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FCA Canada Reveals New 2019 Ram Heavy Duty – The Benchmark for Performance, Capability, Technology and Luxury

- Ram out-powers, out-tows and out-hauls every other pickup available – 1,000 lb.-ft. of torque milestone achieved by Ram and Cummins with all-new 6.7-litre Cummins High Output Turbo Diesel
- The highest capability numbers for diesel- and gas-powered pickups – 15,921 kg (35,100 lb) towing and 3,484 kg (7,680 lb) payload
- Standard 6.4-litre HEMI® V-8 power with cylinder deactivation and Variable Cam Timing (VCT) delivers class-leading 410 horsepower and 429 lb.-ft. of torque
- New, class-exclusive TorqueFlite eight-speed automatic for 6.4-litre HEMI V-8 brings shift refinement not seen in heavy-duty trucks
- Exclusive rear air suspension now features driver-activated Bed Lowering Mode, Normal/Payload Mode and Trailer-Tow Mode
- New 98.5 per cent high-strength steel frames offer greater capacities, reduced weight and high levels of torsional rigidity
- New surround-view camera with trailer reverse guidance view provides a single display-screen view of both sides of a trailer to assist drivers in manoeuvring towing setups

February 14, 2019, Toronto, Ontario - Ram Truck unveiled today the new 2019 Ram Heavy Duty. Debuting during media day of the Canadian International AutoShow, the 2019 Ram Heavy Duty is the most powerful, most capable pickup in the segment with a towing capacity of up to 15,921 kg (35,100 lb) and a maximum payload capacity of up to 3,484 kg (7,680 lb). Driving it all, a never-before-seen torque rating of 1,000 lb.-ft. from the Cummins 6.7-litre High Output Turbo Diesel engine. The new Ram Heavy Duty also sets benchmarks in ride and handling, luxury, materials, innovation and technology, extending well past any competitive offerings. Giving maximum effort all day, every day with confidence, the new 2019 Ram Heavy Duty line of pickups steps forward with the full force of modern capability.

"Ram Heavy Duty owners constantly demand the highest levels of capability to tackle the biggest jobs and with up to 15,921 kg (35,100 lb) of towing capacity, pulled by 1,000 lb.-ft. of torque from our Cummins engine, we now hold the most important titles within the segment," said Reid Bigland, Head of Ram Brand, FCA. "We've also surrounded owners in luxury and technology that, until now, was unavailable in a heavy-duty pickup. The highest quality interiors, active safety systems and of course our award-winning Uconnect technology contribute to the best Ram 2500 and 3500 trucks we have ever built."

Engines

With a long list of upgrades, the new Cummins 6.7-litre High Output Turbo Diesel delivers up to 1,000 lb.-ft. of torque @ 1,800 rpm and 400 horsepower @ 2,800 rpm. Changes begin at the core, with a cylinder block made from compacted graphite iron, new cast-iron cylinder head, new exhaust valves and springs, and new rocker arms. Overall, the new Cummins Turbo Diesel weighs 27 kg (60 lb) less than the previous-generation engine, yet delivers more power and torque.

The second variant of the Cummins Turbo Diesel also gets a performance boost with 370 horsepower @ 2,800 rpm and 850 lb.-ft. of torque @ 1,700 rpm.

The standard engine in the 2019 Ram 2500 and 3500 Heavy Duty is upgraded to the proven and potent 6.4-litre HEMI V-8, delivering class-leading 410 gas horsepower @ 5,600 rpm and 429 lb.-ft. of torque @ 4,000 rpm to handle the payload and towing requirements of the heavy-duty truck user.

Transmissions

Ram 3500 Heavy Duty models equipped with the 1,000 lb.-ft. high output Cummins 6.7-litre Turbo Diesel are paired with the Aisin AS69RC electronically controlled six-speed automatic. This transmission is engineered to handle the colossal torque of the Turbo Diesel engine and increased vehicle weight ratings while delivering improved shift quality.

Ram Heavy Duty trucks powered by the standard output Cummins 6.7-litre Turbo Diesel are equipped with a significantly upgraded version of the 68RFE six-speed automatic transmission. Changes designed to improve the electronically controlled transmission's shift quality include new variable-force solenoid controls for the torque-converter clutch and new reverse accumulator for improved shift feel from park into reverse.

In a first for the Ram Heavy Duty, the 6.4-litre HEMI V-8 comes paired to the proven and smooth-shifting TorqueFlite 8HP75 eight-speed automatic. There are more than 40 individual shift maps to optimize shift points for fuel economy, performance and drivability. The 2019 Ram Heavy Duty with V-8 engine also uses an innovative rotary e-shift dial mounted on instrument panel's center stack – freeing up space traditionally occupied by a console- or column-mounted shift lever.

Frame

Ram Heavy Duty trucks feature all-new frames built with 98.5 per cent high-strength steel, six separate crossmembers, hydroformed main rails and fully boxed rear rails for optimal strength and mass efficiency. Although the new Ram Heavy Duty is stronger and more capable, lightweight materials in the frame, powertrain and an aluminum hood reduce overall weight by up to 65 kg (143 lb).

On vehicles equipped with the optional auxiliary camera prep package, the standard 4/7-pin bumper connector is replaced with a 12/7-pin connector to support the remote camera option (available Mopar® accessory). A tailgate

handle-mounted, rear high-definition camera backup system is standard with dynamic imaging on the 12-inch, 8.4-inch or 5-inch displays with turning guidelines. Also, the cargo-view camera located in the Centre High-Mounted Stop Light (CHMSL) provides a view of the bed for easier connection to fifth-wheel or gooseneck trailers, as well as monitoring bed loads.

Suspension

Heavy Duty trucks generally have a suspension equipped for constant, heavy payloads. This leads to a harsher ride when unloaded. The 2019 Ram Heavy Duty includes Frequency Response Damping (FRD) shocks on all four corners. The valves of an FRD shock automatically adjust for the type of vertical wheel input, allowing the Ram Heavy Duty to have sports-car-like suspension for handling and a supple suspension on rough terrain. Engineers added progressive springs and upgraded bushings to the suspension system, including the exclusive five-link coil design on Ram 2500, providing better load-carrying characteristics and improved articulation over obstacles when compared to a leaf-spring system.

A class-exclusive Active-Level rear air suspension is available on both the Ram 2500 and Ram 3500 and includes a new Bed-lowering Mode to make the heaviest trailer hook-ups a breeze. The 2019 Ram 2500 uses two air bags to replace the coil springs. Load capacity is not sacrificed and the Ram 2500's ride and handling gets even better, crushing the competition with two doses of engineering innovation (five-link coil with an air suspension option). The Ram 3500 features a Hotchkiss rear leaf-spring system with optional air suspension. By adding supplemental air bags, Ram engineers were able to soften the heavy-load leaf springs, allowing for more unladed suspension movement.

In the front, a new, two-piece, front-suspension crossmember structure adds a longer welded interface and greater strength to the frame. The Ram Heavy Duty line features an advanced three-link front suspension to ensure roll stiffness.

Brakes

A new braking system upgrades the calipers, booster and master cylinder. Combined with a larger-ratio pedal swing, the 2019 Ram Heavy Duty delivers a more confident and powerful execution with little effort from the driver. The re-engineered system also offers shorter stopping distances and braking to match the highest capability.

Body

Several body elements are upgraded from mild steel to high-strength steel on the 2019 Heavy Duty pickups. Additional light-weighting efforts consist of an aluminum hood, which contributes to an overall weight reduction of up to 65 kg (143 lb).

Through wind-tunnel analyses and nearly 5 million kilometres of real-world durability tests, engineers have created the quietest Ram Heavy Duty ever with a segment-leading drag coefficient of 0.409. Upgrades to improve Noise, Vibration and Harshness (NVH) include new C-pillar hydromounts, anti-vibration devices, new engine mounts, active noise cancelling and new exhaust-system attachments.

New Power Wagon Content

The 2019 Ram Power Wagon is the most capable production off-road truck in the industry. The Power Wagon features a unique suspension, factory suspension lift, locking front and rear differentials, disconnecting sway bar and a 5,443 kg (12,000 lb) winch. New to the Power Wagon is a 360-degree camera, which includes forward-view camera gridlines to help navigate obstacles. An all-new and integrated front-mounted WARN Zeon-12 winch features a unique fairlead and fairlead retainer with a new synthetic line that cannot kink, does not fray and is more manoeuvrable. The new line also cuts weight by 13 kg (28 lb).

Safety and Security

The new 2019 Ram 2500 and 3500 Heavy Duty pickups include more than 100 available safety and security elements, including an array of active and passive systems to assist the driver and passengers – offered in all models.

Automatic Emergency Braking (AEB), surround view camera display, selectable tire pressure monitoring and new trailer tire pressure monitoring are just some of the new, specialized technologies found in Ram's halo pickup trucks.

The new Ram Heavy Duty uses a variety of high-strength steels in the frame, body panels and core structure to maximize impact performance and reduce overall weight, including the A-, B- and C-pillars, front structure and door beams. Increased resistance spot welds reduce the heat exposure to surrounding metal to maintain strength and long-term durability.

Interior

For 2019, all-new features, technology and premium materials help the redesigned Ram Heavy Duty continue its interior leadership with quality, technology and luxury. Each trim level is uniquely characterized to reflect individual identity.

The new instrument panel combines a strong, structurally interlocking appearance, pushing the central controls up and toward the driver, improving overall reachability of system controls. The 2019 Ram Heavy Duty features a new available 12-inch reconfigurable touchscreen with tailor-made graphics for various Ram models and state-of-the-art connectivity. Personalization is made easy with the new split screen, allowing two different applications for desired configuration, such as Apple CarPlay and HVAC controls, or one application, such as navigation across the entire 12-inch touchscreen.

Redundant HVAC controls and a new enhanced-ergonomic switch bank deliver improved feedback and appearance.

An active noise cancellation system and acoustic glass reduce ambient cabin sounds by nearly 10 db – making this the quietest Ram Heavy Duty ever. The new HVAC system features 30 per cent more air flow at lower noise levels, including larger front defroster vents for better performance.

With up to 258 litres of interior storage volume on the exclusive Mega Cab including two bins behind the rear seats, the 2019 Ram Heavy Duty offers more than 120 per cent more storage capacity versus the closest competitor. A reimagined centre console is a usable, complex piece of art with more than 12 different storage combinations.

Exterior

With six different new grille styles, a new aluminum hood, new front bumper and an all new line of wheels, the 2019

Ram Heavy Duty creates a bold and unique appearance that Heavy Duty customers can call their own.

The new Ram Heavy Duty continues to offer the best lockable bed storage in the segment with RamBox. The industry-first RamBox Cargo Management System includes versatile, weatherproof, lockable, illuminated and drainable storage bins built into the bed rails. New for 2019, RamBox features a 115-volt outlet with up to 400 watts of power.

Manufacturing

The 2019 Ram Heavy Duty is built at the Saltillo Truck Assembly Plant in Coahuila, Mexico.

FCA Canada

Founded as the Chrysler Corporation in 1925, FCA Canada Inc. is based in Windsor, Ontario, and celebrates its 97th anniversary in 2022. FCA Canada is a wholly owned subsidiary of FCA, a North American automaker based in Auburn Hills, Michigan and member of the Fiat Chrysler Automobiles N.V. (FCA) family of companies. FCA Canada has approximately 440 dealers that sell Chrysler, Dodge, Jeep®, Ram, FIAT and Alfa Romeo products, as well as SRT performance products. The company also distributes Mopar and Alfa Romeo parts and accessories. In addition to its assembly facilities, which produce the Chrysler Pacifica, Chrysler Pacifica Hybrid, Chrysler Voyager and Chrysler Grand Caravan (Windsor) and Chrysler 300, Dodge Charger and Dodge Challenger (Brampton), FCA Canada operates an aluminum casting plant in Etobicoke, a research and development centre in Windsor, and has sales offices and parts distribution centers throughout the country.

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