

Contact: Nick Cappa  
David Elshoff

## **New 2019 Ram Chassis Cab Offers Legendary HEMI® V-8 or Proven Cummins Turbo Diesel Power, Combined With Capable and Reliable Transmissions to Meet Customers' Wide-Ranging Demands**

- New 6.7-liter Cummins Turbo Diesel features 360 horsepower and the highest available torque in Class 4 and 5 at 800 lb.-ft.
- Revised turbo diesel includes new features for improved strength, power, fuel efficiency and reduced Noise, Vibration and Harshness (NVH)
- Advanced engineering, improved processes and use of advanced materials removes more than 60 pounds from the Cummins Turbo Diesel engine
- Standard 6.4-liter HEMI® V-8 power now features class-exclusive Fuel Saver Technology cylinder deactivation and Variable Cam Timing (VCT) delivers 410 horsepower and 429 lb.-ft. of torque in 2019 Ram 3500 Chassis Cab
- TorqueFlite eight-speed automatic for 6.4-liter HEMI V-8 in 2019 Ram 3500 Chassis Cab brings shift refinement not previously seen in heavy-duty trucks
- TorqueFlite eight-speed includes convenient rotary e-shifter and more than 40 individual maps to optimize shift quality and shift points regardless of load or conditions
- Aisin six-speed automatic transmissions with optional Power Take-Off (PTO) deliver improved towing capability, reliability, NVH and fuel economy via hardware and software upgrades
- 4x4 transfer cases engineered to handle higher input loads
- New front (4500/5500 Chassis Cab) and rear axles offer upgraded components to handle higher capacities; exclusive electronic 4x4 front axle disconnect system contributes to improved fuel efficiency
- Stationary Elevated Idle Up automatically raises engine RPM to handle increased electrical power demand when vehicle is in Park
- Unsurpassed powertrain warranty — 5 years/100,000 miles

February 7, 2019, Auburn Hills, Mich. - The new 2019 Ram 3500/4500/5500 Chassis Cab arrives ready to work with a choice of powerful HEMI® V-8 and Cummins Turbo Diesel engines backed by capable, reliable and smooth-shifting automatic transmissions, upgraded transfer cases and axles that can handle the workload.

Buyers of the 2019 Ram Chassis Cab have a choice between the powerful and proven 6.4-liter HEMI V-8 or a significantly revised Cummins 6.7-liter I-6 Turbo Diesel. In the 2019 Ram 3500 Chassis Cab, the 6.4-liter HEMI V-8 is paired with a class-exclusive TorqueFlite eight-speed automatic transmission.

Ram engineers factored in the wide range of demands and duty cycles in the segment for the 2019 Ram Chassis Cab, including an expanded level of Power Take-Off (PTO) controls and a Stationary Elevated Idle Up feature to meet increased power demands when the vehicle is in Park.

"The Ram Chassis Cab tackles the toughest jobs out there, in the most demanding conditions and for hours without a break," said Bob Lee, Head of Engine, Powertrain and Electrified Propulsion, and Systems Engineering, FCA — North America. "Every part is a critical component and that drives us to make sure we exceed our customers' expectations for performance, strength and refinement."

**ENGINES: 6.4-LITER HEMI V-8**

The standard engine in the 2019 Ram 3500/4500/5500 Chassis Cab is the proven and potent 6.4-liter HEMI V-8 with Variable Camshaft Timing, engineered for the wide range of power and run-time demands of chassis cab owners.

In the Ram 3500 Chassis Cab, the 6.4-liter HEMI V-8 paired with the standard TorqueFlite 8HP75 8-speed electronically controlled automatic transmission delivers 410 horsepower and 429 lb.-ft. of torque. Variable Camshaft Timing enables the 6.4-liter HEMI V-8 to deliver more consistent power across a wide torque band with greater fuel efficiency.

The 6.4-liter HEMI V-8 in the 2019 Ram 3500 Chassis Cab now employs exclusive Fuel Saver Technology cylinder deactivation to increase fuel economy. Fuel Saver Technology deactivates four of the engine's eight cylinders when the vehicle is in a light load mode. When the engine is paired with the optional Aisin AS66RC six-speed automatic transmission with Power Take-Off (PTO), Fuel Saver Technology functions under light load while in stationary PTO mode to reduce fuel consumption.

In the Ram 4500 and 5500 Chassis Cab, the 6.4-liter HEMI V-8, paired with the Aisin AS66RC electronically controlled 6-speed automatic transmission with optional Power Take-Off (PTO) capability, delivers 370 horsepower and 429 lb.-ft. of torque.

In all Ram 3500/4500/5500 Chassis Cab applications, the 6.4-liter HEMI V-8 uses interactive Deceleration Fuel Shut-Off, which stops fuel flow to the cylinders when decelerating to improve fuel economy.

#### **ENGINES: 6.7-LITER CUMMINS TURBO DIESEL**

A significantly revised Cummins 6.7-liter inline-6 Turbo Diesel is optional on the 2019 Ram 3500/4500/5500 Chassis Cab. Paired with the Aisin AS69RC electronically controlled six-speed automatic transmission with optional PTO capability, the Cummins engine delivers 360 horsepower and 800 lb.-ft. of torque — highest available torque in Class 4 and 5.

Changes to the Cummins engine include a cylinder block made from compacted graphite iron. Using compacted graphite iron produces a block that is stronger and better able to dampen vibrations, yet weighs less. Overall, the new Cummins Turbo Diesel weighs more than 60 pounds less than the previous-generation engine.

A new cast-iron cylinder head builds on the new block with changes that include new exhaust valves and springs, and new rocker arms driven by a hollow camshaft, contributing to the weight savings. Changes to the Cummins Turbo Diesel also include a new oil pump and water pump with lightweight-aluminum housing. Lighter and stronger pistons include new low-friction rings and connect to the crankshaft via newly design forged connecting rods and new bearings.

An all-new exhaust manifold is the mounting point for an improved variable-geometry turbocharger with laminated heat shields. The new fuel-delivery system includes a new 29,000-psi (2,000-bar) fuel pump and fuel rail. The Cummins Turbo Diesel in the Ram 3500/4500/5500 Chassis Cab uses ultra-low sulfur-diesel fuel and an emission treatment system that includes a Diesel Particulate Filter to reduce particulate emissions. An option for diesel-powered models is the ability for customers to manually initiate stationary diesel particulate filter regeneration.

#### **TRANSMISSIONS: ROBUST AND REFINED**

The 2019 Ram 3500/4500/5500 Chassis Cab offers customers a trio of automatic transmissions that are as refined as they are robust and ready to go to work.

The efficient, smooth-shifting TorqueFlite 8HP75 eight-speed automatic is the standard transmission with the 6.4-liter HEMI V-8 in the 2019 Ram 3500 Chassis Cab. The fully electronic transmission includes a compact rotary e-shifter gear selector.

Tailored for heavy-duty truck work, the TorqueFlite 8HP75 has been upgraded with additional torque converter brazing, additional pinion gears for two of the gearsets and a heavy-duty park system to manage increased towing and payload capabilities.

There are more than 40 individual shift maps to optimize shift points for fuel economy, performance and drivability. The transmission uses shift-by-wire technology, eliminating a mechanical linkage between the transmission and gear

selector.

The TorqueFlite 8HP75 transmission uses 6th gear as a direct drive, while gears 7 and 8 have overdrive ratios. The wide gear-ratio spread helps maximize fuel economy by reducing engine rpm in city and highway driving. Internally, the transmission has four gear sets and five shift elements (multi-disc clutches and brakes). Only two shift elements are open at any given time. With fewer open shift elements, drag losses due to multiple parts rotating relative to one another are reduced.

The electronically controlled Aisin AS66RC six-speed automatic is the standard transmission for 2019 Ram 4500/5500 Chassis Cabs equipped with the 6.4-liter HEMI V-8, and optional on the 2019 Ram 3500 Chassis Cab. This transmission offers PTO capability on the left or right side in 4x2 and 4x4 configurations.

Upgrades to the Aisin AS66RC include new ring gear material and heat treatment, larger thrust bearing to increase capacity and additional heat treatment for select components. Hard finishing of the No. 1 pinion gears helps minimize noise, vibration and harshness. A new transmission controller has a dual-core processor and double the memory of the previous unit to manage all-new control software for faster, more seamless gear changes. Fuel economy is enhanced with a new torque converter and unique pump assembly as compared to the version of the transmission used with the Cummins Turbo Diesel engine.

New 2019 Ram 3500/4500/5500 Chassis Cab trucks equipped with the Cummins 6.7-liter Turbo Diesel use an Aisin AS69RC six-speed automatic transmission with optional left- or right-side PTO capability.

The fully electronically controlled Aisin AS69RC uses a new transmission controller with double the memory of the previous controller and a dual-core processor. This delivers faster, more precise shifts under all driving and loading conditions.

The transmission's durability and capability are enhanced with a new ring gear and heat treatment, larger thrust bearing and additional heat treatment for select components. A dynamic damper for the torque converter and hard finishing of the No. 1 pinion gears help reduce noise, vibration and harshness.

#### **DESIGNED FOR CHASSIS CAB WORK DEMANDS**

The 2019 Ram Chassis Cabs are engineered to deliver power whenever it is needed. All 2019 Ram Chassis Cabs are equipped with Stationary Elevated Idle Up. This enables upfitters and customers to set a specific engine-idle speed when the vehicle is in Park. The feature, useful in applications such as ambulances, can be activated via a dedicated switch or an existing system, such as the park brake, as determined by the upfitter. Engine RPM speed is set by the end user via the commercial menu cluster display.

Buyers that equip their 2019 Ram Chassis Cab with a Power Take-Off have a variety of customization options. PTO outputs are available on either side of the truck on 4x2 and 4x4 configurations, with each side capable of 60 horsepower and 250 lb.-ft. of torque output. The left-side output can power hydraulic or shaft-driven devices. The exhaust pipe in the right-side PTO area on diesel models is double-walled to provide significant heat insulation.

Mobile Mode RPM Up, a new feature, lets the operator manage PTO engine speed by selecting an RPM at which the engine will operate when the transmission is in Park. Engine RPM can be easily selected through the commercial menu in the cluster. This eliminates the need to "feather" the accelerator for additional RPM/power — a feature convenient for refuse or tow vehicles.

Other new PTO features available for 2019 include:

- Multiple new PTO setup and control options via the cluster
- Split Shaft Mode with two gear choices
- Menu-enabled hard wire remote stop/start
- Five minute shutdown timer disable
- Upfitter CAN bus PTO engine RPM control
- PTO on/off button with last-known state capability
- Variable engine speed ramp rates

#### **TRANSFER CASES**

Four-wheel-drive versions of the 2019 Ram 3500/4500/5500 Chassis Cab are equipped with BorgWarner part-time transfer cases. Buyers have the choice of electronic or manual shift transfer cases.

All transfer cases for the 2019 Ram Chassis Cab have three operating ranges: 2WD, 4WD High and 4WD Low (low-range reduction 4WD) plus a Neutral position. The driver can switch between 2WD and 4WD High while the truck is in motion. To engage 4WD Low, the transmission must be in Neutral. 4WD Low provides a gear reduction ratio of 2.64:1. This delivers increased low-speed torque capability for pulling power and improved driver control in off-road conditions.

The 2019 Ram 4500/5500 Chassis Cab, and the Ram 5500 with Max Tow capability, use all-new part-time BorgWarner transfer cases with a low-range gear reduction system designed to handle the higher input loads.

For 2019, the transfer case uses a new connector for the new direct-flow CV-joint front-driveshaft interface.

#### **AXLES**

The 2019 Ram 4500/5500 Chassis Cab uses an all-new 12-inch AAM rear axle that enables higher gross combined axle weight and payload ratings.

The rear axle housing is cast as a single unit and contains a new plate-type limited slip differential, new O-ring style axle shaft hub seals and a high-performance axle oil.

On 4500/5500 Chassis Cab four-wheel-drive models, an all-new 10.5-inch AAM front axle is equipped with a switch-activated front-axle disconnect. The disconnect reduces parasitic load on the drivetrain when operating in rear-wheel drive, helping improve fuel economy. A shield protects the axle-mounted disconnect from road debris.

#### **WARRANTY**

The 2019 Ram Chassis Cab is backed with an unsurpassed 5-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 on to the new owner. The standard 5-year/36,000-mile Basic Limited Warranty provides bumper-to-bumper coverage for the Ram Chassis Cab, from the body to the electrical system.

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