



## 2013 Ram 3500, 4500 and 5500 Chassis Cab **OVERVIEW**

### **Chrysler Canada: Ram's Halo Trucks – 2013 Chassis Cab Lineup Offer Best-in-Class Capability and New Exclusive Features**

- **2013 Ram Chassis Cab goes far beyond competitive capability with best-in-class towing and best-in-class total cost of ownership**
- **New 2013 Ram Chassis Cab includes significant upgrades to powertrain, frame, suspension, body, electrical architecture and interior**
- **Legendary diesel power with new six-speed automatic and manual transmissions**
  - **6.7-litre Cummins available with high output option producing 325 horsepower and best-in-class 750 lb.-ft. of torque**
  - **5.7-litre HEMI® V8 delivers 383 horsepower and 400 lb.-ft. of torque, and features variable-valve timing for greater efficiency and performance (Ram 3500 Chassis Cab)**
- **New Aisin AS69RC six-speed automatic transmission handles higher diesel engine output and offers enhanced power take-off (PTO) capability**
- **Exclusive dual-inlet Ram Active Air in diesel models adjusts induction according to driving conditions for optimal performance**
- **Best-in-class oil change intervals with the Cummins diesel engine — up to 24,000 kilometres**
- **Advanced diesel engine cooling system enables 25-per cent more heat reduction for harsh duty cycles when compared to previous design**
- **Next-generation selective catalytic reduction (SCR) and diesel exhaust fluid (DEF) system — more efficient energy**
- **Innovative features combined with excellence in engineering make upfitting easy and less expensive**
- **Only manufacturer to feature standard Electronic Stability Control on all models**
- **New frame improvements include high-strength 50 KSI steel, eight cross member construction, and C-channel rear rails delivering exceptional noise, vibration and harshness (NVH) control and enhanced ride and handling characteristics**



- **Integration of Powernet technology enables expansion of feature content by adding bandwidth to the truck's electrical architecture**
- **Unsurpassed diesel powertrain warranty – 5 years/160,000 kilometres**
- **Exterior design changes include new grilles, wheels, ornamentation and all-new premium lighting system with bi-functional halogen projector bulbs and LEDs for park/turn and side markers**
- **New interior features include: Standard and premium vehicle information centre, steering wheel and controls, instrument panel, door panels, interior colours and premium materials**
- **New configurable premium vehicle information centre with 7-inch multiview display screen available on SLT and standard on Laramie models**
- **Best-in-class, new vehicle system interface module (VSIM) provides secure access to the vehicle's electrical system**
- **New Passive Entry, Keyless Enter 'n Go™**

As part of Canada's longest-lasting line of pickups, the 2013 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 best-in-class capability and best-in-class total cost of ownership, a leading concern among business owners. For 2013, the new Chassis Cab trucks also receive an all-new interior, the latest infotainment technology and exclusive upfit solutions, giving Ram Chassis Cab a competitive advantage. The new Ram Chassis Cab offers exceptional protection with a 5 years/100,000 kilometres gasoline powertrain warranty and an unsurpassed 5 years/160,000 kilometres diesel powertrain warranty.

"The Ram Chassis Cab lineup is engineered for hard work. Our efforts to simplify upfitting and reduce total cost of ownership have made Ram a popular choice for industrial, commercial and even personal applications," said Fred Diaz, President and CEO, Ram Truck Brand — Chrysler Group LLC. "We see an opportunity to grow our share in the Chassis Cab segment and Ram is offering best-in-class capabilities with class-exclusive features to get the job done and attract new customers."

The new 2013 Chassis Cab best-in-class capability ratings:

- Best-in-class Gross Combined Weight Rating (GCWR)
- Best-in-class Towing
- Best-in-class front Gross Axle Weight rating (GAWR) on 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 on all models
- Best-in-class fuel tank size
- Best-in-class oil change interval with the Cummins diesel engine — up to 24,000 kilometres
- Largest brakes in its class
- Best-in-class dual 220-amp alternator system
- Exclusive back up camera for upfitter positioning
- Unsurpassed diesel powertrain warranty

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 1524 mm (60-inch) , 2134 mm (84-inch), 2743 mm (108-inch) and 3048 mm (120-inch)
- No components or lines above the rear frame rails
- Through-the-frame plumbing and electrical
- Removable/ movable exhaust and frame components
- DEF refill port is conveniently located at the rear of the cab on the driver's side to ensure easy access at pump stations

## ENGINEERING

With the upfits in mind, the 2013 Ram Chassis Cab trucks feature new frames built with high-strength 50 KSI 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. This 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.

To handle the best-in-class towing and unsurpassed Gross Vehicle Weight Rating (GVWR) capability of the new Ram Chassis Cab, new springs have been integrated to handle heavier front load while



maintaining front ride height. The improvements also improve 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 ensures excellent ride and handling for a higher GVWR and for use with heavy front loads, including snow plows. The newly designed 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.

## Steering

Along with alterations in the suspension, Ram engineers improved the Chassis Cab steering. The drag link is repositioned over the track bar to reduce roll oversteer and to improve tracking at highway speeds. Also, the drag link is now attached directly to the knuckle, offering improved efficiency for driver input. The caster and track are increased for more wheel aligning torque, which improves return-to-centre at the steering wheel. A new ball joint alignment feature and sealing method improves alignment and service for lower total cost of ownership. The 2013 Ram Chassis Cab receives a new steering damper with new valving and protective cover for added durability. These improvements result in enhanced and precise on-centre feel despite the vehicles higher towing and payload capacities.

## Body

The 2013 Ram Chassis Cab comes equipped with updated engine, transmission and body mounts for remarkable noise, vibration and harshness (NVH) control.

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 feature content, it created the need for a technology that allows more information to be electronically communicated within the truck. The new Powernet system is a fast performing high- and low-speed data network that connects system modules and ensures that information is properly communicated and shared between them.

A majority of the commercial truck customers need to tie into the electrical system and certain fleet customers require access to vehicle information. A new vehicle system interface module (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 vehicles' electrical systems and data bus architecture to enable safe, secure plug 'n play connectivity for up-fitter use.



New for 2013, an optional dual 220-amp alternator system 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.

**Total cost of ownership and excellent diesel powertrain limited warranty - 5 years/ 160,000 kilometres**

Operating costs are of great consideration for owner's who use their trucks for work. The 2013 Ram Chassis Cab holds class-leading features in:

- Extended diesel engine maintenance cycle (up to 24,000 kilometres oil change, fuel filter life)
- Brake life with advanced engine exhaust brake
- Upfit integration

The 2013 Ram Chassis Cab is backed with an unsurpassed 5-years/160,000 kilometres Diesel Powertrain Limited Warranty. The powertrain limited warranty covers the cost of all parts and labour needed to repair a covered powertrain component – engine, transmission and drive system. The gasoline engine is protected by a 5 years/100,000 kilometres powertrain warranty. The standard 3-years/60,000 kilometres Basic Limited Warranty provides bumper-to-bumper coverage for the Ram Chassis Cab, from the body to the electrical system.

**POWERTRAIN**

The new Ram trucks deliver the most diesel power in the medium-duty commercial-truck segment – a proven and highly efficient gasoline engine, an upgraded six-speed automatic transmission with enhanced power take-off (PTO) capability and a host of technologies aimed at delivering best-in-class cost of operation attributes.

The 3500 chassis cab comes standard with the legendary 5.7-litre HEMI® V8 gasoline engine. The engine produces 383 horsepower at 5,600 rpm and generates peak torque of 400 lb.-ft. at 3,950 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 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 V8 offerings.

Unlike the competition, Ram offers two engine variants based on the 6.7-litre Cummins for diesel supremacy in the segment.



The first version features 320 horsepower at 2,800 rpm and 650 lb.-ft. of torque at 1,500 rpm – an increase of 15 horsepower and 40 lb.-ft. torque over the previous offering. 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 2,800 rpm and generates best-in-class torque of 750 lb.-ft. at 1,600 rpm. The engine is paired with a new Aisin six-speed automatic transmission (AS69RC) and marks the first time a high-output diesel is offered in Chassis Cab.

The new AS69RC transmission features more robust components and a new controller that improves shift performance, transmission efficiency and drivability when compared to the previous model. The new transmission is designed for higher engine ratings and enables a left-side PTO option, as well as allowing for a split shaft PTO configuration. Fire pumpers, dump beds, cranes and onboard compressor/generators are typical PTO based upfits.

For 2013, all Ram Chassis Cab diesels benefit from an all-new cooling system. A high-efficiency fan, dual radiators, dual transmission coolers and charge air cooler afford 25 per cent more heat-rejection capacity to align with best-in-class GCWR. Lower operating temperatures deliver improved performance, durability and lower operating costs.

New GCWR ratings also led to the development of the industry-exclusive Ram Active Air intake system, activated by new monitoring capabilities added to 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.

### **Emissions performance**

The Cummins powerplants benefit from a larger exhaust-gas recirculation cooler, which complements the selective catalytic reduction (SCR) and accommodates a best-in-class oil-change interval of up to 24,000 kilometres. Oil life is increased 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 result is a less complex system for enhanced durability. Competitive designs have used a network of glycol-circulated cooling/heating lines. 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

Two new grille designs are available on the 2013 Ram Chassis Cab, and the quad headlamp design has improved light spread, pattern consistency and distance. An all-new premium headlamp is offered featuring bi-functional halogen projectors and new LEDs for park/turn and side markers. The LED light housings are functional hardware with appeal and durability over incandescent bulbs.

An exclusive, new back-up camera is available and delivered with factory wiring and multi-purpose mount for easy installation by the upfitter. The camera provides a view of the rear with upgraded resolution with higher definition and dynamic imaging in the available 8.4-inch radio display or 1.7 x 3-inch display in the rear-view mirror.

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.

For 2013, Ram Chassis Cab offers 12 different colours with 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

New Ram Chassis Cab features and technologies create an opportunity for a redesigned interior with material upgrades, improved fit and finish, new colours, HVAC controls and new multimedia systems.

In four-door models, rear-seat occupants enjoy the same quality, fit and finish as the driver. With points of contact a priority, new premium, durable materials are now on all four doors.



The 2013 Ram Chassis Cab features the next generation available 8.4-inch Uconnect system. To make room for the new big screen, the centre stack is upgraded with matching materials found throughout the interior. To complement the range of Chassis Cab models, the interior design team created new, individualized themes with different colours and materials.

The all-new 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 upgraded HVAC arrangement is a new switch bank with relocated, easy-to-use controls for a number of features depending on vehicle models and options. The top row is for functional features and includes diesel exhaust brake, tow/haul and Electronic Stability Control. 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 relocated and prominently placed adjustable integrated trailer brake control allowing the driver to add or reduce trailer brake function on the fly. The new console centre stack includes one 115-volt and two 12-volt outlets on either side with an optional powered USB on the driver's side.

All Ram Chassis Cab trucks continue to use a column shifter for the automatic transmission. Electronic Range Select is now located on the face of the steering wheel, right side, allowing individual gear selection. 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".

New technology moves to the gauge cluster. Previously only available on premium models, the 3.5-inch vehicle information centre screen is now a standard feature. The new Thin-Film Transistor (TFT), 7-inch multiview display is now available on premium 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.

Chassis Cab trucks with bucket seats offer additional storage capacity in the centre console. Six-passenger capability is available with the 40-20-40 bench seat.

Two new steering wheels are available and seating colours and feel are upgraded with new colours, including a new premium cloth material.

The centre consoles for both the bucket and 40-20-40 bench seat configurations are all new with efficient storage in mind. The new bucket seat console uses the extra space as additional storage. The bench seat design includes three new 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 centre console and centre front seat base reveals a large storage bin that houses an available CD





player. Both versions of the console feature two tiers of storage and are available with a new multi-media 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.

### **UCONNECT™**

Applications are updatable over the air and are downloaded directly to the Uconnect 8.4A and 8.4AN systems, keeping features current.

Uconnect Voice Command allows drivers to control their mobile phone, music and navigation system while staying focused on driving. The phone book within a compatible phone is automatically downloaded, synchronizing as many as 1,000 phone book entries, which can then be selected by simply saying a contact name. The feature also allows drivers to switch radio modes, tune to AM, FM and SiriusXM™ Satellite Radio stations.

Filling the gauge cluster in front of the driver is an available 7-inch, full-colour, premium multiview vehicle information display, featuring a new customizable function that enables Ram customers to personalize information inside the instrument cluster. Ram's new information display is designed to visually communicate information, using graphics and text, quickly and easily. The multiview display offers drivers a wide range of customization options, from a basic digital speed read out to specific vehicle status information. Operation of the display is clearly communicated to users with easy-to-understand icons and instructions.

### **SAFETY AND SECURITY**

Ram Chassis Cab trucks offer more than 45 active and passive safety and security features, including standard front air bags and seat-mounted side air bags with Enhanced Accident Response System, knee bolsters, seat-belt pretensioners, BeltAlert and ParkView® rear back-up camera system.

The 2013 Ram Chassis Cab models also include standard ESC, a segment exclusive on Class 3/4/5 chassis cabs over 10,000 lb. GVWR. ESC hosts a number of technologies including all-speed traction control, trailer-sway control, Hill-start Assist and anti-lock brake system (ABS).

The new 2013 Ram Chassis Cab now offers Keyless Enter 'n Go™ technology, which allows the doors to be unlocked and the truck to be started without having to touch the key fob. An available remote start feature allows a driver to start their truck from up to 90 metres (300 feet) away. Door controls, illuminated entry, engine immobilizer and panic alert are standard features with the Keyless Enter 'n Go



system. Auto rain-sensing wipers and SmartBeam™ headlamps also are new offerings, adding to a long list of content.

### **Manufacturing**

Start of production of the 2013 Ram 3500, 4500 and 5500 Chassis Cab is scheduled for the first quarter of 2013 at the Saltillo Truck Assembly Plant in Coahuila, Mexico.

### **About Chrysler Canada Inc.**

Founded as the Chrysler Corporation in 1925, Chrysler Canada Inc. is based in Windsor, Ontario, and celebrates its 87th anniversary in 2012. Chrysler Canada's product lineup features some of the world's most recognizable vehicles, including the Dodge Grand Caravan, Jeep® Wrangler, Chrysler 300 and Ram trucks.

Chrysler Canada is a wholly owned subsidiary of Chrysler Group LLC, one of the world's leading automotive companies. Chrysler Group LLC, formed in 2009 from a global strategic alliance with Fiat Group, produces Chrysler, Jeep®, Dodge, Ram Truck, SRT®, FIAT® and Mopar® vehicles and products. With the resources, technology and worldwide distribution network required to compete on a global scale, the alliance builds on Chrysler's culture of innovation – first established by Walter P. Chrysler in 1925 – and Fiat's complementary technology – from a company whose heritage dates back to 1899. Fiat will contribute world-class technology, platforms and powertrains for small- and medium-sized cars, allowing Chrysler Group to offer an expanded product line including environmentally friendly vehicles.

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