paired with an Aisin six-speed automatic transmission (AS69RC).

The Aisin AS69RC transmission features robust components and impressive shift performance, transmission efficiency and drivability when compared to the competition. The transmission is designed for high engine ratings and enables a left- and right-side PTO option, as well as allowing for a split shaft PTO configuration (diesel). Fire pumpers, dump beds, aerial buckets, cranes and onboard compressor/generators are typical PTO based upfits.

New for 2014, Ram 3500 Chassis Cab trucks are equipped with a front-axle disconnect for greater fuel efficiency.

All Ram Chassis Cab diesels benefit from an advanced cooling system. A high-efficiency fan, dual radiators, dual transmission coolers and charge air cooler provide impressive heat-rejection capacity to align with best-in-class GCWR. Lower operating temperatures deliver unsurpassed performance, durability and lower operating costs.

Best-in-class GCWRs also facilitated by the industry-exclusive Ram Active Air intake system, activated by monitoring capabilities in 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.

A new, dual fuel tank option combines 52-gallon and 22-gallon tanks for 74 gallons of extended, integrated onboard fuel range for lower operating costs. Additionally, a mid-ship 22-gallon tank is now an option for gasoline- and diesel-powered Chassis Cabs.

Emissions performance
The Cummins power plants utilize a large exhaust-gas recirculation cooler, which complements the selective catalytic reduction (SCR) and accommodates a best-in-class oil-change interval of 15,000 miles. Oil life is longer 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 features an electric heater in the DEF tank to ensure the fluid is available in a liquid state regardless of climate. 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 at fuel stations when compared to the competition.

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

DESIGN
Exterior
Ram Chassis Cab trucks are available in Tradesman, SLT and Laramie trim levels.

Three grille designs are available on the 2014 Ram Chassis Cabs, and a premium headlamp features bi-functional halogen projectors and LEDs for park/turn and side markers. The LED light housings are functional hardware with appeal and durability over incandescent bulbs.

Ram 3500 Chassis Cab single rear wheel models get three new 18-inch wheels: steel (Tradesman), chrome-clad steel (standard on SLT, optional on Tradesman) and polished aluminum (standard on Laramie, optional on Tradesman and SLT).

An exclusive, backup camera is available and delivered with factory wiring and multipurpose mount for easy installation by the upfitter. The camera provides a view of the rear with high definition and dynamic imaging in the available 5.0-inch and 8.4-inch radio display or 1.7 x 3-inch display in the rearview mirror.

Exterior door and fender badges are located in a portrait style format providing usable real estate on the door for a commercial customer's logos and graphics.

Ram Chassis Cab offers 12 different colors, including Black, Black Gold Pearl, Blue Streak Pearl, Bright Silver Metallic Bright White, Deep Cherry Red Crystal Pearl, Flame Red, Granite Crystal Metallic, Maximum Steel Metallic, Prairie Pearl, True Blue Pearl and Western Brown Pearl.

Ram Chassis Cab models are also available in an additional 18 specialty paint options, including Midnight Blue, Case Construction Power Tan, Case IH Red, New Holland Construction Yellow, New Holland Agriculture Blue and Robin Egg Blue.

Interior
In four-door models, rear-seat occupants enjoy the same quality, fit and finish as the driver. With points of contact a priority, premium, durable materials are on all four doors.

The 2014 Ram Chassis Cab features the next generation 8.4-inch Uconnect system. The center stack includes matching materials found throughout the interior. To complement the range of Chassis Cab models, the interior design team created individualized themes with different colors and materials.

The HVAC controls feature simple function meeting the highest Human Machine Interface (HMI) standards. The HVAC system includes a redundant architecture allowing the operator to use either the 8.4-inch touchscreen or manual controls to alter the truck's environment. Below the HVAC arrangement is a switch bank with easy-to-use controls for a number of features depending on vehicle models and options. The top row is for functional features and includes exhaust brake, tow/haul and electronic stability control (ESC). Five instrument panel mounted auxiliary switches are standard on all Chassis Cab models. The fifth switch becomes a PTO on/off switch when equipped. The bottom row comes standard as an auxiliary switch bank for all five spots with a PTO option when equipped. Contiguous to the switch bank is a prominently placed adjustable integrated trailer brake control allowing the driver to add or reduce trailer brake function on the fly. The console center stack includes one 115-volt and two 12-volt outlets on either side with an optional powered USB port on the driver's side.

All Ram Chassis Cab trucks continue to use a column shifter for the automatic transmission. Electronic Range Select (ERS) is located on the column. Diesel models offer an exclusive manual six-speed transmission, the only manual transmission offering in the segment. On all models, the transfer case retains full capability with a rotary e-shift to control "4WD Auto," "4WD Lock," "4WD Low," "2WD" and "Neutral".

The 3.5-inch vehicle information center screen is a standard feature. The thin-film transistor (TFT), 7-inch multiview display is available on SLT and Laramie models. The 7-inch screen features fully customizable function and configurability giving the owner a variety of systems to monitor from transmission temperature to navigation.

Chassis Cab trucks with bucket seats offer additional storage capacity in the center console. Six-passenger capability is available with the 40-20-40 bench-seat configuration. The center consoles for both the bucket and 40-20-40 bench-seat configurations keep efficient storage in mind. The bucket seat console uses the extra space as additional storage. The bench seat design includes three cup holders built into the console lid that features a washable rubber bellow lining allowing storage for most cup sizes as well as other personal items. Folding back the center console and center front seat base reveals a large storage bin that houses an optional CD player. Both versions of the console feature two tiers of storage and are available with a multimedia port with USB, SD card and auxiliary inputs in the upper tier. Additionally, a 2.5-amp USB power port and 12-volt outlet are available to meet device-charging needs.

MANUFACTURING
Start of production of the 2014 Ram 3500, 4500 and 5500 Chassis Cab is scheduled for the third quarter of 2013 at the Saltillo Truck Assembly Plant in Coahuila, Mexico.

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