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2015 Ram Chassis Cab Lineup Offers Best-in-class Capability and Exclusive, Commercial-buyer-friendly Features

- Ram Chassis Cab models add class-exclusive options, which will appeal to commercial buyers
    - Ram Work Grade vinyl seats add hard-working durability
    - Maximum speed settings now available for 6.4-liter HEMI® V-8
    - ParkSense backup sensors available for upfitter installation
    - Extra-keys option adds convenience, time-savings for multiple-driver fleets
- Ram Chassis Cab outworks the competition with best-in-class towing, Gross Combined Weight Ratings (GCWR) and best-in-class total cost of ownership
    - 4500 max trailer weight of 24,650 pounds and GCWR of up to 32,500 pounds
    - 5500 max trailer weight of 29,600 pounds and GCWR of up to 37,500 pounds
- Ram 4500 and 5500 Chassis Cabs available with gasoline or diesel powertrains
- 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
    - New Max Payload Package option offers new torque converter for Aisin AS66RC automatic transmission, increasing GVWR for 6.4-liter HEMI-equipped Chassis Cabs
- 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 (1017 N•m) at 1,500 rpm
    - Aisin AS69RC six-speed automatic and exclusive manual six-speed transmissions handle powerful diesel output
- 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

- 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
- 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 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 single fuel tank in class, maximizing up-time. Also available, a dual fuel tank option totaling 74 gallons
- Innovative features, combined with excellence in engineering, make upfitting easy and less expensive
- Powernet technology enables expansion of featured 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, which includes Wi-Fi hotspot capability
- Configurable vehicle information center with 7-inch multiview display available on SLT and standard on Laramie models; new welcome screen features high-quality, model specific digital graphics
- Best-in-class vehicle system interface module (VSIM)
- New color: Black Forest Green Pearl

September 1, 2014, 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.

Ram's halo truck line focuses on delivering 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 an unsurpassed powertrain warranty of five years/100,000 miles.

"Chassis Cab trucks are the foundation of the Ram Commercial brands work-truck lineup," said Bob Hegbloom, President and CEO — Ram Truck Brand, Chrysler Group LLC. "Ram Chassis Cab trucks are hard workers. They offer best-in-class GCWR of 37,500 pounds, best-in-class towing capability of 29,600 pounds, best-in-class frame strength and best-in-class fuel capacity."

The Ram Commercial Truck brand will continue to expand its presence in the vocation truck segment by enhancing the capabilities of Ram's Tradesman series of trucks from half-ton to Class 5, establishing a network of 900 commercially focused dealers, expanding commercial and vocational marketing efforts and leveraging Fiat Professional to bring proven commercial vans to North America.

The 2015 Chassis Cab best-in-class capability ratings:

- Best-in-class Gross Combined Weight Rating (GCWR)
- Best-in-class towing (4500 and 5500)
- Best-in-class front Gross Axle Weight Rating (GAWR) on 4500 and 5500
- Best-in-class rear frame steel strength of 50,000 psi
- Best-in-class crew cab "curb to curb" turning diameter for 3500,4500 and 5500
- 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, dual fuel tank 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 backup camera and parking sensors 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 of 60, 84, 108 and 120 inches
- No components or lines above the rear frame rails
- Through-the-frame plumbing and electrical
- Diesel exhaust fluid tank (DEF) refill port is conveniently located at the rear of the cab on the driver's side to ensure easy access at fuel stations

NEW FOR 2015

The Ram 3500, 4500 and 5500 Chassis Cab trucks will add more new features to the already class-leading, work-ready Class 3 through 5 commercial lineup.

Inside, a new, optional "Work Grade" vinyl seat delivers extreme durability for severe ingress/egress duty cycles. Durability is an important requirement for commercial customers, and the higher ride heights of Chassis Cab trucks can lead to extra wear on the side of the seat as users enter and exit the vehicle frequently during the work day. This new Tradesman option, also available on Heavy Duty pickups, is exclusive to Ram trucks and even comes with its own "Ram Work Grade" tag.

New for 2015, Ram Chassis Cab trucks equipped with the 6.4-liter HEMI engine can be configured to maximum speed settings. The 60, 65, 70 and 77 mile per hour (mph) limits are not offered on competitors gas-powered chassis cab trucks. Max speed settings are an attractive option to commercial buyers, offering improved fuel economy and safety. In fact, the National Fire Protection Association (NFPA) requires a 77 mph limit on its ambulance, fire and rescue vehicles. Cummins Turbo Diesel-equipped Chassis Cab trucks have been available with this option since 2012.

For 2015, Ram Chassis Cab trucks can be ordered with an optional rear ParkSense package for upfitter installation. This exclusive feature further enhances safe operation and complements the current backup camera offering. These backup sensors were added to the list of available options as a direct response to Ram's Truck Advisory Board and ambulance upfitters.

An extra key is always a nice thing to have. But when multiple users may be called on to operate a single truck over the course of the workweek, it can be a significant time saver. Ram Chassis Cab trucks can now be ordered with two extra keys (four total) for a more cost-effective solution to small businesses with multiple drivers.

Several Ram 4500 and 5500 Chassis Cab models will get increased Gross Vehicle Weight Ratings for 2015. A new Max Payload Package will be offered on 6.4-liter HEMI-powered Ram 5500 models, made possible by a new torque converter on the commercial-duty Aisin AS66RC automatic transmission. The Max Payload Package option increases GVWR to 19,500 pounds on 84-, 108- and 120-inch wheelbase models and 19,000 pounds on 60-inch wheelbases. Gross Combined Weight Ratings will increase to 26,000 pounds. Max Payload Package-equipped trucks will be equipped with a 4.88:1 rear axle ratio.

Standard Gross Vehicle Weight Ratings will also increase on all 60-inch wheelbase Ram 4500 and 5500 Chassis Cab trucks. Gas and diesel-powered 4500 models' GVWR will increase by 500 pounds to 16,500. Gas-powered 5500 models' GVWRs will increase by 1,000 pounds to 19,000 pounds while diesel-powered will increase by 250 pounds to 19,000.

ENGINEERING

The Ram 3500 Chassis Cab model features a three-link front suspension which 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, 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 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 Ram Chassis Cab comes equipped with specially tuned 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 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 available 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 2015 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 2015 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 Ram 3500, 4500 and 5500 Chassis Cabs come standard with the 6.4-liter HEMI V-8 gasoline engine. 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 larger-displacement 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 16-valve engine: rated at 410 horsepower (302 kW) at 5,600 rpm (370 horsepower at 4,600 rpm for Aisin in 4500/5500) and a peak torque rating of 429 lb.-ft. (582 N•m) at 4,000 rpm.

The 6.4-liter HEMI V-8 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 the Fuel Saver cylinder deactivation operation under normal driving conditions (66RFE transmission) and during PTO mode (Aisin transmissions) to improve efficiency.

The 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 10.5:1. 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 1,500 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.

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, oversized radiator, 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 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 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 2015 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 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. A new-for-2015 ParkSense

backup sensor option adds an upfitter-installed safety feature to the camera.

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, 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. Black Forest Green Pearl is new for 2015.

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 2015 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.

For 2015 Ram Chassis Cabs in SLT (with Luxury Group) and Laramie get a new instrument panel welcome screen with high-quality, model specific digital graphics.

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 2015 Ram 3500, 4500 and 5500 Chassis Cab is scheduled for the third quarter of 2014 at

the Saltillo Truck Assembly Plant in Coahuila, Mexico.

Ram Truck Brand

In 2009, the Ram Truck brand launched as a stand-alone division, focused on meeting the demands of truck buyers and delivering benchmark-quality vehicles. With a full lineup of trucks - the Ram 1500, 2500/3500 Heavy Duty, 3500/4500/5500 Chassis Cab and ProMaster - the Ram brand builds trucks that get the hard work done and families where they need to go.

Ram continues to outperform the competition and sets the benchmark for:

- Best-in-class standard horsepower
- Segment-first 1,000 lb.-ft of torque with Cummins Turbo Diesel
- Most luxurious: Ram 1500 Tungsten with real metal and leather elements and a new 14.5-inch Uconnect touchscreen
- Best ride and handling with a double wishbone front suspension and five-link solid rear axle with available, segment-exclusive, active-level, four-corner air suspension
- Best-in-class available rear leg room
- The most cargo space available in any traditional full size cargo van
- Most capable full-size off-road pickup – Ram Power Wagon
- Most awarded light-duty truck in America
- Highest owner loyalty of any half-ton pickup

The latest J.D. Power APEAL study,which rates the emotional bond between customers and their vehicles, named the 2023 Ram 1500 as the best full-size light-duty pickup.

Ram is part of the portfolio of brands offered by leading global automaker and mobility provider Stellantis. For more information regarding Stellantis (NYSE: STLA), please visit www.stellantis.com.

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