

**RAM****3500, 4500 & 5500 Chassis Cab**

OVERVIEW

2015 Ram 3500, 4500 & 5500 Chassis Cab

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Chrysler Canada: Ram's Commercial Flagships – 2015 Chassis Cab Offers Best-in-class Capability and Exclusive, Commercial-buyer-friendly Features

- **Ram Chassis Cab models add class-exclusive options, which will appeal to commercial buyers**
 - Ram Work Grade vinyl seats add hard-working durability
 - Maximum speed settings now available for 6.4-litre HEMI® V8
 - Park-Sense® backup sensors available for upfitter installation
 - Extra-keys option adds convenience, time-savings for multiple-driver fleets
- **2015 Ram Chassis Cab outworks the competition with best-in-class towing, Gross Combined Weight Ratings (GCWR) and a low total cost of ownership**
 - 4500 max trailer weight of 11,181 kg (24,650 lb.) and GCWR of up to 14,742 kg (32,500 lb.)
 - 5500 max trailer weight of 13,426 kg (29,600 lb.) and GCWR of up to 17,010 kg (37,500 lb.)
- **Powered by a 6.4-litre V8, Ram is the hardest-working truck with 370 horsepower (hp) at 4,600 rpm and 429 lb.-ft of torque at 4,000 rpm (410 hp at 5,600 rpm under 4,536 kg GVWR), featuring variable-valve timing (VVT) and available FuelSaver cylinder deactivation**
 - New Max Payload Package option offers new torque converter for Aisin AS66RC automatic transmission, increasing GVWR for 6.4-litre HEMI-equipped Chassis Cabs
- **Legendary 6.7-litre Cummins® Turbo diesel power with six-speed automatic or manual transmissions and up to 325 hp at 2,400 rpm and 750 lb.-ft. of torque at 1,500 rpm**
 - Aisin AS69RC six-speed automatic and exclusive manual six-speed transmissions handle powerful diesel output
- **Exclusive gas-engine, left- or right-side power takeoff (PTO) capability with Aisin AS66RC transmission**

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- **5.7-litre HEMI V8 delivers 383 hp and 400 lb.-ft. of torque, and features variable-valve timing (VVT) for greater efficiency and performance (Ram 3500 Chassis Cab)**
- **Innovative features, combined with excellence in engineering, make upfitting easy and less expensive**
- **Best-in-class 24,000 kilometre recommended oil change intervals on Cummins diesel**
- **Unsurpassed diesel powertrain limited warranty of 5 years/160,000 km**

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 the products of both a demanding environment and direct customer input.

Ram's halo truck line focuses on extreme capability and a low total cost of ownership, two primary concerns among business owners. Ram Chassis Cab trucks offer the latest infotainment technology and exclusive upfit solutions, giving Ram Chassis Cab a competitive advantage. The Chassis Cab line goes further to offer an unsurpassed diesel powertrain limited warranty of 5-years/160,000 km.

Chassis Cab trucks are the foundation of the Ram Commercial brands work-truck lineup," said Reid Bigland, President and CEO — Ram Truck Brand, Chrysler Group LLC. "Ram Chassis Cab trucks are hard workers. They offer best-in-class GCWR of 17,100 kg (37,500 lb.), best-in-class towing capability of 13,426 kg (29,600 lb.), best-in-class frame strength and best-in-class fuel capacity."

The 2015 Chassis Cab best-in-class capability ratings:

- Best-in-class Gross Combined Weight Rating (GCWR)
- Best-in-class towing (4500 and 5500)
- Best-in-class front Gross Axle Weight Rating (GAWR) on 4500 and 5500
- Best-in-class rear frame steel strength of 50,000 psi
- Best-in-class crew cab "curb to curb" turning diameter for 3500, 4500 and 5500

Features include a number of industry exclusives:

- Vehicle system interface module is capable of communicating between aftermarket modules and various Chassis Cab control modules
- Electronic Stability Control (ESC) on all models

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- Best-in-class, dual fuel tank capacity of 280 litres (197 litre tank plus 83 litre tank)
- Best-in-class 24,000 km recommended oil change interval on Cummins® diesel
- Largest-in-class brakes
- Best-in-class dual alternator systems of up to 440 amps
- Exclusive backup camera and parking sensors for upfitter positioning
- Unsurpassed diesel powertrain warranty of 5 years/160,000 km

Ram Chassis Cab engineers design trucks for upfits and develop unique features to ease installation of multiple systems and bodies without interference or the difficult relocation of components, including:

- Industry standard cab-to-axle frame lengths 1,524 mm (60-inch), 2,133 mm (84-inch), 2,743 mm (108-inch) and 3,048 mm (120-inch)
- No components or lines above the rear frame rails
- Through-the-frame plumbing and electrical
- Diesel Exhaust Fluid (DEF) refill port is conveniently located at the rear of the cab on the driver's side to ensure easy access at fuel stations

NEW FOR 2015

The Ram 3500, 4500 and 5500 Chassis Cab trucks add more new features to the already class-leading, work-ready Class 3 through 5 commercial lineup.

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 Chassis Cab 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 ST option, also available on Heavy Duty pickups, is exclusive to Ram trucks and even comes with its own "Ram Work Grade" tag.

New for 2015, Ram Chassis Cab trucks equipped with the 6.4-litre HEMI® engine can be configured to maximum speed settings. The 96 km/h (60 mph), 100 km/h (65 mph), 110 km/h (70 mph) and 120 km/h (77 mph) limits are not offered on competitors gas-powered chassis cab trucks. Max speed settings are an attractive option to commercial buyers, offering improved fuel economy and safety. Cummins® Turbo Diesel-equipped Chassis Cab trucks have been available with this option since 2012.

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For 2015, Ram Chassis Cab trucks can be ordered with an optional rear Park-Sense® package for upfitter installation. This exclusive feature further enhances safe operation and complements the current backup camera offering.

An extra key is always a nice thing to have. But when multiple users may be called on to operate a single truck over the course of the workweek, it can be a significant time saver. Ram Chassis Cab trucks can now be ordered with two extra keys (four total) for a more cost-effective solution to small businesses with multiple drivers. Several Ram 4500 and 5500 Chassis Cab models will get increased Gross Vehicle Weight Ratings for 2015. A new Max Payload Package will be offered on 6.4-litre HEMI-powered Ram 5500 models, made possible by a new torque converter on the commercial-duty Aisin AS66RC automatic transmission. The Max Payload Package option increases GVWR to 8845 kg (19,500 lb.) on 2,133 mm (84-inch), 2,743 mm (108-inch) and 3,048 mm (120-inch) cab-to-axle models and 8618 kg (19,000 lb.) on 1,524 mm (60-inch) cab-to-axle models. Gross Combined Weight Ratings will increase to 26,000 lb. Max Payload Package-equipped trucks will be equipped with a 4.88:1 rear axle ratio.

Standard Gross Vehicle Weight Ratings will also increase on all 1,524 mm (60-inch) cab-to-axle Ram 4500 and 5500 Chassis Cab trucks. Gas and diesel-powered 4500 models' GVWR will increase by 227 kg (500 lb.) to 7,484 kg (16,500 lb.). Gas-powered 5500 models' GVWRs will increase by 454 kg (1,000 lb.) to 8,618 kg (19,000 lb.) while diesel-powered will increase by 113 kg (250 lb.) to 8,618 kg (19,000 lb.).

ENGINEERING

The Ram 3500 Chassis Cab model features a three-link front suspension that provides greater load-carrying capability and best-in-class towing.

Ram 4500 and 5500 Chassis Cabs are rated at 3,175 kg (7,000 lb.) of front Gross Axle Weight Rating (GAWR) on 6.4-litre gas engine-equipped models and 3,288 kg (7,250 lb.) GAWR on 6.7-litre Cummins Turbo Diesel models.

Gross Vehicle Weight Ratings (GVWR) for Ram 3500 models equipped with single rear wheels range from 4,763 kg (10,500 lb.) to 5,443 kg (12,000 lb.) pounds.

To handle the best-in-class towing and unsurpassed GVWR capability of the Ram Chassis Cab, robust front suspension springs handle heavier loads while maintaining front ride height and improving 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 on Class 4 and 5 Ram 4500 and 5500 Chassis Cab trucks ensures excellent ride and handling for a higher GVWR and

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for use with heavy front loads, including snow plows. The 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.

With upfits in mind, the 2014 Ram Chassis Cab trucks feature frames built with high-strength 50,000 psi 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. For example, the DEF is located under the cab and out of the upfit zones. The 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.

Steering

The drag link is positioned over the track bar to reduce roll oversteer and to improve tracking at highway speeds. Also, the drag link is attached directly to the knuckle, offering improved efficiency for driver input. The caster and track are engineered for more wheel-aligning torque, which improves return-to-centre at the steering wheel. A ball joint alignment feature and sealing method improves alignment and service for lower total cost of ownership. This design results in enhanced and precise on-centre feel, despite the vehicle's impressive towing and payload capacities.

Body

The 2015 Ram Chassis Cab comes equipped with engine, transmission and body mounts that deliver exceptional noise, vibration and harshness (NVH) control.

Ram 3500, 4500 and 5500 Chassis Cab commercial trucks are available with an upfitter-friendly solution for customers who require back panel removal on regular cab trucks. Because the design was created and approved by Ram Commercial truck engineers, the cutaway cab retains its structural integrity.

Electrical

As the Ram Chassis Cab continues to offer more featured content, it created the need for a technology that allows more information to be electronically communicated within the truck. The Powernet system allows both high- and low-speed data networks to be equipped with as many as 40 individual modules, all designed to improve vehicle performance and enhance the comfort and safety of the driver and passengers.

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A majority of the commercial truck customers need to tie into the electrical system, and certain fleet customers require access to vehicle information. A best-in-class 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 vehicle's electrical systems and data bus architecture to enable safe, secure plug-and-play connectivity for the up-fitter's use.

An optional dual 220-amp alternator system (440 amps total) 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. The 6.4-litre gasoline powertrain gets a dual-alternator option, pairing a 220-amp unit with a 160-amp, for a total of 380 amps.

Total cost of ownership and unsurpassed diesel powertrain limited warranty – 5-years/ 160,000 km

Operating costs are of great consideration for owners who use their trucks for work. The 2015 Ram Chassis Cab claims class-leading features in:

- Extended maintenance cycle (Up to 24,000 km recommended oil change intervals)
- Brake life with advanced engine exhaust brake
- Upfit integration

The 2015 Ram Chassis Cab is backed with an unsurpassed 5-year/160,000 km 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. Coverage also includes free towing to the nearest Ram Truck dealer, if necessary. The warranty is transferable allowing customers who sell their truck during the warranty period to pass the coverage on to the new owner. The standard 3-year/60,000 km basic limited warranty provides bumper-to-bumper coverage for the Ram Chassis Cab, from the body to the electrical system.

POWERTRAIN

The 2015 Ram Chassis Cab 3500, 4500 and 5500 come standard with the 6.4L HEMI® V8 gasoline engine. The Chassis Cab version of the 6.4-litre HEMI® is similar by design, but is engineered for a different duty cycle, when compared to the version offered in the Ram 2500 and 3500.

Compelling numbers tell the story of the 16-valve engine: up to 410 horsepower (hp) at 5,600 rpm (370 hp at 4,600 rpm for Aisin in 4500/5500) and a peak torque rating of 429 lb.-ft. at 4,000 rpm.

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The 6.4-litre HEMI® V8 offers a number of features important to the hard working, heavy- and medium-duty segments, including the dual-alternator option and a programmable idle shut-down timer. Additionally, the engine features FuelSaver cylinder deactivation operation under normal driving and during PTO mode to improve efficiency.

The 6.4-litre HEMI is available with the 66RFE six-speed automatic transmission or the AS66RC six-speed automatic transmission with segment exclusive, gasoline engine left- or right-side PTO capability.

The 3500 Chassis Cab also is available with the legendary 5.7-litre HEMI V8 gasoline engine. The engine produces 383 hp at 5,600 rpm and generates peak torque of 400 lb.-ft. at 4,000 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 (VVT). 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 hp at 2,800 rpm and 650 lb.-ft. of torque at 1,400 rpm. 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 hp at 2,400 rpm and generates best-in-class torque of 750 lb.-ft. The engine is paired with an Aisin six-speed automatic transmission (AS69RC).

The AS69RC transmission features robust components and impressive shift performance, transmission efficiency and drivability when compared to the competition. The transmission is designed for high engine ratings and enables a left- and right-side PTO option, as well as allowing for a split shaft PTO configuration (diesel). Fire pumpers, dump beds, aerial buckets, cranes and onboard compressor/generators are typical PTO based upfits.

Ram 3500 Chassis Cab 4x4 trucks are equipped with a front-axle disconnect for improved fuel efficiency.

All Ram Chassis Cab diesels benefit from an advanced cooling system. A high-efficiency fan, oversized radiator, dual transmission coolers and charge air cooler that provide impressive heat-rejection capacity to align with best-in-class GCWR. Low operating temperatures deliver unsurpassed performance, durability and low operating costs.

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Best-in-class GCWRs also led to the industry-exclusive Ram Active Air intake system, activated by monitoring capabilities in 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.

A dual fuel tank option combines 197-litre and 83-litre tanks for 280-litres of extended, integrated onboard fuel range for low operating costs. A mid-ship 83-litre tank is an option for gasoline-powered Chassis Cabs, as well.

Emissions performance

The Cummins power plants utilize a large exhaust-gas recirculation cooler, which complements the selective catalytic reduction (SCR) and accommodates a best-in-class recommended oil-change interval of up to 24,000 km. Oil life is longer 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.

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DESIGN

Exterior

Ram Chassis Cab trucks are available in ST, SLT and Laramie trim levels. Three grille designs are available on the 2015 Ram Chassis Cabs, and a premium headlamp features bi-functional halogen projectors and LEDs for park/turn and side markers. The LED light housings are functional hardware with appeal and durability over incandescent bulbs.

Ram 3500 Chassis Cab single rear wheel models have three 18-inch wheel options: steel (ST), chrome-clad steel (standard on SLT, optional on ST) and polished aluminum (standard on Laramie, optional on ST and SLT).

An exclusive, backup camera is available and delivered with factory wiring and multipurpose mount for easy installation by the upfitter. The camera provides a view of the rear with high definition and dynamic imaging in the available 5.0-inch and 8.4-inch radio display or 1.7 x 3-inch display in the rearview mirror. New for 2015, a Park-Sense backup sensor option adds an upfitter-installed safety feature to the camera.

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.

Ram Chassis Cab offers 12 different colours including: Black, Blue Streak Pearl, Bright Silver Metallic, Bright White, Deep Cherry Red Crystal Pearl, Flame Red, Granite Crystal Metallic, Maximum Steel Metallic, Prairie Pearl, True Blue Pearl and Western Brown Pearl. Black Forest Green Pearl is new for 2015.

Ram Chassis Cab models 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.

Interior

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

The 2015 Ram Chassis Cab features the available next generation 8.4-inch Uconnect® system. The centre stack includes matching materials found throughout the interior. To complement the range of Chassis Cab models, the interior design team created individualized themes with different colours and materials.

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The HVAC controls feature simple function meeting the highest Human Machine Interface (HMI) standards. The HVAC 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 HVAC arrangement is a switch bank with easy-to-use controls for a number of features depending on vehicle models and options. The top row is for functional features and includes exhaust brake, tow/haul and Electronic Stability Control (ESC). Five instrument-panel mounted auxiliary switches are standard on all Chassis Cab models. The fifth switch becomes a PTO on/off switch when equipped. 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 prominently placed adjustable integrated trailer brake control allowing the driver to add or reduce trailer brake function on the fly. The console centre stack includes one 115-volt and two 12-volt outlets on either side with an optional powered USB port on the driver's side.

All Ram Chassis Cab trucks continue to use a column shifter for the automatic transmission. Electronic Range Select (ERS) is located on the column. 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".

The 3.5-inch vehicle information centre screen is a standard feature. The 7-inch customizable in-cluster display centre is available on SLT and Laramie models. The 7-inch in-cluster display centre features fully customizable function and configurability giving the owner a variety of systems to monitor from transmission temperature to navigation.

For 2015 Ram Chassis Cabs in SLT (with Luxury Group) and Laramie get a new instrument panel welcome screen with high-quality, model specific digital graphics.

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 configuration. The centre consoles for both the bucket and 40-20-40 bench-seat configurations keep efficient storage in mind. The bucket seat console uses the extra space as additional storage. The bench seat design includes three 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 optional CD player. Both versions of the console feature two tiers of storage and are available with a multimedia 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.

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UCONNECT

Uconnect systems are offered to provide Ram customers with a range of features and connectivity options. The available Uconnect 8.4A and 8.4AN provide Ram truck owners with a high-resolution touch screen and available GPS capability.

Available hands-free communications with Bluetooth® 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 Radio stations.

Uconnect supports Bluetooth-equipped cell phones with message access profile (MAP) advanced text messaging. This voice recognition uses the embedded connectivity to access cloud-based voice-recognition and enable advanced text messaging, which converts the spoken word into verbatim text messages. Communication is limited only by the user's vocabulary.

SAFETY AND SECURITY

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

A segment exclusive selective tire pressure display is standard for both single- and dual-rear-wheel 3500 models.

The 2015 Ram Chassis Cab models include standard ESC, a segment exclusive on Class 3, 4 and 5 Chassis Cabs over 4,536 kg (10,000 lb.) GVWR. ESC hosts a number of technologies including all-speed traction control, trailer-sway control, Hill-start Assist (HSA) and anti-lock brake system (ABS).

The 2015 Ram Chassis Cab also 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 91 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 Auto High Beam headlamp control also are offered, adding to a long list of content.

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MANUFACTURING

The 2015 Ram 3500, 4500 and 5500 Chassis Cab is produced 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.

