



2016 Ram 3500, 4500 & 5500 Chassis Cab OVERVIEW

FCA Canada: New Commercial-Friendly Features Provide 2016 Ram Chassis Cab Lineup with Outstanding Capability

- Ram Chassis Cab models add a host of new available features, which will appeal to commercial buyers:
 - A 280 litre dual fuel tank option expands to all frame lengths, delivering impressive fuel capacity and driving range
 - ParkSense® Front/Rear Park Assist system
 - Larger, redesigned open bin centre consoles on all trim levels
- Ram Chassis Cab outworks the competition with best-in-class towing, Gross Combined Weight Ratings (GCWR) and a low total cost of ownership
 - Ram 4500 max trailer weight of 11,181 kg (24,650 lb.) and GCWR of up to 14,742 kg (32,500 lb.)
 - Ram 5500 max trailer weight of 13,426 kg (29,600 lb.) and GCWR of up to 17,010 kg (37,500 lb.)
- Ram 4500 and 5500 Chassis Cabs available with gasoline or diesel powertrains
 - Standard 6.4-litre HEMI® V8 powers Ram's hardest-working trucks with 370 horsepower (hp) at 4,600 rpm (410 hp at 5,600 rpm under 10,000-lb. GVWR) and 429 lb.-ft. of torque at 4,000 rpm, featuring variable-valve timing (VVT) and Fuel Saver Technology cylinder deactivation
 - Available 6.7-litre Cummins Turbo Diesel available with high-output option producing a best-in-class 325 hp at 2,400 rpm and 750 lb.-ft. of torque at 1,500 rpm
- AISIN AS69RC six-speed automatic and exclusive six-speed manual transmissions handle powerful diesel output
- Exclusive gasoline-engine, left- or right-side power takeoff (PTO) capability with AISIN AS66RC transmission
- Unsurpassed diesel powertrain warranty – five years/160,000 km with 6.7-litre Cummins Turbo Diesel
- New colours: Red Pearl, Luxury Brown Pearl and Pearl White



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Ram 3500, 4500 and 5500 Chassis Cab trucks are the brand's halo trucks in capability. Engineered and designed for extreme daily work, the Ram Chassis Cabs are built for an unrelenting duty-cycle with direct customer input.

Ram's most capable truck line focuses on delivering best-in-class capability — a leading purchase reason among business owners.

The data speaks for itself with best-in-class Gross Combined Weight Ratings (GCWR) of 17,010 kg (37,500 lb.), best-in-class towing capability of 13,426 kg (29,600 lb.) and best-in-class frame strength provided by 50,000-psi steel.

All configurations of Chassis Cab can be ordered with a staggering dual-fuel tank capacity of 280 litres which delivers outstanding fuel storage and drive range. More fuel means more run time and improved total cost of ownership, up to 1,600 km (1,000 miles) of operation in some models.

2016 Ram Chassis Cab trucks can be ordered with an optional ParkSense® Rear Park Assist, which now includes a new Front Park Assist system. This exclusive feature further enhances safe operation and complements the current backup camera offering. The feature improves total cost of ownership and reduces potential damage by audibly notifying the driver of oncoming contact.

The 2016 Chassis Cab best-in-class capability ratings:

- Best-in-class Gross Combined Weight Rating (GCWR) – up to 17,101 kg (29,600 lb.)
- Best-in-class towing – up to 13,427 kg (29,600 lb.)
- Best-in-class front Gross Axle Weight Rating (GAWR) on 4500 and 5500 – up to 3,289 kg (7,250 lb.)
- Best-in-class rear frame steel strength of 50,000 psi

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
- Best-in-class, dual fuel tank capacity of 280 litres (62 imperial gallons) (197 litre-tank plus 83- litre tank)
- Best-in-class 24,000 km recommended oil change interval on Cummins diesel engine



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- Largest-in-class brakes
- Best-in-class dual alternator systems up to 440 amps
- Exclusive backup camera and front/rear parking sensors for easy 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 difficult relocation of components, including:

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

Engineering

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

Ram 4500 and 5500 Chassis Cabs are rated for up to 3,175 kg (7,000 lb.) of front Gross Axle Weight Rating (GAWR) on 6.4-litre HEMI® V8-equipped models and up to 3,289 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.). A 9,900-lb. GVWR model also is available.

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 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.



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With upfits in mind, 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 diesel exhaust fluid tank (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 Ram Chassis Cab comes equipped with specially tuned engine, transmission and body mounts for class-leading noise, vibration and harshness (NVH) characteristics.

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 featured content, it created the need for a technology that allows more information to be electronically communicated within the truck. The Pownet 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 driver and passengers.

Many commercial truck customers and upfitters need to tie into the electrical system, and certain fleet customers require access to vehicle information. A best-in-class Vehicle System Interface Module is capable of communicating between aftermarket modules and various Chassis Cab control modules. The 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 up-fitter use.



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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 HEMI V8 powertrain gets a dual-alternator option, pairing a 220-amp unit with a 160-amp unit for a total of 380 amps.

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

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

Operating costs are of great consideration for owners who use their trucks for work. The 2016 Ram Chassis Cab claims class-leading features in:

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

The 2016 Ram Chassis Cab is backed with an unsurpassed, 5 year/160,000 km Diesel Powertrain Limited Warranty and 5 year/100,000 km for the 6.4L HEMI. 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 Ram 3500, 4500 and 5500 Chassis Cabs come standard with the 6.4-litre 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. The larger-displacement powerplant provides a worthy gas-powered option to the segment's overall standard-bearer – the 6.7-litre Cummins Turbo Diesel.

Compelling numbers tell the story of the 16-valve engine: rated at 410 hp at 5,600 rpm (370 hp at 4,600 rpm in models over 10,000 lb. GVWR) 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 the Fuel Saver cylinder deactivation operation under normal driving conditions (66RFE transmission) and during PTO mode (AISIN transmissions) to improve efficiency.

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

Unlike the competition, Ram offers two diesel engine variants, both 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 best-in-class 325 hp at 2,400 rpm and generates best-in-class torque of 750 lb.-ft. at 1,500 rpm. The engine is paired with an AISIN six-speed automatic transmission (AS69RC).

The AISIN 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 greater fuel efficiency.

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

The industry-exclusive Ram Active Air intake system contributes to the best-in-class GCWR rating. 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.



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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 a 197-litre and optional mid-ship 83-litre tank for 280-litres of extended, integrated onboard fuel range for lower operating costs.

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 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

Ram Chassis Cab trucks are available in ST, SLT and Laramie trim levels.

Three grille designs are available on 2016 Ram Chassis Cabs, and an available 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 get three 18-in. wheels: Argent steel (ST), Chrome-clad steel (standard on SLT, available on ST) and Polished aluminum (standard on Laramie, available on ST and SLT).



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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-in. or 8.4-in. radio display, or in the 1.7x3-in. display in the rearview mirror. A new-for-2016 ParkSense backup sensor option is coupled with an exclusive front-park-assist system.

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 three new tones: Red Pearl, Luxury Brown and Pearl White. Other colours include: Black, Blue Streak Pearl, Bright Silver Metallic, Bright White, Flame Red, Granite Crystal Metallic, Maximum Steel Metallic, True Blue Pearl and Black Forest Green.

Ram Chassis Cab models are also available in an additional 18 specialty paint options, including: Agriculture Red, Construction Yellow, Holland Blue, Midnight Blue Pearl, National Safety Yellow, School Bus Yellow and Tree Green.

Interior

2016 Ram Chassis Cab also offers a new open bin centre console design on all trims and available hands-free communication on entry-level radios. In four-door models, rear-seat occupants enjoy the same quality, fit and finish as the driver. With points of contact a priority, premium, durable materials are on all four doors.

The 2016 Ram Chassis Cab features the 8.4-in. 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.

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.



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

Manufacturing

2016 Ram 3500, 4500 and 5500 Chassis Cab are built at the FCA US LLC Saltillo Truck Assembly Plant in Coahuila, Mexico.

About FCA Canada

Founded as the Chrysler Corporation in 1925, FCA Canada Inc. is based in Windsor, Ontario, and celebrates its 90th anniversary in 2015. FCA Canada Inc. is a wholly owned subsidiary of FCA US LLC, a member of the Fiat Chrysler Automobiles N.V. (FCA) family of companies. FCA Canada has approximately 440 dealers and markets Chrysler, Jeep, Dodge, Ram and FIAT brands as well as the SRT performance vehicle designation. The company also distributes the Alfa Romeo 4C model and Mopar products. In addition to its assembly facilities, which produce the Chrysler Town & Country, Dodge Grand Caravan (Windsor), Chrysler 300, Dodge Charger and Dodge Challenger (Brampton), FCA Canada operates an aluminum casting plant in Etobicoke, a research and development center in Windsor, and has sales offices and parts distribution centers throughout the country.

FCA, the seventh-largest automaker in the world based on total annual vehicle sales, is an international automotive group. FCA is listed on the New York Stock Exchange under the symbol "FCAU" and on the Mercato Telematico Azionario under the symbol "FCA."

