



RAM

2500 & 3500 Heavy Duty

OVERVIEW

2015 Ram 2500 & 3500 Heavy Duty OVERVIEW

Chrysler Canada: 2015 Ram Heavy Duty — The Industry's Best Powertrains and Exclusive Rear Air Suspension are Built to Tow

- **Canada's best-selling and most durable diesel pickup (based on data from IHS Automotive: POLK Canada)**
- **2015 Ram Heavy Duty rises to the highest level of capability with best-in-class 13,608 kg (30,000 lb.) towing and up to 17,005 kg (37,600 lb.) Gross Combined Weight Rating (GCWR)**
- **Largest displacement V8 in the segment, 6.4-litre HEMI® delivers best-in-class gasoline engine horsepower (hp)**
- **6.4-litre HEMI V8 opens the door to additional customers who are looking for a large gasoline powertrain at a great value**
- **Two gas-powered options, plus manual and automatic transmission-equipped diesel powertrains offer customers a wide range of choices to meet their needs**
 - **Available 6.4-litre HEMI V8 delivers best-in-class 410 hp at 5,600 rpm and delivers 429 lb.-ft. of torque at 4,000 rpm, and features variable valve timing with FuelSaver cylinder deactivation**
 - **Standard 5.7- litre HEMI V8 delivers 383 hp at 5,600 rpm and 400 lb.-ft. of torque, and features variable-valve timing for greater efficiency and performance**
- **Available 6.7-litre Cummins High-Output Turbo Diesel produces 385 hp at 2,800 rpm and Best-in-Class 865 lb.-ft. of torque at 1,700 rpm**
- **Ram engineering continues to lead heavy duty truck segment innovation with a link coil spring rear suspension on Ram 2500**
- **Exclusive factory rear air suspension for Ram 2500 and exclusive factory supplemental rear air suspension system for Ram 3500**
- **Gooseneck/fifth-wheel prep package available for Ram 2500 and 3500**
- **Ram Power Wagon – Canada's Most Capable Full-Size Off-Road Pickup, features the powerful 6.4-litre HEMI V8 engine, hill-descent control, a unique suspension and exterior graphics**



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- **New for 2015 are optional Ram Work Grade vinyl seats which add hard-working durability**
- **New for 2015, high-quality model specific digital graphics welcome screens for the 7-in. customizable in-cluster display centre**
- **New, power folding trailer tow mirrors further enhance Ram's "Built to Tow" credentials**
- **Best-in-class dual alternator systems with up to 440 amps**
- **Exclusive factory-installed compressed natural gas (CNG) system available**
- **Unsurpassed diesel powertrain limited warranty – 5-year/160,000-km and best-in-class 24,000-km recommended oil change interval on the Cummins Turbo diesel engine**

The Ram Truck Brand's goal is to build the best trucks in the industry. In the heavy-duty pickup segment, that equates to the best capability, highest towing and most power. For 2015, Canada's longest-lasting pickups continue to offer the most capable three-quarter and one-ton pickups in the segment. So, when it's time to buy a new truck, Ram delivers on customers' top "why buys, with Best-in-Class:"

- Towing – Up to 13,608 kg (30,000 lb.) with Ram 3500
- $\frac{3}{4}$ Ton Towing – Up to 8,151 kg (17,970 lb.) with Ram 2500
- Payload – Up to 3,352 kg (7,390 lb.) with Ram 3500
- Torque – 865 lb.-ft. with the 6.7- litre Cummins Turbo Diesel (Ram 3500)
- Horsepower – 410 hp and 429 lb.-ft. of torque with the 6.4-litre HEMI V8
- Gross Combined Weight Rating (GCWR) – Up to 17,055 kg (37,600 lb.) with Ram 3500

Ram 2500 and 3500 Heavy Duty trucks offer more innovative features than competitors' trucks, including a five-link coil spring rear suspension with optional rear air suspension on Ram 2500 and a supplemental air bag rear suspension option on Ram 3500.

Inside, a new, optional "Work Grade" vinyl seat delivers extreme durability for severe ingress/egress duty cycles. Durability is an important requirement for commercial customers, and the higher ride heights of heavy-duty pickup trucks can lead to extra wear on the side of the seat as users enter and exit the vehicle frequently during the work day. This new feature available on ST models, also available



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on Ram 3500, 4500 and 5500 Chassis Cab trucks, is exclusive to Ram trucks and even comes with its own “Ram Work Grade” tag.

Further enhancing the Ram 2500 and 3500 Heavy Duty pickup “Built to Tow” reputation are new power folding trailer tow mirrors. Available in black or chrome, depending on vehicle trim level, these mirrors bring the 7-in. by 11-in. towing mirrors in, close to the body for parking, car washes and other situations where larger mirrors can be an inconvenience. Ram trucks equipped with conventional 6-in. by 9-in. mirrors are already offered with the power-folding option. Ram competitors do not offer power-folding mirrors on nearly as many trim levels.

ENGINEERING

Ram 2500 innovation leads the pack with a segment-exclusive five-link coil rear suspension and an available rear air suspension system for exceptional ride, handling and capability.

The exclusive five-link coil spring design provides better articulation over obstacles than a leaf spring system and the robust coil springs are more than up to the task of handling loads required of a Heavy-Duty Ram 2500 – up to a segment-best 8,151 kg (17,970 lb.) for towing.

The segment-exclusive rear air suspension system on Ram 2500 replaces the coil springs, much like the Ram 1500. Load capacity is not sacrificed and the system features load-levelling capability, which automatically detects load on the rear suspension from a trailer or payload. The air pressure increases until the vehicle reaches normal ride height, levelling the truck, improving stability and loaded ride.

The Ram 3500 continues to feature the rear Hotchkiss leaf spring system, as well as the supplemental rear air suspension system on single-rear-wheel (SRW) and dual-rear-wheel (DRW) applications. By adding supplemental air bags to the rear suspension, Ram engineers were able to soften the leaf springs, allowing for more unladed suspension movement. When a high-load capacity condition exists, the air suspension automatically fills the rear air bags to level the truck to improve stability and ride quality — even when pulling a best-in-class 13,608 kg (30,000 lb.) load.

In the front, Ram Heavy Duty trucks feature an advanced three-link front suspension to ensure roll stiffness. Greater roll stiffness, also known as body roll, is an important characteristic in taller vehicles and especially trucks with heavy payloads. Roll stiffness is measured by the amount the truck’s body tips side-to-side, independently of the wheels, during cornering.

Ram 2500 and 3500 offer a complete ‘hitch ‘n go’ towing prep package featuring factory-installed gooseneck (centre-positioned ball in the bed) or fifth wheel (similar in appearance to a tractor-trailer connection) capability, and a 7-pin trailer connector integrated into the bed. Additionally, Ram Heavy Duty comes standard with a Class V receiver hitch with a four or seven pin connector on the bumper.



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An available cargo view camera, mounted in the centre high-mounted stop light (CHMSL) provides a view of the bed for easier hookup of fifth wheel or gooseneck trailers as well as monitoring bed loads.

Ram offers two different dual alternator systems on its heavy-duty pickups, providing additional power for higher electrical loads from commercial vehicle upfits and accessories. Ram Heavy Duty models equipped with the Cummins 6.7-litre diesel engine, offer dual 220-amp alternators for best-in-class 440 total amps. Both the Ram 2500 and 3500 equipped with the 6.4-litre HEMI® V8 gas engine also offer a dual-alternator system – the first gas-driven application of its kind in either class – that combines 220- and 160-amp units for 380-amps of total best-in-class output.

Although the Ram Power Wagon benefits from the five-link rear suspension, it also receives a unique front suspension system to maintain its leadership in off-road capability. The modified front three-link system incorporates high-movement links at the frame, allowing for additional flexibility and axle articulation. The 2015 Power Wagon is also powered by the 6.4-litre HEMI V8 engine, contributing to Ram Power Wagon's title: Canada's most capable full-size off-road pickup.

The 2015 Ram Power Wagon is also equipped with Hill-descent Control. This system uses the antilock braking system to control the truck's motion downhill and allows a smooth and controlled downhill ride in rough terrain without the driver needing to touch the brake pedal. If the vehicle accelerates without the driver input, the system will automatically apply the brakes to slow down to the desired vehicle speed.

POWERTRAIN

Engineered to deliver superior capability, durability and bang for the buck, the 6.4-litre HEMI 16-valve V8 engine delivers the best hp and torque of any other gasoline engine in its class — 410 hp at 5,600 rpm and a peak torque rating of 429 lb.-ft. at 4,000 rpm.

One of the enablers for such performance is an active dual-runner-length intake manifold optimized specifically for the Ram Heavy Duty lineup. The result is improved low-end torque without sacrificing high-end power.

The legendary HEMI architecture provides the foundation of the 90-degree V8. But its advanced technology is decidedly forward-looking. Cooled exhaust-gas recirculation (EGR), variable-cam timing (VCT) and Chrysler Group's trademark FuelSaver cylinder-deactivation technology all contribute to efficiency and help to capitalize on every cubic inch.

The 6.4-litre HEMI is available with the 66RFE six-speed automatic transmission.



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Other engine options include the 5.7-litre HEMI V8, standard equipment for the Ram 2500 and 3500 (SRW). The engine produces 383 hp at 5,600 rpm and generates peak torque of 400 lb.-ft. at 4,000 rpm. The 5.7-litre HEMI V8 is mated to a 66RFE six-speed automatic transmission.

Canada's best-selling diesel, the renowned 6.7-litre Cummins Turbo Diesel I-6, is available in three versions. The first version is paired with Ram's segment exclusive six-speed manual transmission, which features a wear-compensating clutch for lifetime like-new performance and a dual-trunion shift tower to accommodate a compact shift pattern. This combination delivers 350 hp at 2,800 rpm and 660 lb.-ft. of torque at 1,400 rpm. The second option matches the Cummins to the 68RFE six-speed automatic transmission. The diesel engine cranks out 370 hp at 2,800 rpm with 800 lb.-ft. of torque at 1,600 rpm on Ram 2500 models.

Finally, the 6.7-litre Cummins High-Output Turbo Diesel I-6 for Ram 3500 is paired with the Aisin six-speed automatic transmission (AS69RC), leaving no doubt to Ram Heavy Duty's capability. In addition to 385 hp at 2,800 rpm, the most powerful Cummins, generates a massive 865 lb.-ft. of torque at 1,700 rpm. The AS69RC transmission features wide gear ratios that contribute to impressive shift performance, efficiency and drivability.

Ram Heavy Duty also features another innovation, the industry-exclusive Ram Active Air intake system. When the 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.

The 2015 Ram 3500 boasts a best-in-class Gross Combined Weight Rating (GCWR) of up to 17,055 kg (37,600 lb.) A contributor is the 11.8-in. rear axle matched with the high-output diesel engine boasting a 300-mm hypoid gear set, a four-pinion helical differential and a cooling-fin equipped aluminum differential cover for optimal thermal management.

Two Borg-Warner (BW) part-time transfer cases are available on the 2015 Ram Heavy Duty. The BW 44-46 is an electric shifting part-time transfer case with 2WD, 4WD High, 4WD Low and Neutral. BW 44-47 is a manual shifting transfer case with 2WD, 4WD High, 4WD Low and Neutral. Both options feature a low-range ratio of 2.64 and locking differential from front to rear.



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LOW TOTAL COST OF OWNERSHIP

Operating costs are of great consideration for owners who use their trucks for work. The Ram Heavy Duty holds class-leading features in:

- Extended maintenance cycle (oil change, fuel filter life) — up to 24,000 km
- Brake life with advanced engine exhaust brake and largest brakes in the segment

The 2015 Ram Heavy Duty is backed with an unsurpassed 5-year/160,000 km diesel and 5-year/100,000 km gasoline engine powertrain limited warranties. The powertrain limited warranty covers the cost of all parts and labour 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 onto the new owner. The standard 3-year/60,000-km basic limited warranty provides bumper-to-bumper coverage for the Ram Heavy Duty, from the body to the electrical system. Additionally, the heavy-duty AISIN 6-speed automatic transmission, available on Ram 3500 with Cummins Turbo Diesel, is backed by a 3 year/290,000 km transmission warranty.

DESIGN

The 2015 Ram 2500 and 3500 Heavy Duty models uphold a bold presence while retaining comfort and styling. The Ram 2500 also offers a range of 17, 18- and 20-in. wheels, including forged aluminum, polished with painted white gold accents and cast aluminum with painted silver accents.

A 3.5-in. vehicle information centre is a standard feature. A 7-in. customizable in-cluster display centre is available on SLT, and higher trim level. The 7-in. screen features fully customizable function and configurability giving the owner a variety of systems to monitor from transmission temperature to navigation. For 2015 Ram 1500 SLT's (with Luxury Group) and all other models with the 7 –in. customizable in-cluster display centre receive new start-up screens that highlight each trim package chosen.”

For 2015, the Ram 1500 offers 12 different colours, including new Black Forest Green Pearl. Exterior colours are available in a monotone and/or two-tone finish depending on the model.

Ram Heavy Duty pickups 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 School Bus Yellow.



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MANUFACTURING

Start of production for the 2015 Ram 2500 and 3500 Heavy Duty is scheduled for the third quarter of 2014 at the Saltillo Truck Assembly Plant in Coahuila, Mexico.

ABOUT RAM TRUCK BRAND

The Ram Truck brand continues to establish its own identity and clearly define its customer since its launch as a standalone vehicle brand. Creating a distinct brand for Ram trucks has allowed the brand to concentrate on how core customers use their trucks and what new features they'd like to see. Whether focusing on a family that uses its half-ton truck day in and day out, a hard-working Ram Heavy Duty owner or a business that depends on its commercial vehicles every day, Ram has the truck market covered.

The Ram Truck brand has the most innovative lineup of full-size trucks on the market. Ram Truck has emerged as a full-size truck leader by investing substantially in new products, infusing them with great looks, refined interiors, durable engines and features that further enhance their capabilities. Truck customers, from half-ton to commercial, have a demanding range of needs and require their vehicles to provide high levels of capability. Ram trucks are designed to deliver a total package.

About Chrysler Canada

Founded as the Chrysler Corporation in 1925, Chrysler Canada Inc. is based in Windsor, Ontario, and celebrates its 89th anniversary in 2014. Chrysler Canada is a wholly owned subsidiary of Chrysler Group LLC, one of the world's leading automotive companies. Chrysler Canada has approximately 440 dealers and markets Chrysler, Jeep®, Dodge, Ram, Fiat and Mopar vehicles and products. In addition to its assembly facilities, which produce the Chrysler Town & Country, Dodge Grand Caravan, Ram Cargo Van (Windsor), and the Chrysler 300, Dodge Charger and Dodge Challenger (Brampton), Chrysler Canada operates an aluminum casting plant in Etobicoke, a research and development centre in Windsor, and has sales offices and parts distribution centres throughout the country.

