

2010 Ram 4500 and 5500 Chassis Cabs Meet Commercial-Customer Needs with Best-in-class Fuel Economy and Low Cost of Ownership

August 31, 2009, Auburn Hills, Mich. -

Ram 4500 and 5500 Chassis Cabs feature numerous class-leading attributes including class-leading brakes and pistons and a standard diesel exhaust brake system that extends brake life while giving the driver increased control.

In addition, equipped with the Class 4-5 segment's largest standard fuel tank (52 gallons), the 2010 Ram 4500 and 5500 Chassis Cabs boast best-in-class fuel economy. Ram 4500 and 5500 Chassis Cabs are available in two trim levels: ST and SLT.

Powered by the legendary 6.7-liter Cummins Turbo Diesel, the engine generates 305 horsepower (227 kW) at 2,900 rpm and 610 lb.-ft. of torque (827 N•m) at 1,600 rpm. The engine also delivers superior fuel economy while ensuring durability and low cost of ownership for the commercial customer.

Further separating itself from the competition, the Cummins diesel also offers a 50-state emissions package with exterior label that allows drivers to idle without timing restrictions in California and other ARB (Air Resource Board) states. Ram is the only manufacturer that meets this new, stringent emissions requirement.

The 2010 Ram 4500 and 5500 Chassis Cabs offer a six-speed automatic transmission or a six-speed manual transmission – both with Power Take-Off (PTO) capability.

The Ram 4500 and 5500 Chassis Cab lineup of 4x2, 4x4, dual-rear-wheel, regular and Quad Cab® models are “Job-rated,” meaning they are designed, engineered, tested and built to meet rigid standards of commercial truck buyers. All models provide expanded capability and durability with a commercial-grade chassis mated to a one-piece C-channel rear-frame rail (50,000-psi steel strength).

Three cab-axle lengths (60, 84 and 120 inches) are available. Maximum Gross Vehicle Weight Rating (GVWR) for 4500 models is 16,500. For 5500 models, the maximum GVWR is 19,500 lbs. The Gross Combined Weight Rating (GCWR) for both 4500 and 5500 models is 26,000 lbs.

2010 Ram 4500 and 5500 Chassis Cab

AT A GLANCE

Best-in-class Ram delivers maximum uptime. With class-leading attributes, 2010 Ram 4500 and 5500 Chassis Cabs are designed, engineered and built to meet stringent standards of commercial vehicle customers

- Best-in-class fuel economy
- Largest standard fuel tank in segment (52 gallons)
- Best-in-class first-gear launch provides optimum acceleration on vehicle take-off
- Largest front brake rotors in segment (390 mm)
- Largest caliper piston size in segment (66 mm)
- Standard diesel exhaust brake system, along with class-leading brakes and pistons, extend brake life while giving driver increased control
- Flat, “clean” frame rail – all chassis components are below top-of-frame surface in order to facilitate aftermarket upfits or retrofits

Commercial Grade Performance

- Legendary 6.7-liter Cummins Turbo Diesel delivering 305 horsepower (227 kW) and 610 lb.-ft. of torque (827 N•m)
- Cummins Turbo Diesel offers 50-state emissions package with exterior label that allows drivers to idle without timing restrictions in California and other ARB

(Air Resource Board) states

- Power Take-Off (PTO) capability for six-speed manual or available automatic transmission
- Commercial-grade frame (50,000-psi steel strength) to maximize strength and reduce weight
- “Job-rated” lineup of models engineered to ensure the right truck for the job
- Superior ride and handling
- Commercial-grade service through dedicated and innovative commercial programs and services

PRODUCT CHRONOLOGY

2009 MODEL YEAR

- Confirmation of significant brake-wear advantage – front brakes last three times longer and rear brakes last four times longer than Ford
- Cummins diesel offers 50-state emissions package and exterior label that allows drivers to idle without timing restrictions in California and other ARB (Air Resource Board) states
- All-new ambulance prep package
- Power Take-Off (PTO) pump rating increases 55 percent
- PTO prep package now available with Laramie trim-level trucks
- Cummins 6.7-liter diesel engine available with Remote Start (automatic only)
- Standard speed control (optional speed control delete)

2008 MODEL YEAR

- Ram's re-entry into Class 4 and 5 markets
- All-new front frame with heavy-duty suspension components
- All-new heavy-duty steering gear
- All-new heavy-duty rear axle and suspension
- New 19.5-inch tires and wheels with 10-bolt attachment
- New wide-track front axle delivers superior turning radius
- Standard exhaust brake system
- Power Take-Off (PTO) capability for both manual and automatic transmissions
- Best-in-class front-brake calipers and rotors
- Four wheelbases and four cab-axle lengths
- Increased rear-frame thickness maintains upfit-friendly attributes
- Standard front Gross Axle Weight Rating (GAWR) of 7,000 lbs.
- Standard rear GAWR of 13,500 lbs. (5500 model)
- 4500 models have Gross Vehicle Weight Rating (GVWR) of 16,500 lbs.
- 5500 models have GVWR of 19,500 lbs.
- Maintained common electrical architecture between all Ram heavy-duty trucks

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