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New Features Provide 2016 Ram Chassis Cab Lineup Best-in-class Range and Capability

- A 74-gallon dual fuel tank option expands to all frame lengths, delivering the highest fuel capacity and greatest range in its class
- ParkSense rear backup system now combined with class-exclusive front park assist
- All-new center consoles and lower cost radio option with Bluetooth connectivity
- Ram Chassis Cab outworks the competition with best-in-class towing, Gross Combined Weight Ratings (GCWR) and best-in-class total cost of ownership
 - Ram 4500 max trailer weight of 24,650 pounds and GCWR of up to 32,500 pounds
 - Ram 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 at 4,600 rpm (410 horsepower at 5,600 rpm under 10,000-lb. GVWR) and 429 lb.-ft. of torque at 4,000 rpm featuring variable-valve timing (VVT) and Fuel Saver Technology cylinder deactivation
 - 6.7-liter Cummins available with high-output option producing a best-in-class 325 horsepower at 2,400 rpm and 750 lb.-ft. of torque at 1,500 rpm
- Aisin AS69RC six-speed automatic and exclusive manual six-speed transmissions handle powerful diesel output
- Exclusive gasoline-engine, left- or right-side power takeoff (PTO) capability with Aisin AS66RC transmission
- Best-in-class powertrain warranty – five years/100,000 miles on diesel engines and unsurpassed on gas engines
- New colors: Red Pearl, Luxury Brown and Pearl White

September 1, 2015, Auburn Hills, Mich. - Ram 3500, 4500 and 5500 Chassis Cab trucks are the brand's halo trucks in capability. Engineered and designed for extreme daily work, the Ram Chassis Cabs are built for an unrelenting duty-cycle with direct customer input.

Ram's most capable truck line focuses on delivering best-in-class capability and best-in-class total cost of ownership — a leading purchase reason among business owners.

The data speaks for itself with best-in-class Gross Combined Weight Ratings (GCWR) of 37,500 pounds, best-in-class towing capability of 29,600 pounds and best-in-class frame strength provided by 50,000 psi steel.

All configurations of Chassis Cab can be ordered with a staggering dual fuel tank capacity of 74-gallons, which delivers the highest fuel storage and drive range in the segments. More fuel means more run time and improved total cost of ownership — in some models more than 1,000 miles of operation.

2016 Ram Chassis Cab trucks can be ordered with an optional ParkSense Package, which now includes a new front park assist system. This exclusive feature further enhances safe operation and complements the current backup camera offering. The feature improves total cost of ownership and reduces potential damage by audibly notifying the

driver of oncoming contact.

Handsfree driving is a must and Ram Chassis Cab trucks offer the latest infotainment technology. For 2016, a new lower cost radio option is available with Bluetooth connectivity.

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 950 commercially focused dealers, expanding commercial and vocational marketing efforts and leveraging Fiat Professional to bring proven commercial vans to North America.

The 2016 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 fit-to-use backup camera and front/rear parking sensors
 - Best-in-class powertrain warranty – five years/100,000 miles on diesel engines and unsurpassed 5 year/60,000 miles on gas engines

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

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 are 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 range from 10,500 to 12,000 pounds. A 10,000-lb. GVWR model also is 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 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 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 engine 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 2016 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 2016 Ram Chassis Cab is backed with a best-in-class, 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-liter 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 at 5,600 rpm (370 horsepower at 4,600 rpm for Aisin in 4500/5500) and a peak torque rating of 429 lb.-ft. 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.

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 best-in-class 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 is 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 2016 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-2016 ParkSense backup sensor option is coupled with an exclusive front-park-assist system.

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 three new tones: Red Pearl, Luxury Brown and Pearl White. Other colors include: 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, Black Forest Green 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

2016 also offers a new center console design on all trims and Bluetooth connectivity on entry-level radios. 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 2016 Ram Chassis Cab features the 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.

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.

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.

MANUFACTURING

2016 Ram 3500, 4500 and 5500 Chassis Cab are built at the Saltillo Truck Assembly Plant in Coahuila, Mexico.

About 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, ProMaster and ProMaster City, 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 benchmarks for:

- Segment first 1,000 lb.-ft of torque with Cummins Turbo Diesel
- Towing capacity of 35,100 lbs. with Ram 3500
- Payload of 7,680 lbs. with Ram 3500
- Most luxurious: Ram Limited with real wood, real leather and 12-inch Uconnect touchscreen
- Best ride and handling with exclusive link coil rear and auto-level air suspensions
- Most interior space with Ram Mega Cab
- 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
- Over the last 30 years, Ram has the highest percentage of pickups still on the road

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