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## **Room with Vroom, Capability and Versatility**

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Capability and reliability are hallmarks of Dodge Ram Heavy Duty trucks and the all-new 2006 Dodge Ram Mega Cab upholds those high standards with class-leading torque, power and durability.

"Similar to all Dodge Ram trucks, the all-new 2006 Dodge Ram Mega Cab delivers an impressive list of power, towing and durability claims," said Mike Donoughe, Vice President, Body-on-Frame Product Team. "Utilizing the Ram 2500's frame and suspension architecture as the foundation, we developed three models of the Dodge Ram Mega Cab that offer a range of superior capability for different customer needs."

Offered in two-wheel drive and four-wheel drive, the Dodge Ram Mega Cab is available in three models:

### **Dodge Ram Mega Cab 1500**

- Retains heavy-duty structure with Ram 2500 chassis, frame, axles and wheels
- Standard 5.7-liter HEMI<sup>®</sup> V-8 with five-speed automatic transmission
- Maximum payload of 2,410 lbs., maximum trailer weight of 7,750 lbs. and Gross Combined Weight Rating (GCWR) of 15,000 lbs.

### **Dodge Ram Mega Cab 2500**

- Standard 5.7-liter HEMI V-8 with five-speed automatic transmission
- Optional 5.9-liter Cummins Turbo Diesel with new standard six-speed manual or optional automatic transmission
- Maximum payload of 2,630 lbs., maximum trailer weight of 12,900 lbs. and Gross Combined Weight Rating (GCWR) of 20,000 lbs.

### **Dodge Ram Mega Cab 3500**

- Standard 5.9-liter Cummins Turbo Diesel
- New, standard six-speed manual transmission; optional automatic transmission
- Maximum payload of 2,840 lbs., maximum trailer weight of 15,800 lbs. and Gross Combined Weight Rating (GCWR) of 23,000 lbs.

### **It's Got a Cummins, Or a HEMI**

The Cummins Turbo Diesel is the king of the heavy-duty diesel segment with a class-dominating 610 lb.-ft. at 1,600 rpm and 325 horsepower at 2,900 rpm. That prodigious torque results in superior towing capability of 15,800 lbs., a payload of 2,840 lbs. and Gross Combined Weight Rating (GCWR) and Gross Vehicle Weight Rating (GVWR) ratings of 23,000 lbs. and 9,900 lbs., respectively.

The Cummins "610" generates its peak torque of 610 lb.-ft. at 1,600 rpm, earlier than either Ford's PowerStroke or Chevrolet's Duramax<sup>®</sup> diesels. That translates to a noticeably better vehicle launch when towing and accelerating, better drivability and fewer and smoother shifts.

The 5.7-liter HEMI V-8 produces 345 horsepower at 5,400 rpm and 375 lb.-ft. of torque at 4,200 rpm, providing more

power than the competition's standard V-8 engines. In fact, versus heavy-duty pickups with similar size gasoline engines, it provides best-in-class acceleration and towing capability.

Since first introducing the all-new 5.7-liter HEMI V-8 engine for the 2003 model year, Chrysler Group has sold more than 469,000 vehicles with a HEMI inside and consecutively earned a place on Ward's 10 Best Engines list. The 2005 Dodge Ram's HEMI take rate is 46 percent.

### **Precise Steering and Handling**

The 2006 Dodge Ram Mega Cab offers two different steering systems: one for two-wheel drive and another for four-wheel drive versions.

A rack-and-pinion steering system is standard on all two-wheel drive Dodge Ram Mega Cabs, delivering precise feel and response, and tuned to give the driver control and positive feedback. On four-wheel drive versions, a recirculating ball system provides the quickest steering ratio in the industry. The 13.4:1 overall steering ratio and 2.75 turns lock-to-lock are especially effective when making tight turns or maneuvering a trailer in close quarters.

### **Smooth Ride, Uncompromised Capability**

The all-new 2006 Dodge Ram Mega Cab provides superior on-road and off-road comfort with all-new monotube shock absorbers and advanced shock tuning that retain the Dodge Ram's work capabilities. The new monotube shocks provide exceptional control and durability.

The all-new 2006 Dodge Ram Mega Cab features two different front suspensions: one for two-wheel drive and another for four-wheel drive models.

An independent front suspension is standard on two-wheel drive Dodge Ram Mega Cabs. On four-wheel drive versions, a rigid-beam front axle, with a refined five-link, coil-spring suspension is included. The solid beam front axle is validated for a 5,200 lbs. Gross Axle Weight Rating (GAWR).

The all-new 2006 Dodge Ram Mega Cab's rear suspension, common to both two- and four-wheel drive models, is equipped with a heavy-duty solid axle and longitudinal leaf springs. The standard two-stage springs have three leaves to carry normal loads while providing a comfortable ride, and an additional leaf to support heavy loads.

A 3.73 rear-axle ratio is standard on the all-new 2006 Dodge Ram Mega Cab. An optional 4.10 rear axle ratio offers an additional 2,000 lbs. of towing capability versus the 3.73 ratio.

The all-new 2006 Dodge Ram Mega Cab features an available limited slip differential and an electronic transfer case, available on four-wheel drive models. The electronic transfer case is optional on SLT models and standard on Laramie models.

### **Mega Stopping Power**

The all-new 2006 Dodge Ram Mega Cab features robust standard brakes with brake rotors that measure 13.9 inches front and rear. Combined with a standard anti-lock braking system (ABS) and 17-inch wheels and tires, the all-new brakes provide the Dodge Ram Mega Cab with excellent safety and crash avoidance capability.

Electronic Variable Brake Proportioning (EVBP) is a component of the standard rear anti-lock braking system on the all-new Dodge Ram Mega Cab. EVBP is designed to better balance front-to-rear braking effort by making better use of the rear brakes when the truck is lightly loaded.

### **Refinement**

With occupant comfort central to the all-new 2006 Dodge Ram Mega Cab, several new features contribute to the vehicle's refinement.

New powertrain and cab mounts and new laminated glass, door cut-line seals and seals along the A-pillar have been installed to reduce outside noise from entering the cabin.

### **Safety and Security**

The all-new 2006 Dodge Ram Mega Cab employs a two-fold safety approach. Conventional safety features, such as pretensioning and constant-force seat belt retractors and air bags, combined with accident avoidance features, including precise steering, handling and braking.

As is the case with all Dodge Ram Heavy Duty models, the all-new 2006 Dodge Ram Mega Cab offers class-exclusive supplemental side air bag inflatable curtains (SABIC) and power adjustable pedals (on both automatic and manual transmission-equipped trucks). The side curtain air bags offered in the Dodge Ram Mega Cab are the largest in the industry, extending head protection to all outboard front and rear seat passengers.

Standard on the all-new Dodge Ram Mega Cab are next-generation driver and front-passenger air bags.

The 2006 Dodge Ram Mega Cab also includes standard Lower Anchors and Tether for Children (LATCH) child seat anchorage system. The LATCH system works in conjunction with the standard child seat tether anchors to make it easier to attach child seats.

Following are safety and security features available in the all-new 2006 Dodge Ram Mega Cab:

- Next-generation multistage driver and passenger air bags and knee bolsters
- Optional supplemental side air bag inflatable curtains (SABIC)
- Height-adjustable three-point seat belts, front outboard
- Constant-force retractors with pretensioners on front seats
- Three-point seat belt, center rear seat
- Child Seat Anchor System – LATCH (Lower Anchors and Tethers for Children)
- Anti-lock braking system
- Power adjustable pedals (on both automatic and manual transmission-equipped trucks)
- Adjustable rear-seat headrests
- Power door locks
- Keyless Entry – Remote
- Security Alarm
- Sentry Key® engine immobilizer

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