

# 2014 RAM COMMERCIAL





# RAM TRUCKS DELIVER TOUGH FAMILY VALUES.

THE BIGGEST POWERTRAIN SELECTION IN OUR HISTORY. A RAM 1500 FIRST AVAILABLE ECODIESEL V6.\* NEW SUSPENSIONS FOR RAM 2500. AND THE ALL-NEW RAM PROMASTER MODELS. **RAM DELIVERS LIKE NEVER BEFORE.**

## DO A DEEP-DIVE BUSINESS ANALYSIS OF THE 2014 RAM PORTFOLIO

and you're in the black. Whether the job calls for a light-duty Ram 1500 or the incredible capability of a Ram Heavy Duty or Chassis Cab, recent developments take these trucks into new territory for capability, comfort and powertrain choice.

The mandate to our engineering team was clear: design and manufacture strengths so superior, they serve you unconditionally while offering best-in-class status where it counts the most. For 2014, the Ram 1500 first availability of the 3.0-liter EcoDiesel V6\* (mated to the class-exclusive<sup>[1]†</sup> TorqueFlite® 8 automatic) delivers industrial-grade quality, outstanding torque and best-in-class<sup>[2]</sup> diesel fuel economy, with ramped-up GCWRs and GVWRs. The formidable 6.4L HEMI® V8 is now standard on Ram Chassis Cabs and available on Ram Heavy Duty pickups. Major refinements (previously incorporated on Ram 3500 HD models) to the new 2014 Ram 2500 Heavy Duty include significant new frame developments, a new front-axle disconnect (standard on 4x4 models)—and more. For Ram 2500/3500, a new available Auto-Level Rear Air Suspension System\* delivers superb ride comfort and ultra-stable hauling control.

Our commitment to provide industrial-grade strength isn't taken lightly: giving you total capability in 2014 is reflected not just in superior numbers but even in an all-new Ram. No surprise that the new 2014 Ram ProMaster Van and Cutaway/Chassis Cab models beef up the Ram Commercial portfolio with multiple best-in-class features to serve a wide variety of industrial and commercial needs.

Bottom-line advantage? This is the year of Ram—and it's all about giving you more. Through tougher powertrains and suspensions. New engines. Class-exclusive assets. Remarkable towing and hauling figures. Exceptional fuel efficiency. All-new Ram ProMaster Van, Cutaway and Chassis Cab models. And all of it backed with the rock-hard quality reflected in our incredible 5-Year/100,000-Mile Powertrain Limited Warranty.<sup>[3]</sup>

**YOU NEED STRENGTH AND SUPPORT, AND YOU'VE FOUND IT—IN YOUR 2014 RAM.**

\*Late availability.

†Note: all disclaimers and disclosures can be found on the last page.



# THE YEAR OF THE POWERTRAIN:

## PURE STRENGTH: CUMMINS® + RAM

USE THE BEST—AS IN BEST-IN-CLASS<sup>[4]</sup> DIESEL TORQUE FOR RAM 3500 HEAVY DUTY.



THE 6.7L CUMMINS TURBO DIESEL brings 6.7 liters of proven power to Ram Heavy Duty and Chassis Cab models—with specialized calibrations that culminate in the unequaled available High Output version delivering a stunning and best-in-class<sup>[4]</sup> 850 lb-ft of torque on Ram 3500 pickups.

It gets better: the 6.7L Cummins High Output Turbo Diesel mated to the formidable AISIN® heavy-duty 6-speed automatic transmission in a 2014 Ram 3500 Heavy Duty pickup achieves **the highest possible diesel towing rating in the entire class<sup>[4]</sup>—30,000 lb.\***

New for 2014 Cummins powered Ram 2500 models are available dual alternators: these in-tandem 220-amp units churn out an impressive 440 amps, and include an invaluable “auto idle-up” feature which automatically adjusts when greater electrical power is needed.

Cummins + Ram Heavy Duty. Add the two together and you’ve got more than two million trucks with their power—a remarkable figure that sums up the quality and durability of this working partnership.

- » **EXCEPTIONAL TORQUE FOR 2014 RAM 2500** comes from the Cummins Turbo rated at 370 horsepower and 800 lb-ft of torque, mated to the proven 68RFE 6-speed automatic; the calibration is also available for 2014 Ram 3500 models.
- » **CLASS-EXCLUSIVE<sup>[4]</sup> RAM ACTIVE AIR™ SYSTEM** for Heavy Duty pickups switches the air intake path to ensure optimal power and torque under all grades, climates and load/towing conditions.
- » **A RECENTLY REVISED DIESEL COOLING SYSTEM** incorporates numerous refinements, including a modified Dual Radiator System; the engineering accomplishes a heat reduction of some 25% over the previous design.
- » **CLASS-EXCLUSIVE<sup>[4]</sup> “SMART” DIESEL EXHAUST BRAKE** for Heavy Duty pickups. Standard on every Cummins Turbo Diesel, it offers outstanding control and braking (especially on downhill grades) and helps significantly extend brake life.

Available on

**RAM 2500/3500 HD**  
(w/6-SP MANUAL)  
**350 MAX HORSEPOWER**  
**660 LB-FT MAX TORQUE**

**RAM CHASSIS CAB**  
(w/6-SP MANUAL)  
**320 MAX HORSEPOWER**  
**650 LB-FT MAX TORQUE**

6.7L Cummins High Output Turbo Diesel: available on

**RAM 3500 HD (w/AISIN HD)**  
**385 MAX HORSEPOWER**  
**850 LB-FT MAX TORQUE**

**RAM 2500/3500 HD**  
(w/68RFE)  
**370 MAX HORSEPOWER**  
**800 LB-FT MAX TORQUE**

**RAM CHASSIS CAB (w/AISIN HD)**  
**325 MAX HORSEPOWER**  
**750 LB-FT MAX TORQUE**

\*When properly equipped.

## EXPANDING THE HEMI® LEGACY

BEST-IN-CLASS<sup>[4]</sup> GAS HP AND TORQUE:  
410 HP/429 LB-FT.



**RAM FIRST 6.4L HEMI V8 WITH VARIABLE VALVE TIMING (VVT)** ascends to a new role in the Ram Commercial portfolio: for 2014, it’s now the standard powerplant for

Ram Chassis Cabs and is available for Ram Heavy Duty pickups. The engineering gives you performance enhanced with the Multi-Displacement System (MDS)/Fuel Saver Technology—and best-in-class<sup>[4]</sup> figures for gas-powered horsepower and torque on Ram Heavy Duty pickups.

- » **MDS/FUEL SAVER TECHNOLOGY** transforms the 6.4-liter HEMI V8 with the 66RFE transmission into a fuel-sipping four-cylinder when cruising.
- » **IDFSO—INTERACTIVE DECELERATION FUEL SHUT-OFF** is transparent in operation; it silently ceases fuel flow when decelerating for additional fuel efficiency.
- » **COOLED EXHAUST GAS RECIRCULATION (EGR) SYSTEM** is the first of its kind for a gas engine; it enhances fuel efficiency under heavy loads and towing.

Standard on

**RAM CHASSIS CAB**  
**410 MAX HORSEPOWER\***  
**(370 HP STD on 3500 CC)**  
**(366 HP STD on 4500/5500 CC)**  
**429 LB-FT MAX TORQUE**

Available on

**RAM 2500/3500 HD**  
**410 MAX HORSEPOWER**  
**(370 HP on 3500 Mega Cab® only)**  
**429 LB-FT MAX TORQUE**

## STREET MUSCLE, TONED FOR THE JOB SITE.



**THE LEGENDARY 5.7L HEMI V8 WITH VVT.** The hemispherical head is one of the major steps in transportation, with applications ranging from prototype aircraft to muscle cars. The available 5.7-liter HEMI V8 with MDS in Ram 1500 utilizes some of the most advanced engineering protocols ever developed, providing ultra-capable performance and fuel efficiency.

The transmissions add further clout to towing, hauling and fuel efficiency. Standard powertrain partners to the 5.7L HEMI V8 are the proven 65RFE 6-speed automatic for Ram 1500 and 66RFE for Ram 2500/3500 HD SRW and 3500 CC SRW. The available TorqueFlite® 8 automatic for Ram 1500 stands alone for performance and fuel efficiency.

- » **MDS/FUEL SAVER TECHNOLOGY** seamlessly deactivates half of the cylinders, transforming the mighty V8 into a fuel-sipping four-cylinder on Ram 1500 models.
- » **VVT** opens and closes valve operations with fine tolerances, ensuring peak overall performance while simultaneously increasing torque.

Standard on

**RAM 2500/3500 HD SRW**  
**383 MAX HORSEPOWER**  
**400 LB-FT MAX TORQUE**

Available on

**RAM 1500**  
**395 MAX HORSEPOWER**  
**410 LB-FT MAX TORQUE**

Available on

**RAM 3500 CC SRW**  
**383 MAX HORSEPOWER**  
**400 LB-FT MAX TORQUE**

\*Only when available 10K GVWR Package is ordered on 3500 SRW models with the 66RFE automatic transmission.

# THIS STRENGTH PROVES OUR METTLE.

## THE REMARKABLE ECODIESEL



### ALL-NEW POWER. SUPERIOR PERFORMANCE.



**THE NEW 3.0L ECODIESEL V6\*** for Ram 1500 is an all-new and class-exclusive<sup>[2]</sup> advantage to this light-duty pickup, delivering exceptional V6 torque, best-in-class<sup>[2]</sup> diesel fuel economy, all topped off with an impressive driving range.

This small-displacement high-performing turbo diesel is mated to the class-exclusive<sup>[1]</sup> TorqueFlite® 8 automatic transmission. Together, they offer great fuel-efficient performance, B20 (biodiesel) capability, 10K oil change intervals and a top-notch DEF System.

- » **INVALUABLE DUAL FILTRATION SYSTEM.** *The EcoDiesel V6\* employs dual-filtration technology for greater protection against contamination, while reducing injector corrosion and enhancing durability.*
- » **OUTSTANDING DRIVING RANGE.** *The combination of EcoDiesel V6\* power and TorqueFlite 8 sophistication gives you the most miles for every tank of fuel.*

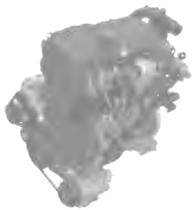
Available on

#### RAM 1500

**240 MAX HORSEPOWER**

**420 LB-FT MAX TORQUE**

### THE IDEAL DIESEL FOR RAM PROMASTER.



**THE 3.0L ECODIESEL I4\*** transforms EcoDiesel technology into an in-line fuel-sipping four-cylinder, and boasts a powerful heritage: the engine family is typically seen in Class 2-4 commercial vehicles. The EcoDiesel I4\* uses an electronically controlled high-pressure common-rail Fuel Injection System with variable geometry turbocharging. It's mated to a class-exclusive<sup>[6]</sup> 6-speed automated manual transmission and delivers exceptional fuel efficiency.

- » **LONG-TERM OIL LIFE CYCLES.** *The technology was refined to cut downtimes to bare minimums. Oil change intervals are part of the low-cost-of-ownership equation: changes are recommended by the software, and intervals can reach a best-in-class<sup>[6]</sup> 18,500 miles.*
- » **THINK GREEN: B7-COMPATIBLE, SMART DEF.** *B7-calibration joins a brilliant Diesel Exhaust Fluid (DEF) System. Unlike other diesel engines where low DEF could leave you stranded, these new turbocharged EcoDiesel I4\* engines maintain full power—even when DEF is low.*

Available on

#### PROMASTER VAN/CC/CUTAWAY

**174 MAX HORSEPOWER**

**295 LB-FT MAX TORQUE**

\*Late availability.

## THE AWARD-WINNING PENTASTAR® V6

### INDUSTRIAL-GRADE VERSATILITY.



**EXCEPTIONAL CREDENTIALS MAKE THIS V6 A MODEL FOR INDUSTRY.** Standard for Ram 1500, it's mated to the class-exclusive<sup>[1]</sup> TorqueFlite 8 automatic transmission. With its available Flex Fuel calibration and exacting VVT, it is one of the most versatile and efficient powertrains ever developed by our engineers—and enabled many notable Ram firsts.

Little wonder why this efficient and powerful V6 powerplant has been honored with universal acclaim—and multiple awards. The Pentastar V6 delivers extraordinary performance and top-echelon advantages. Among them: best-in-class<sup>[5]</sup> mpg highway and tough available 4x4 capability with all the economies associated with six-cylinder engineering. The toughness of the powertrain is totally commercial-grade—exactly the qualifications that make it the standard engine for Ram 1500 pickups.

Standard on

#### RAM 1500

**305 MAX HORSEPOWER**

**269 LB-FT MAX TORQUE**

### PROMASTER: PENTASTAR V6 AND THE 6-SPEED.

**THE 3.6L PENTASTAR VVT V6** is a natural choice for the versatile all-new Ram ProMaster models and delivers top-echelon numbers across the board: best-in-class<sup>[6]</sup> standard V6 horsepower and torque.

Standard on

#### PROMASTER VAN/CC/CUTAWAY

**280 MAX HORSEPOWER**

**260 LB-FT MAX TORQUE**

### RAM C/V TRADESMAN AND THE PENTASTAR V6

**THE 3.6L PENTASTAR VVT V6 WITH THE 6-SPEED AUTOMATIC.** This truly efficient yet powerful engine delivers best-in-class<sup>[7]</sup> horsepower and torque—giving businesses every advantage needed for capable power on the commercial level. In Ram C/V Tradesman, the Pentastar V6 is calibrated to deliver economies wherever they can be achieved. Here, the 3.6-liter Pentastar V6 adds Flex Fuel capability, and also features a Fuel Economizer Mode to improve the numbers—earning in the process a best-in-class<sup>[8]</sup> highway driving range of up to 520 miles and best-in-class<sup>[7]</sup> V6 fuel economy.

Standard on

#### RAM C/V TRADESMAN

**283 MAX HORSEPOWER**

**260 LB-FT MAX TORQUE**

# TRANSMISSIONS

## RAM PICKUP/CHASSIS CAB

*We welcome a lifetime at hard labor. Bring on the torque.*

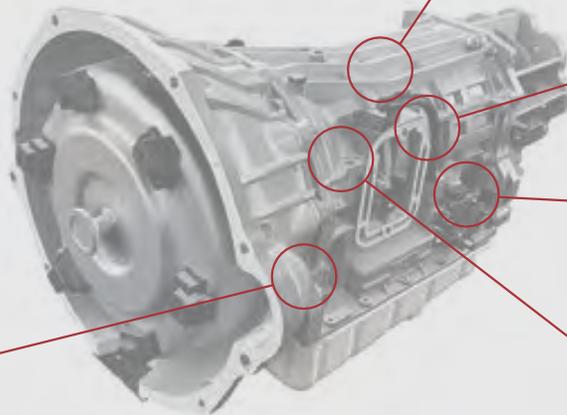
### THE AISIN® HEAVY-DUTY 6-SPEED AUTOMATIC



The available AISIN heavy-duty 6-speed mated to the new 6.4L HEMI® V8 is the AS66RC—delivering every ounce of capability as its well-established brother paired with the Cummins®. The AS66RC is standard on Ram 4500/5500 models and available for Ram 3500 Chassis Cabs.

Firmly established in the commercial world is the heavy-duty AISIN that continues to earn accolades—the AS69RC, calibrated for peak performance with the available Cummins High Output version. (Available for 3500 pickup, and 3500/4500/5500 Chassis Cabs.)

Look for exceptionally robust inner components and casings—like this high-strength case that improves durability and reduces noise, vibration and harshness (NVH).



Shift strategy is through the Transmission Control Module (TCM), which relies on numerous direct and indirect inputs (via sensors) to determine driver demand and vehicle operating conditions. Performance is remarkably potent and notably quiet.

The compact gear train utilizes three clutches, two brakes and a new shift control algorithm. The clutches of the AS66RC have been upgraded to meet commercial truck applications.

A recently revised Shift Control System is more responsive and enables continuous operation in the most fuel-efficient speed range.

A patented and highly specialized heat treatment is used to develop high-strength planetary gear components, ensuring long life and solid reliability.

### PHENOMENAL STRENGTH AND INTELLIGENT PTO: THE AISIN SURPASSES WITH FLYING COLORS.

**THE FORMIDABLE NEW 6.4-LITER HEMI V8 AND TRUSTED CUMMINS TURBO DIESEL** engines deserve a partner that can handle the incredible horsepower, torque and vehicle weight ratings. The available AISIN heavy-duty 6-speed automatic is calibrated for ideal performance with each of these commercial-grade powerplants.

Notable strengths of all AISIN 6-speed transmissions encompass full electronic control of shifting, including electronic operation of the torque converter clutch; tougher clutches, now upgraded for commercial truck applications; a highly sophisticated Transmission Control Module (TCM), which even communicates with the engine controller to momentarily turn off the exhaust brake (on Cummins powered models) while shifting to protect the friction material; and a ramped-up Tow/Haul Mode feature that now delivers a more aggressive downshift schedule to meet industrial-grade hauling demands.

With six forward ranges (including two overdrive gears for ultra-efficient performance), wide overall gear ratios, a refined Shift Control System and low 1st-gear ratio of 3.75:1, the AISIN AS66RC and AS69RC deliver superb performance and outstanding vehicle launch ability—imperative for towing.

» **UNIQUE TO THE SEGMENT: PTO CAPABILITY WITH A GAS-POWERED V8 ENGINE.**

*2014 Ram Chassis Cabs equipped with the standard 6.4-liter HEMI V8 deliver it all—and now, it's all improved. The available PTO capability from this powertrain is enhanced for business: 60 horsepower and 250 lb-ft of torque.*

» **DUAL-ACCESS PTO DOUBLES YOUR EFFICIENCY.** *Choose your side—and your engine—and get the job done with fluent proficiency: dual-access PTO capability with the 6.4L HEMI V8 and Cummins powerplants is the solution. On 4x2 models, the left-side access is reserved for hydraulic or higher-output/shaft-driven power take-off. This engineering focuses on cost-effective operations and reducing costs of ownership: dispensing with the common floor-mounted patch plate eliminates the need for (and expense of) upfitters working around the exhaust system.*

» **EXCLUSIVE PTO CAPABILITY WITH BUILT-IN FUEL EFFICIENCY.** *The AISIN design is intelligent, with technology that adapts to the 6.4-liter HEMI V8 Multi-Displacement System (MDS)/Fuel Saver Technology. While in stationary mode, the PTO with the AISIN AS66RC is modified; here, PTO employs MDS to operate using only four cylinders rather than all eight for welcome efficiency.*

## DURABILITY DEFINED: THE 6-SPEED AUTOMATIC TRANSMISSION (68RFE) FOR RAM 2500/3500 HD PICKUPS

**MATED TO THE AVAILABLE 370/800 6.7L CUMMINS® TURBO DIESEL.** New 2014 Ram Heavy Duty 2500/3500 models equipped with the Cummins Turbo Diesel rated at 370 horsepower and 800 lb-ft of torque rely on this long-standing partner to handle that output. Standard Electronic Range Select ensures precise, optimal and quiet shifting of gears for ideal load control while towing and hauling. Three planetary gear sets provide capability with precise ratio steps for optimum driveability.

- » **FIVE HYDRAULIC ACCUMULATORS** help smooth the shift points, delivering seamless transitions irrespective of speed or load.
- » **DRIVER-ADAPTIVE SHIFTING** is a virtual electronic brain at work, and further customizes the shift points; the software bases the gear transitions on driver input.
- » **ELECTRONIC RANGE SELECT** ensures the precise shifting of gears at the optimum time, providing driving comfort and helping contribute to fuel efficiency.

## LONG PROVEN: THE 6-SPEED AUTOMATIC TRANSMISSION (66RFE) FOR RAM 2500/3500 HD AND 3500 CHASSIS CABS

**MATED TO THE 5.7L AND 6.4L HEMI® V8 ENGINES.** The 66RFE 6-speed automatic offers the durable, designed-in toughness that allows it to serve the entire Ram pickup portfolio. Major advantages include optimized gear ratios and a super-low 6th-gear ratio of only .67:1 (which functions as an additional overdrive to help reduce engine speeds and help mitigate engine wear), along with driver-adaptive shifting. The indispensable Tow/Haul Mode is standard on this transmission.

- » **THREE MULTIPLE CLUTCH PACKS** work together to deliver a supremely quiet and responsive ride.
- » **THE DUAL-STAGE HYDRAULIC PUMP** with independent cooler ensures optimal pressures under all driving conditions.

## THE 6-SPEED MANUAL TRANSMISSION (G56) FOR RAM 2500/3500 HD PICKUPS AND 3500/4500/5500 CHASSIS CABS



**MATED ONLY TO THE 6.7L CUMMINS TURBO DIESEL,** this is the standard transmission for Ram Heavy Duty pickups and Chassis Cabs equipped with that available powerplant. On Ram Chassis Cab models, the robust G56 6-speed delivers optional PTO capability unexpected from a manual. As a class-exclusive<sup>[4]</sup> asset on Ram Heavy Duty pickups, it's invaluable when you're looking for the ultimate combination of vehicle control and efficiency.

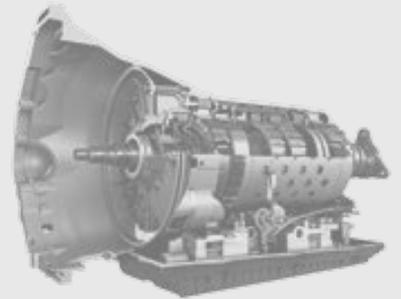
- » **ON THE SIDE OF BUSINESS: AVAILABLE PTO.** You'd expect an exceptional asset to perform with virtuosic strength. The G56 6-speed manual is fully up to the task, with available and robust PTO capability significantly adding to capability in the Ram Chassis Cab portfolio.

## THE CLASS-EXCLUSIVE<sup>[1]</sup> 8-SPEED TORQUEFLITE® 8 TRANSMISSION (8HP45/8HP70) FOR RAM 1500 PICKUP



**AVAILABLE WITH ALL RAM 1500 ENGINES.** Dual focus, one vision: provide outstanding driveability and impeccable performance from highway cruising to heavy hauling—while making a very real contribution to the impressive Ram 1500 fuel efficiency. The groundbreaking TorqueFlite 8 with the Tow/Haul Mode is the answer, functioning as the standard powertrain partner with the available 3.0-liter EcoDiesel V6\* or the standard 3.6-liter Pentastar® V6 and as an optional transmission for the available 5.7-liter HEMI V8 in Ram 1500.

**ROCK WITH ROTARY PRECISION.** Electronically controlled. Responsive, ergonomic design. The dashboard-mounted class-exclusive<sup>[1]</sup> Rotary Shifter for the TorqueFlite 8 automatic offers ideal shifting for all situations, especially for back-and-forth rocking in snowy northern climates.



## THE 6-SPEED AUTOMATIC TRANSMISSION (65RFE) FOR RAM 1500 PICKUP

**STANDARD PARTNER WITH THE AVAILABLE 5.7L HEMI V8 FOR RAM 1500 MODELS.** The technical history of the 65RFE 6-speed automatic amply illustrates its versatility and capability: the reprogramming of this component in previous model years took a serious performer and improved it, allowing operators to customize the performance through Electronic Range Select. The transmission is fully electronically controlled, and uses three planetary gear sets that provide a wide ratio spread for optimum performance with smooth quick shifts.

- » **DRIVER-ADAPTIVE SOFTWARE.** By reprogramming the software, we improved overall control and efficiency. ERS—Electronic Range Select—allows the driver to manually select the gear best suited for the task at hand. The engineering is ideal with the 5.7L HEMI V8.
- » **TOW/HAUL MODE, STANDARD.** It was designed and constructed for tough towing and robust hauling assignments. The standard Tow/Haul Mode facilitates the work, balancing engine speed and load conditions to improve performance and fuel efficiency.

\*Late availability.

RAM 3500

# 30,000 LB\*

NO ONE ELSE TOWS THIS MUCH.

## NO ONE.

## GET THE MOST WHERE IT COUNTS THE MOST.

More than ever, the new 2014 Ram pickups and Chassis Cabs raise the bar for what counts in a tough truck. Impressive towing and hauling is bolstered by ongoing developments that let you handle every aspect of work. State-of-the-art electronics and available full-color rear- and cargo-view displays are joined by hundreds of custom-crafted Authentic Accessories by Mopar®—all designed for impeccable fit and finish, and serving to boost capability, efficiency, overall convenience and driver and occupant comfort. No matter what you're towing, hauling or simply doing, Ram offers the versatility and control you need.



Go in the know: select Ram models feature a full-color EVIC display with dozens of graphic interfaces covering virtually every mechanical function.



In-cabin view of the cargo bed: only Ram Heavy Duty<sup>(4)</sup> offers an available Cargo-View Camera<sup>(6)</sup> to see it all.



Available frame-mounted Gooseneck Hitch from Mopar with easy ball removal (ball not included). Optional Fifth-Wheel/Gooseneck Prep Package includes an in-bed 7-pin connector.



Available Fifth-Wheel Hitch from Mopar features sliding rails and simple-to-remove engineering.



Innovative Ram Active Air™ Technology switches the air-intake path to ensure optimal power and torque under all grades, climates and load/towing conditions.

## IT'S ALL ABOUT TOTAL CAPABILITY.



All the best-in-class numbers and class-exclusive features add up to total capability with your 2014 Ram of choice. So look for the best everywhere—towing, electrical output, frame strength... in short, *the works*.

- + **BEST-IN-CLASS<sup>(2)</sup> DIESEL FUEL ECONOMY** for 2014 Ram 1500 with the available new 3.0L EcoDiesel V6<sup>†</sup> and the class-exclusive<sup>(3)</sup> TorqueFlite<sup>®</sup> 8 automatic.
- + **BEST-IN-CLASS<sup>(4)</sup> TOWING\*** for Ram 3500 Heavy Duty, with the available Cummins<sup>®</sup> High Output Turbo Diesel mated to the AISIN<sup>®</sup> heavy-duty 6-speed automatic.
- + **BEST-IN-CLASS<sup>(4)</sup> GAS HORSEPOWER AND TORQUE** for Ram Heavy Duty pickups with the new available engine for 2014—the 6.4L HEMI<sup>®</sup> V8.
- + **BEST-IN-CLASS<sup>(4)</sup> PAYLOAD\*** for Ram 3500 pickups with the new available 6.4L HEMI V8 is rated up to 7,320 lb.
- + **BEST-IN-CLASS<sup>(6)</sup> MAX GCWR AND TOWING\*** for Ram Chassis Cab models with the proven available 6.7L Cummins Turbo Diesel.
- + **BEST-IN-CLASS<sup>(6)</sup> OIL CHANGE INTERVALS** with the available Cummins Turbo Diesel on Ram Chassis Cab models—up to 15,000 miles between recommended changes.
- + **BEST-IN-CLASS<sup>(6)</sup> REAR FRAME STRENGTH** for Chassis Cab models is an awesome 50,000 psi.
- + **BEST-IN-CLASS<sup>(6)</sup> ELECTRICAL OUTPUT** from the available dual alternators with the available 6.7-liter Cummins Turbo Diesel on Chassis Cab models gives you a total of 440 amps.



- + **NEW BOOSTED GVWR RANGE** now reaches 10,500–12,000 lb for Ram 3500 Chassis Cab SRW models and joins the tough 10,000-lb GVWR availability.
- + **NEW UPGRADED GVWR** vaults Ram 3500 Chassis Cab DRW from 13,000-lb capacity up to a work-intensive 14,000 lb.
- + **OUTSTANDING CONFIGURABILITY:** Look to the all-new Ram ProMaster Vans for multiple choices in wheelbases, lengths and roof heights, with 14 possible configurations.
- + **THE BOTTOM LINE: LOW COST OF OWNERSHIP:** It's one of the many reasons 2014 Ram 3500 Chassis Cabs are America's most-affordable and fastest-growing Chassis Cabs.<sup>(24)</sup>

\*When properly equipped. Properly secure all cargo. †Late availability.

# RAM 1500: WAY TO GO.



## A NEW POWERTRAIN. GREATER FUEL-EFFICIENCY. INNOVATIVE SUSPENSIONS. RAM LEADS THE WAY.

**L**ight-duty by its weight class rating, completely heavy-duty in attitude—and superior when it comes to your powertrain choices. Remarkable suspensions and brilliant state-of-the-art electronics add to the refinement, taking the flagship Ram 1500 into all-new territory—and it's where the competition is furiously mapping out new paths in their attempt to follow.

All-new for the 2014 Ram 1500 is a powertrain which will redefine the light-duty pickup segment. The available 3.0-liter EcoDiesel V6\* is mated to the efficient TorqueFlite® 8 automatic; the engine churns out 240 hp/420 lb-ft of torque, giving you awesome towing support backed by top-tier ratings where they count for business: best-in-class<sup>[2]</sup> diesel fuel economy topped off with an impressive driving range.

Ram 1500 leadership is uncontested. No other pickup in the class offers a small-displacement high-performing turbo diesel mated to an 8-speed automatic. Performance attributes include B20 (biodiesel) capability, 10K oil change intervals and a top-notch DEF System.

» **DUAL FILTRATION SYSTEM.** The 3.0-liter EcoDiesel V6\* utilizes dual-filtration technology for greater protection against contamination, helping to reduce injector corrosion and further enhance durability.

» **OUTSTANDING DRIVING RANGE.** The combination of EcoDiesel V6\* power and TorqueFlite 8 sophistication gives you the most miles for every tank of fuel.

Shown on next page.

**CENTER LEFT:** Ram 1500 pioneered the innovative RamBox® Cargo Management System and it remains an exclusive<sup>[1][2]</sup> Ram property, available for select Ram models with 5'7" and 6'4" cargo beds. The system is comprised of two huge illuminated, drainable and lockable cargo bed-side boxes; a cargo bed extender/divider; cargo bed rails that can accommodate a number of additional cargo- and storage-related accessories; and four tie-down cleats. Shown with Available Accessories by Mopar®.

**BOTTOM:** Choose your suspension and go with the tow: max towing with Ram 1500 is impressive from the get-go; when properly equipped, it tops out at a very capable 10,450 lb.



## TWO CLASS-EXCLUSIVE<sup>[1]</sup> SUSPENSION SYSTEMS. ONE CHOICE RIDE. RAM 1500.

### THE AVAILABLE ACTIVE-LEVEL™ FOUR-CORNER AIR SUSPENSION SYSTEM.

This is a level of ride quality and convenience that separates Ram 1500 from the rest. Or better said, *five levels*. The available Active-Level Four-Corner Air Suspension System features automatic leveling while under heavy payload, with five distinct operating levels (modes), all controlled with fingertip ease on the button bank.

+ **OFF-ROAD 2 MODE.** Provides excellent ground clearance for the path and trail, with the greatest angles for approach, departure and break-over. Difference from Normal ride height: +2.0 in.

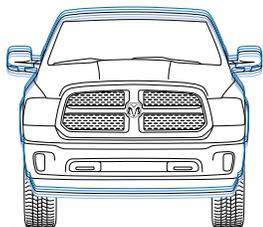
+ **OFF-ROAD 1 MODE.** Outstanding ride balance, with an extra degree of clearance when you need it. Difference from Normal: +1.2 in, front; +0.9 in, rear.

**NORMAL RIDE HEIGHT.** The most comfortable balance of ride and handling for everyday driving.

- **AERO MODE.** Aero Mode automatically lowers the vehicle at highway speeds, reducing aerodynamic drag and "body roll;" the improvements to fuel efficiency are measurable. Difference from Normal: -1.1 in.

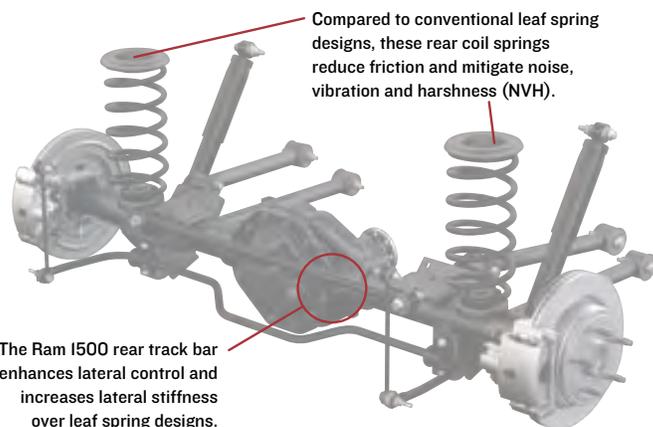
- **ENTRY/EXIT MODE.** Automatically lowers the entire vehicle for easier ingress/egress, loading/unloading, trailer hooking/unhooking. Controlled by internal button bank or with a button on the key fob. Difference from Normal: -2.1 in, front; -1.7 in, rear.

## 4.1 INCHES OF LATITUDE



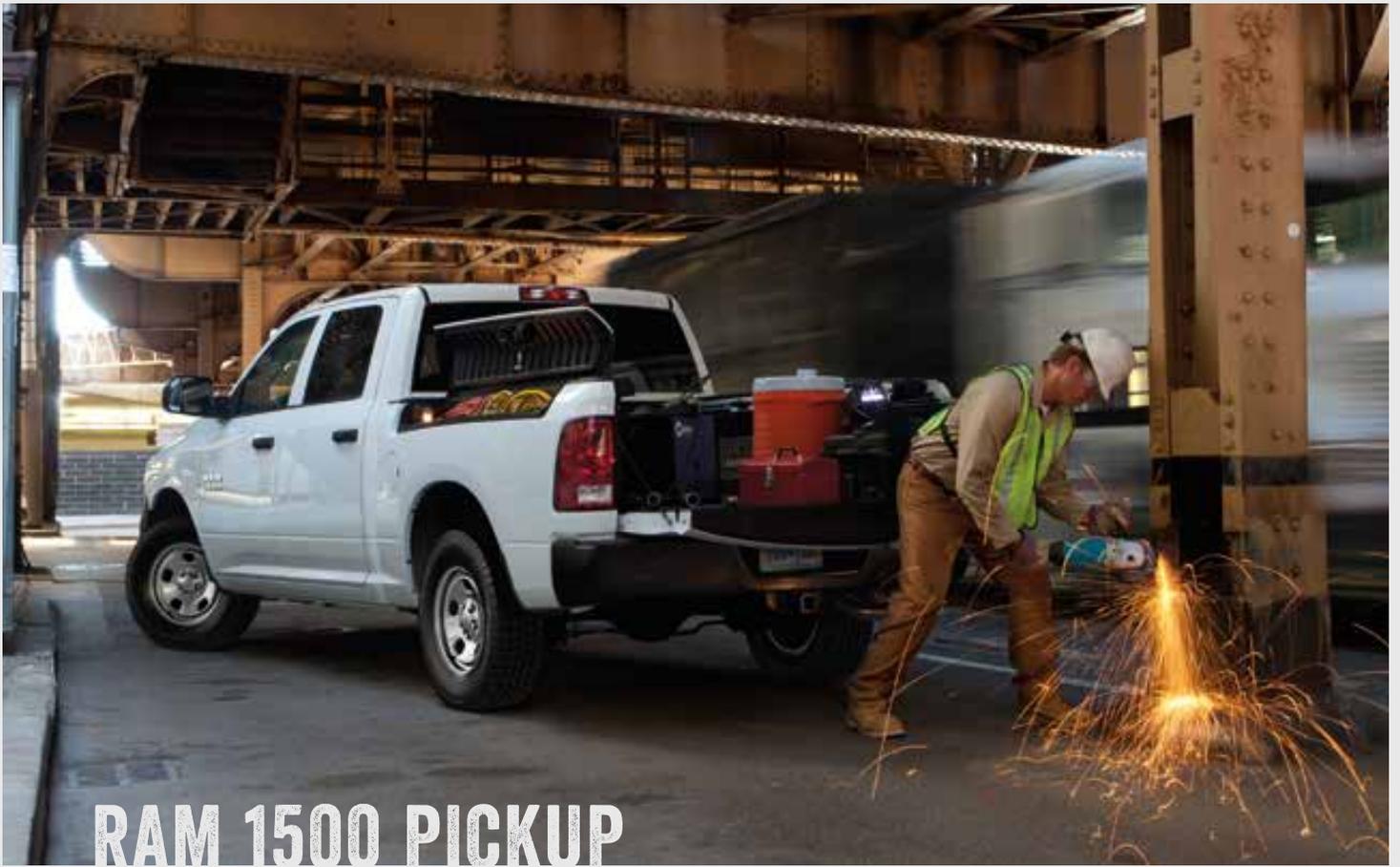
\*Late availability.

### STANDARD MULTILINK COIL SPRING REAR SUSPENSION.



### SO COMFORTABLE AND DURABLE, IT'S THE PREFERRED SUSPENSION FOR THE MODERN FREIGHT TRAIN.

You see it all the time when you're stopped for a train: huge high-strength steel coil springs support tons of cargo with even balance and profoundly little sway. It's that very suspension technology—developed for decades-long durability and incredible passenger comfort—which was further refined by Ram engineers to give you a class-exclusive<sup>[1]</sup> standard suspension for every Ram 1500 model. Compared to typical leaf-spring suspensions, the technology just flat-out works. The Ram 1500 MultiLink Coil Spring Rear Suspension delivers it all—superb comfort and outstanding handling, maneuverability and road manners in all towing and hauling situations, with notable durability over the long run.



# RAM 1500 PICKUP



Properly secure all cargo.

# PUSH. PULL. HAUL. DO... MORE.

## 2014 RAM HEAVY DUTY. NOT JUST TOUGH. REAL TOUGH.

**A** raft of improvements to 2014 Ram Heavy Duty pickups gives Ram 2500 new capability—starting with an all-new front axle disconnect that brings it up to par with the portfolio's Heavy Duty leader, Ram 3500.

From there, it just gets better. For 2014, Ram 2500 models now receive the pioneering three-link coil spring front suspension and the new class-exclusive<sup>[4]</sup> five-link coil spring rear suspension as standard equipment. Available for both 2014 Ram 2500 and 3500 pickups is the all-new class-exclusive<sup>[4]</sup> dual-mode Auto-Level Rear Air Suspension System.\*

In Payload Mode, the Auto-Level Rear Air Suspension System\* monitors ride heights on both sides of the vehicle, adjusting for load shifts or changes in road surfaces, and consistently maintaining a level profile for outstanding road manners. In Trailer/Tow Mode, the suspension system lowers the rear, serving to even out the alignment between the hitch and trailer; you're ensured of level loads and a parallel, even relationship between vehicle and trailer.

The engineering is exclusive to the 2014 Ram 2500/3500 Heavy Duty pickups, and towing, hauling and ride quality have never been better.

The new available Auto-Level Rear Air Suspension System\* for Ram Heavy Duty models helps bring Ram 2500/3500 pickups into new territory, with exceptional powertrain choices now including the new available 6.4-liter HEMI® V8 with MDS and available Cummins® Turbo Diesels in three distinctive power outputs, all with a class-exclusive<sup>[4]</sup> "smart" diesel exhaust brake. At the end of the road is peak performance: best-in-class<sup>[4]</sup> GCWRs, with towing so good, a properly equipped Ram 3500 Heavy Duty can reach an astonishing 30,000 lb—and that's the best in the business!<sup>[4]</sup>

**Shown on next page.**

**TOP:** Total authority for pulling mega-loads or horse trailers: the big Ram 3500 Big Horn dually, shown here in Deep Cherry Red Crystal Pearl with available aluminum wheels.

**CENTER LEFT AND RIGHT:** The available RamBox® System even has Authentic Accessories by Mopar® for your work—and your sporting life. Find out more at [mopar.com](http://mopar.com)

**BOTTOM:** A properly equipped Ram 3500 Regular Cab Tradesman dually with the available 6.7L Cummins High Output Turbo Diesel is the go-to partner when fifth-wheel or gooseneck trailer-towing capability is required—and when the assignment clearly outweighs what the competition can pull off.

## OPT FOR POWER: THE 6.4L HEMI V8.



**WHEN THE ASSIGNMENT CALLS FOR SUPERB GAS POWER, WE'RE AVAILABLE.** The improvements and refinements to the Ram Heavy Duty 2500/3500 pickups amply demonstrate our commitment to the commercial market and beyond—everyday recreational driver. Along with the many recent upgrades to frames and suspensions is the new available 6.4-liter HEMI V8 with VVT and MDS/Fuel Saver Technology.

This expanded displacement gas-powered giant takes many of its cues from the legendary 5.7-liter HEMI V8; the outcome is formidable—and best-in-class<sup>[4]</sup>—gas horsepower and torque, with a focus on achieving impressive fuel efficiency. The principal features of this engine include:

- » **USE OF 87-OCTANE UNLEADED REGULAR.** Our engineers calibrated a maximum output based on the most economical grade of gasoline.
- » **IMPLEMENTATION OF MDS/FUEL SAVER TECHNOLOGY.** Count on the Multi-Displacement System to supply efficient 4-cylinder operation while cruising.
- » **TOP FIGURES FOR POWER.** With best-in-class<sup>[4]</sup> gas horsepower and torque, the available 6.4L HEMI V8 brilliantly combines efficiency with strength.

## NEW SUSPENSIONS CARRY THE DAY.

**CLASS-EXCLUSIVE:<sup>[4]</sup> 2500**  
THE REAR 5-LINK COIL SPRING SUSPENSION



**NEW. CLASS-EXCLUSIVE:<sup>[4]</sup> 2500**  
THE AVAILABLE AUTO-LEVEL REAR AIR SUSPENSION SYSTEM\*



### THE 2014 RAM 2500 HEAVY DUTY MODELS

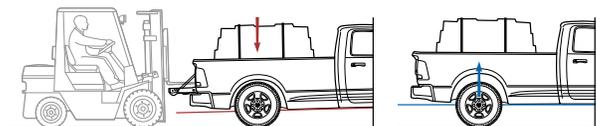
see major upgrades to the frame, augmented by unique and class-exclusive<sup>[4]</sup> suspensions, including the new available Auto-Level Rear Air Suspension System\* for Ram 2500/3500 Heavy Duty models.

The new frame for Ram 2500 is constructed of high-strength 50,000-psi steel; new additional crossmembers further add to its robust strength for stellar towing and hauling.

In front, 2014 Ram Heavy Duty employs a unique, three-link suspension that ensures the roll stiffness required by the higher GVW ratings (not shown).

The new five-link coil spring rear suspension standard on Ram 2500 is the first of its kind on any heavy-duty pickup<sup>[4]</sup> and offers outstanding ride/handling characteristics along with beyond-dependable hauling and payload capability, irrespective of load.

**CLASS-EXCLUSIVE<sup>[4]</sup> FOR RAM 2500/3500:**  
THE NEW AVAILABLE AUTO-LEVEL REAR AIR SUSPENSION SYSTEM\*



This pioneering two-mode technology adapts the available Active Level™ Four-Corner Air Suspension System introduced by Ram 1500. Operated by the button in the center stack switch bank, Payload Mode monitors ride heights on both sides of the vehicle, adjusting for shifting loads or changes in road surface to deliver a constant, level ride. Trailer/Tow Mode lowers the rear suspension for ideal hitch/trailer alignment, ensuring level loads and an even, parallel relationship between vehicle and trailer.

\*Late availability.



RAM 2500/3500 PICKUP



# JUST RIGHT FOR ANY SITE.

## NEW STANDARD 6.4L HEMI® V8. MASSIVE GCWRs. 2014 RAM 3500 CHASSIS CAB IS READY FOR WORK.

**C**ommercial-grade capability at every job site. Upfit-friendly design. Durable components. Outstanding interior comfort. Precision handling, road manners and maneuverability. Electronics that easily rival the qualities of an elegant sedan.

And for 2014, add the new, no-nonsense 6.4-liter HEMI V8 powerplant. Few trucks can offer the complete package of a Ram 3500—but that's what makes this Ram the unquestioned optimal choice in the 3500 weight class for the Chassis Cab segment.

For 2014, Ram 3500 Chassis Cab drives to work with a raft of strengths now augmented by the new standard 6.4-liter HEMI V8, delivering 370 horsepower and 429 lb-ft of torque—and using 87-octane unleaded regular. Standing in the wings is the available 6.7-liter Cummins® Turbo Diesel in two separate output calibrations—and featuring the invaluable standard 6-speed manual transmission. The Cummins equation also includes superior power: only the 6.7-liter Cummins High Output Turbo Diesel paired with the AISIN® 6-speed automatic offers that incredible torque of 750 lb-ft.

In every way, this is the 3500-class Chassis Cab that delivers. Count on massive, 14-inch brake rotors. Best-in-class<sup>[10]</sup> rear frame strength of 50,000 psi to handle upfits with ease. Largest-in-class<sup>[10]</sup> single rear-mounted 52-gallon fuel tank. And smooth automatic transmissions that are totally up to the task, with standard Tow/Haul Mode and Electronic Range Select on every one of them.

You need 3500-grade capability and customization. You've come to the right place. The 2014 Ram 3500 Chassis Cab.

**Shown on next page.**

**TOP:** By design, 2014 Ram 3500 Chassis Cab is the natural choice when the job at hand requires a Service Body upfit. This is best-in-class<sup>[10]</sup> rear frame strength, with exceptional choices for powertrains.

**CENTER RIGHT:** An aftermarket Rancher Body upfit plus a fifth-wheel hitch: Ram 3500 Chassis Cab and Authentic Accessories from Mopar® make it happen.

**BOTTOM:** Designed for success: superior rear frame strength, the largest rear fuel tank in the class<sup>[10]</sup> (52 gallons), with a DEF fuel filler neck completely independent of the cab and chassis. Order the upfit, attach that trailer—and do the job with confidence.

## ENGINEERED FOR STRENGTH. DESIGNED FOR VERSATILITY.



+ **BEST-IN-CLASS<sup>[24]</sup> GCWR:** Ram 3500 Chassis Cab delivers a max GCWR up to 30,000 lb for extraordinary all-around capability.

+ **BEST-IN-CLASS<sup>[24]</sup> TOWING:** A properly equipped Ram 3500 Chassis Cab delivers max trailer weights up to 22,750 lb for superior trailering in the class.

+ **BEST-IN-CLASS<sup>[10]</sup> REAR FRAME STRENGTH:** an awesome 50,000 psi.

+ **BEST-IN-CLASS<sup>[10]</sup> OIL CHANGE INTERVALS** with the available Cummins Turbo Diesel—up to 15,000 miles between recommended changes.

+ **BEST-IN-CLASS<sup>[10]</sup> AVAILABLE DUAL ALTERNATOR OUTPUT** with the 6.7-liter Cummins Turbo Diesel—a total of 440 amps.

+ **THE NEW 6.4L HEMI V8** mated to the 6-speed 66RFE automatic transmission or AISIN 6-speed automatic provides outstanding power—370 horsepower/429 lb-ft of torque, and using 87-octane unleaded regular gas.

+ **NEW EXTENDED GVWR RANGE** now reaches 10,000–14,000-lb GVWR.

+ **AVAILABLE ONLY ON SRW: THE LEGENDARY 5.7L HEMI V8** mated to the 66RFE 6-speed automatic churns out 383 horsepower/400 lb-ft of torque on Ram 3500 Chassis Cab SRW models.

+ **AVAILABLE: 6.7-LITER CUMMINS TURBO DIESEL** mated to the 6-speed manual, standard: 320 horsepower and 650 lb-ft of torque; mate it to the available AISIN heavy-duty 6-speed automatic for exceptional diesel-driven output: 325 horsepower and 750 lb-ft of torque.

+ **THE SUPER-TOUGH FRONT SUSPENSION** utilizes ideal engineering for anticipated commercial-grade use: this heavy-duty, three-link/coil spring design features a beam axle with four parallel leading links and tough tubular lower control arms.

+ **STANDARD ON EVERY MODEL:** Comprehensive Electronic Stability Control (ESC)<sup>[10]</sup> System, with Trailer Sway Control;<sup>[10]</sup> Electronic Roll Mitigation; Hill Start Assist—and much more.

+ **THE BOTTOM LINE: IMPRESSIVELY LOW COST OF OWNERSHIP:** The 2014 Ram 3500 Chassis Cab is one of the most upfit-friendly Chassis Cab designs on the market.



Properly secure all cargo.

# CAPABILITY TO THE MAX.

**RAM 5500: GCWR UP TO 37,500 LB, TOWING UP TO 29,600 LB.\* BIG JOBS ARE A NATURAL.**

Once you get to the toughest jobs out there, only best-in-class attributes let you take them on with that nonchalant attitude of superiority. That's where the 2014 Ram 4500/5500 Chassis Cabs volunteer for service. The figures support the facts: new 6.4-liter HEMI® V8, standard, with associated class-exclusive<sup>[10]</sup> available PTO capability. Available 6.7-liter Cummins® High Output Turbo Diesel for top-echelon 750 lb-ft of torque, with its best-in-class<sup>[10]</sup> available dual alternator electrical output of 440 amps—perfect for powering ancillary electronics. Available dual-PTO access with both the 6.4-liter HEMI V8 and the 6.7-liter Cummins Turbo Diesel.

Some strengths you measure by weight; others by sheer utility, pragmatism and value. That's why every Ram 4500/5500 Chassis Cab provides a standard, comprehensive Electronic Stability Control (ESC)<sup>[11]</sup> System which includes ABS, Electronic Brake-Force Distribution, full-function All-Speed Traction Control, Ready Alert Braking (RAB), Rain Brake Support, Engine Drag Control, Trailer Sway Control<sup>[11]</sup>—

and much more. It's why automatic transmissions feature Electronic Range Select and the Tow/Haul Mode. And it's why every model comes with over 30 standard and available safety and security features.

**Shown on next page.**

**TOP:** Ram 5500 Chassis Cab, with its best-in-class<sup>[10]</sup> rear frame strength of 50,000 psi, manages a full aftermarket Dump Body upfit with practiced fluency.

**CENTER:** An aftermarket Stake Body upfit is part of the business plan for this Ram 4500 Chassis Cab in a Regular Cab configuration.

**BOTTOM:** Heavy-duty jobs require an extreme heavy-duty partner. 2014 Ram 5500 Chassis Cab with that best-in-class<sup>[10]</sup> available dual alternator electrical output from the available Cummins Turbo is the logical choice.

**This page.**

**BELOW:** Made for the upfit: the big Ram Chassis Cabs benchmark the easy upfit, with clean, flat rails at the 34-inch standard, all components out of the upfit zone, and the fuel and DEF tanks in upfitter-friendly, out-of-the-way locations.



+ AT A GLANCE: 2014 RAM CHASSIS CABS LEAD, WITH BEST-IN-CLASS<sup>[10]</sup> MAX GCWRs AND TOWING.

MODEL	MAX GCWR	MAX TOWING*
3500	30,000 lb	22,750 lb
4500	32,500 lb	24,650 lb
5500	37,500 lb	29,600 lb

\* Ram Chassis Cab engineering was accomplished from the **UPFITTER'S POINT OF VIEW**, with a flat, clean frame and all components and wiring below the frame rails. Crafted and pre-planned holes reduce—if not eliminate—tedious and costly welding requirements of the past.

\* **RECENTLY MODIFIED FRAME, STEERING AND MOUNTING SYSTEMS** serve to improve ride, handling and maneuverability—and help minimize noise, vibration and harshness (NVH).



+ **BEST-IN-CLASS<sup>[10]</sup> MAX GCWR: RAM 5500.** This top-tier performer naturally brings top numbers to work: up to 37,500 lb of pure capability.

+ **BEST-IN-CLASS<sup>[25]</sup> MAX GCWR: RAM 4500.** No other truck in the class can match the Ram 4500: up to a 32,500-lb weight rating.

+ **BEST-IN-CLASS<sup>[25]</sup> MAX TRAILER WEIGHTS: RAM 4500/5500.** Towing strength from these workers is at the apex: 24,650 lb for Ram 4500 and 29,600 lb for the 2014 Ram 5500 Chassis Cab.

+ **BEST-IN-CLASS<sup>[27]</sup> MAXIMUM FRONT GAWR: RAM 4500/5500.** Equipped with the new and standard 6.4L HEMI V8, these Ram heavyweights support up to 7,000 lb.

+ **BEST-IN-CLASS<sup>[10]</sup> REAR FRAME STEEL STRENGTH.** Both models rule when it comes to supporting your upfit. The rear frame utilizes fully boxed, hydroformed advanced high-strength steel, rated at 50,000 psi.

+ **BEST-IN-CLASS<sup>[10]</sup> MAXIMUM FRONT GAWR: RAM 4500/5500.** With the optional Cummins Turbo Diesel, front support is an astonishing 7,250 lb.

+ **LARGEST AND LONGEST-LASTING BRAKE ROTORS IN THE CLASS<sup>[27]</sup>** You need stopping power that's on par with the incredible work capability. These huge, 15-inch rotors offer unquestioned braking performance.

\*When properly equipped.



Properly secure all cargo.

# OUTSTANDING CAPABILITY FOR HAULING, STORAGE AND CARGO.

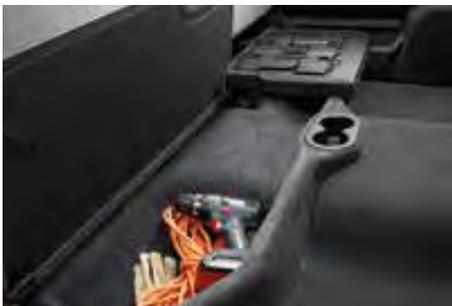


## THE CLASS-EXCLUSIVE<sup>[1][4]</sup> RAMBOX® CARGO MANAGEMENT SYSTEM.

It made news when it first appeared, and it's still a class-exclusive<sup>[1][4]</sup> advantage. Available for select Ram pickups with the 5'7" or 6'4" cargo beds is the RamBox Cargo Management System—innovation at its most practical. The system consists of two bed-side cargo boxes (each illuminated, drainable, lockable and large enough for a full set of golf clubs or numerous power tools), a cargo bed extender/divider (conveniently stored at the front of the bed when not in use), cargo rails (which can also accommodate a wide variety of Authentic Accessories from Mopar®) and four adjustable tie-down cleats to secure cargo.



		5' 7"	6' 4"
<b>RAMBOX SYSTEM DIMENSIONS</b>	<b>A</b>	14.4"	18.6"
	<b>B</b>	51.6"	60.2"
	<b>C</b>	18.9"	18.9"



**AMPLE STORAGE, CONVENIENT ACCESS:** By design, Ram is ready-made to stash your valuables and stow your stuff. Left, under-the-seat storage of Ram Crew Cab and Quad Cab® models is perfect for transporting small tools and equipment best left out of sight. Center, the front doors of Ram pickups and Chassis Cabs are custom-designed for convenience and commercial storage: large pockets easily handle extra gear and 32-ounce containers for beverages on-the-go. Right, the Dual Glove Box System on select models provides two large locations for maps, flashlights and other immediate needs.

Properly secure all cargo.



# RAM. IN TOUCH. AND IN TUNE.

**IMPRESSIVE POWERNET ARCHITECTURE. FULL-COLOR EVIC.  
UCONNECT® TECHNOLOGY. RAM PICKUPS AND CHASSIS CABS ABSOLUTELY SHINE.**

**W**e'll give a respectful nod to the past as we introduce the technology of the future: these are the trucks of tomorrow. The 2014 Ram portfolio comes to work with each model line and trim level presenting an individual and bold instrument-panel cluster and Electronic Vehicle Information Center (EVIC) display. Select Ram upscale models feature a six-ring instrumentation design with a fully customizable 7-inch EVIC screen. In every respect, it's pure Ram, all the way.

The experience of driving a new 2014 Ram pickup or Chassis Cab with this level of technology is singular: vibrant, full-color graphics from the available 7-inch multiview display Ram Control Center utilize Thin Film Transistor (TFT) technology for stunning clarity usually seen on high-end flat screens. Scroll

through roller-type interfaces with instant vehicle information, including graphics that represent some 34 menu options. The level of information is astonishing—and this is how you control it all.

The Ram electrical architecture is like having high-speed Internet in your Ram. The electronics convey information about virtually every facet of vehicle operation through multiple smart modules that “talk” to each other.

What it all boils down to is knowledge. Ram delivers a wealth of information with steering wheel-mounted toggle switches that take you through dozens of different pieces of real-time information—everything from trailer data to engine and tire pressures and powertrain operating temperatures. This is technology driving to be the best.



The extent of intelligence displayed on select Ram pickups and Chassis Cabs on full-color screens is nothing short of remarkable. Using fingertip controls on the steering wheel, you'll toggle through dozens of menus and submenus, with individual control for each aspect of vehicle operation. The data here displays critical vehicle operating systems, mechanical functions, various pressures, important trailering information and, if equipped with a diesel powertrain, the numbers even display real-time turbo boost and exhaust brake information.



## UCONNECT:® PUTS YOUR PHONE, NAV, MUSIC, INFORMATION, CLIMATE CONTROLS AND GENERALLY THE WHOLE WORLD AT YOUR FINGERTIPS.

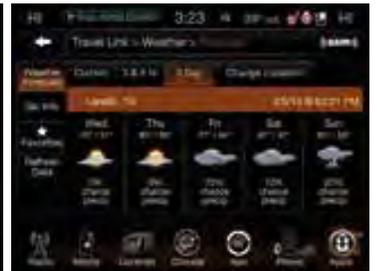
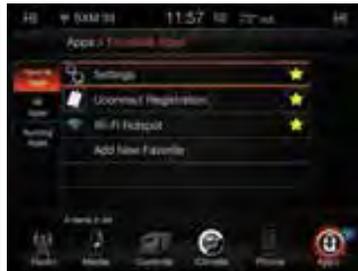
Operating a business means you're staying in touch with just about everybody. Ram helps you accomplish that through a comprehensive and intuitive technology: Uconnect. This blend of state-of-the-art electronics and classic "what-works-best" ergonomics gives you an intelligent system that benchmarks where integrated technology is going. Count on full-color touch screens, clear displays and familiar controls for information, music, searches, NAV, interior features and communications, either at your fingertips or with hands-free Voice Command.<sup>[12]</sup>

### UCONNECT ACCESS<sup>[13]</sup> SERVICES

The 2014 Ram pickups and Chassis Cabs deliver outstanding technology to keep you in touch—and the next-generation connectivity from Uconnect provides it all. By registering for the included trial<sup>[14]</sup>\* of Uconnect Access<sup>[13]</sup> services, you get available on-demand WiFi Hotspot<sup>[15]</sup>† with the convenience of Remote Commands,<sup>[16]</sup> Voice Texting,<sup>[17]</sup> Yelp,<sup>®</sup> emergency assistance and more.

#### Uconnect Access<sup>[13]</sup> services include:

Yelp	Roadside Assistance <sup>[18]</sup>	Remote Vehicle Start <sup>[16]</sup>	WiFi Hotspot <sup>[15]</sup> †
Voice Texting <sup>[17]</sup>	Stolen Vehicle Assistance	Remote Horn and Lights <sup>[16]</sup>	
9-1-1 Call <sup>[19]</sup>	Theft Alarm Notification	Remote Door Lock/Unlock <sup>[16]</sup>	



## AVAILABLE UCONNECT RADIOS FOR RAM TRUCKS<sup>‡</sup>



**UCONNECT 3.0.** With four-line full LCD display; AM/FM with remote USB; iPod<sup>®</sup> integration. Available: SiriusXM<sup>®</sup> Satellite Radio,<sup>[20]</sup> remote CD player.



**UCONNECT 5.0.** With 5-inch full-color touch-screen display; AM/FM with remote USB; iPod integration; Bluetooth<sup>®</sup> connectivity for hands-free phone,<sup>[2]</sup> Streaming Audio, Voice Command,<sup>[2]</sup> Voice Text Reply,<sup>[17]</sup> rearview camera<sup>[9]</sup>-ready; SiriusXM Satellite Radio.<sup>[20]</sup> Available: remote CD player.



**SIRIUS ALL ACCESS PACKAGE.** All satellite radio-equipped vehicles come with a one-year trial to the Sirius All Access Package, providing over 150 channels of the best programming for all the places life takes you.



**UCONNECT 8.4A.** With 8.4-inch full-color touch-screen display; AM/FM with remote USB/SD; iPod integration; Bluetooth connectivity for hands-free phone,<sup>[2]</sup> Streaming Audio, Voice Command,<sup>[2]</sup> Voice Text Reply,<sup>[17]</sup> also includes dealer-activated navigation; HVAC control integration; smartphone connectivity; rearview camera<sup>[9]</sup>-ready; SiriusXM Satellite Radio.<sup>[20]</sup> Available: remote CD player.



**UCONNECT 8.4AN.** All features of all previous descriptions, plus navigation with one-step voice destination entry; 3D city modeling and landmarks; digital terrain modeling; HD radio; SiriusXM Satellite Radio;<sup>[20]</sup> SiriusXM Travel Link;<sup>[2]</sup> SiriusXM Traffic.<sup>[20]</sup> Available: remote CD player.

- In your vehicle: you'll get every channel available on your radio, including all the premium programming like Howard Stern, every NFL<sup>®</sup> game, Oprah Radio, MLB<sup>®</sup> Network Radio<sup>™</sup> and more.

- On the go: with a SiriusXM Internet Radio subscription included with the All Access trial, you'll get SiriusXM on your computer, smartphone or tablet. Go to [siriusxm.com/getallaccess](http://siriusxm.com/getallaccess) for more information.

\*Uconnect 8.4A: 6-month trial; Uconnect 8.4AN: 12-month trial.

†Additional charges apply. ‡ Ram pickups and Chassis Cabs.

# FINALLY, THE INSIDE STORY.

**RAM DELIVERS COMFORT AND CONVENIENCE THAT WORK AS HARD AS YOU DO.**

**T**he ideal work environment really doesn't feel like work at all. Extended trailering across the country should be an exercise in relaxation, not discomfort. The interior treatments to the Ram Commercial vehicles put it all on the line—and the line benchmarks exactly what you need: ample storage, operational ease, welcome comfort for trips short and long, and in the case of Ram Laramie and Laramie Longhorn, the sophistication and aesthetic of leather-trim and full-leather interiors with distinctive laser-etched designs.

Convenience abounds. In Ram Mega Cab® models, comfortable seats fold flat for cargo best carried inside. Select models offer six-ring instrument clusters with full-color multiview displays. In all models, a variety of standard and available Uconnect® radios deliver everything from FM to sophisticated navigation. Now add huge storage spaces, available heated seats and a heated steering wheel. You name it, Ram has it. Find out more at [ramtrucks.com/commercial](http://ramtrucks.com/commercial)

**BELOW:** *This is not your father's truck. Ram Chassis Cabs offer outstanding interior amenities.*

**Shown on next page.**

**TOP:** *Spacious Ram Mega Cab Laramie with its Black leather-trimmed seats and 8.4-inch touch-screen radio.*

**CENTER LEFT:** *Ram Mega Cab, with its practical 60/40 rear flat-folding seats, gives you an instant load floor to transport cargo best kept inside.*

**CENTER RIGHT:** *New Ram ProMaster instrument panel and center stack with matte finish, shown with available full-color touch screen.*

**BOTTOM LEFT:** *Ram Chassis Cabs make a powerful statement about delivering creature comforts while on the toughest jobs.*

**BOTTOM RIGHT:** *The ultra-practical Ram C/V Tradesman delivers exactly what business needs in a compact, commercial-grade Cargo Van: best-in-class<sup>(26)</sup> cargo capacity up to 155.5 cu ft, superb capability and a unique dash-mounted shifter.*





**RAM PICKUP**



**RAM PROMASTER**



**RAM CHASSIS CAB**



**RAM C/V TRADESMAN**

# WORK WITH A REAL PRO.

## THE IDEAL BUSINESS PROPOSAL FROM A COMMERCIAL VAN: OFFER IMPRESSIVE POWERTRAINS AND VERSATILITY WITH BEST-IN-CLASS<sup>[6]</sup> CARGO VAN PAYLOAD\* AND TOP-TIER CARGO CAPACITY.

**R**arely in business does one industrial-grade vehicle offer such impeccable credentials—but the all-new 2014 Ram ProMaster Vans and Cutaways/Chassis Cabs have qualifications second to none. All in all, this is the most upfitter-friendly Brand in the truck market.<sup>[6]</sup>

Here, versatile design instantly joins an impressive roster of best-in-class features backed with notable fuel-efficient performance. The stats for the new Ram ProMaster Van models instantly telegraph leadership: same-platform models with 1500, 2500 and 3500 weight class capability; 14 distinctive possible configurations from three wheelbases, four floor/body lengths (including the super-practical 250-inch extended), two roof heights (including the available High Roof), with near-perfect 90-degree side walls.

Power is nothing less than what it should be: *exceptional*. Standard on new Ram ProMaster Vans is the 3.6-liter Pentastar® V6 paired with the 6-speed automatic, delivering impressive gas-powered fuel efficiency and best-in-class<sup>[6]</sup> standard V6 horsepower and torque (280 hp/260 lb-ft). Available for ProMaster

Vans is the all-new 3.0-liter EcoDiesel I4<sup>†</sup> (delivering outstanding fuel efficiency for a diesel) mated to the class-exclusive<sup>[6]</sup> 6-speed automated manual.

**Shown on next page.**

**TOP:** Along with best-in-class<sup>[6]</sup> load height, these huge side and rear doors easily accommodate a full pallet.

**CENTER:** Left to right: new Ram ProMaster 3500 Van, 159-inch wheelbase with High Roof; ProMaster 3500 Cutaway, 159-inch wheelbase; ProMaster 3500 Chassis Cab, 159-inch wheelbase; ProMaster Van, in the practical 136-inch wheelbase with the Standard Roof.

**BOTTOM LEFT:** Available High Roof helps expand interior space to a remarkable 530 cu ft of cargo room;‡ generous head room lets 6'4" workers move and work in comfort.

**BOTTOM RIGHT:** Also available in a Windowed Van configuration. Details on page 24.

**This page.**

**BELOW:** Load up your ProMaster Van and get to work, with 530 cu ft of cargo capacity‡ and a maximum of 4,430 lb of payload\* at your disposal.



### STANDARD ROOF

**353** CUBIC FEET\*

### HIGH ROOF

**530** CUBIC FEET\*



**RAM PROMASTER**



**CARGO VAN**



**WINDOWED VAN**

# UP FOR EVERY UPFIT.

## THE RAM PROMASTER FAMILY OF VANS, CUTAWAYS AND CHASSIS CABS: COUNT ON PHENOMENAL CONFIGURABILITY, TOWING\* AND POWER.

**B**usiness demands a level of capability far beyond the norm. All-new 2014 Ram ProMaster Cutaways/Chassis Cabs are up there—giving you capability where it counts: top-tier versatility, superb power and capable towing.\* This is, in every way, the ideal business partner.

The available powertrain for new Ram ProMaster Cutaway/Chassis Cab models employs a recognized leader in diesel power, and mates it to a class-exclusive<sup>[6]</sup> transmission: the outstanding 3.0-liter EcoDiesel I4<sup>†</sup> teams up with the innovative and class-exclusive<sup>[6]</sup> 6-speed automated manual transmission. This clutchless component offers remarkable control with exceptional fuel-efficient performance. The same powertrain is available for new 2014 Ram ProMaster Vans as well.

Green by design, the 3.0L EcoDiesel I4<sup>†</sup> churns out a solid 174 hp and tow-worthy 295 lb-ft of on-demand torque, with B7 (biodiesel) calibration. Best-in-class<sup>[6]</sup> oil change intervals of 18,500 miles make low cost of ownership and reduced vehicle downtime an integral part of the equation.

**BELOW:** *Ram ProMaster Cutaway/Chassis Cab models come in the 2500 and 3500 weight classes with Standard Roof only, in two wheelbases—136- and 159-inch. These three vehicles illustrate the enormous latitude possible with this common-platform front-wheel-drive partner.*



**DESIGNED FOR VERSATILITY AND LOW COST OF OWNERSHIP.** The look is distinctive—and totally practical. The exterior engineering builds on the common platform to achieve maximum use and minimal downtimes. Look for a convenient frame height of only 25.5 inches (Cutaways/Chassis Cabs only); oversized, bright-finished, high-positioned headlamps out of the way of common collision zones, and in a downward-facing direction for the best possible down-the-road beam and peripheral illumination; a three-piece modular front fascia for simplified service, which helps to reduce replacement costs; and, in Cutaway models, easy walk-through access from cab to cargo area or upfit.

### BE THE BEST BY USING THE BEST. EVERY ALL-NEW RAM PROMASTER MODEL OFFERS:

- + **THE MOST UPFITTER-FRIENDLY BRAND IN THE MARKET.<sup>[9]</sup>** This is where the whole is greater than the sum of its parts. Combine all the wheelbases, floor lengths, roof heights and sidewall design—and compare. No other commercial vehicle quite meets the standards for upfits set by the new 2014 Ram ProMaster Cutaways/Chassis Cabs and Vans.
- + **EXCEPTIONAL TOWING.<sup>8</sup>** The available Class IV Towing Package lets you trailer up to 5,100 lb with your new Ram ProMaster Van or Cutaway/Chassis Cab.
- + **BEST-IN-CLASS<sup>[6]</sup> TURNING CIRCLE.** Front-wheel-drive engineering pays off: the turning circle of a 118-inch wheelbase ProMaster Van is a mere 36 feet.
- + **BEST-IN-CLASS<sup>[6]</sup> OIL CHANGE INTERVALS.** Choose your engine, and enjoy the built-in low costs of maintenance: oil change intervals are an astonishing 85 percent better than those of competitive engines.<sup>[9]</sup> With the 3.6L Pentastar<sup>®</sup> V6, recommended oil changes are every 10,000 miles; with the 3.0L EcoDiesel I4,<sup>†</sup> oil changes can reach 18,500 miles.
- + **STANDARD ELECTRONIC STABILITY CONTROL (ESC)<sup>[10]</sup> SYSTEM.** With more than 35 standard and available active and passive Safety and Security features, new Ram ProMaster has your back—and your sides and front, too. The ESC System is comprehensive, featuring All-Speed Traction Control, Hill Start Assist, Ready-Alert Braking, Electronic Roll Mitigation, Brake Assist—and more.

**NEXT PAGE:** *Ram ProMaster Van, with its made-for-the-upfit design, is easily transformed into a multi-purpose service/delivery vehicle.*

The windshield on all models is expansive. Tall and wide, it's one of the largest in the segment, and ensures exemplary outward view. Structureless wiper blades provide a premium appearance and reduced wind noise.

History proves the Ram ProMaster mettle. The root vehicle—the popular FIAT<sup>®</sup> Ducato—has proven itself one of the most versatile and upfit-friendly chassis cabs on the international market; the designed-in versatility of the vehicle has won accolades literally around the world—and it's frequently the go-to choice for upfits in Europe.

**PEOPLE MOVER OF TOMORROW: RAM PROMASTER WINDOWED VAN IS JUST THE TICKET.** Engineered exclusively on the 159-inch wheelbase with standard High Roof only, and with an expansive floor and generous interior volume, the Ram ProMaster Windowed Van can be upfitted to move people, luggage and specialized equipment with ease.

Windowed Van versatility is all about adapting to multiple uses, ranging from shuttle applications (conventions, churches and airports are common) to specialized areas—in particular, the growing health care segment. This expansive and configurable interior makes applications for wheelchairs and special needs comfortable and simple.



\*When properly equipped. †Late availability.



Properly secure all cargo.

# RIGHT. DOWN TO THE BOTTOM LINE.

## C/V TRADESMAN MAKES SENSE—AND CAN HELP MAKE PROFITS: BEST-IN-CLASS ASSETS LET YOU DO MORE.

**Y**ou're a big business that needs a compact, efficient van to round out your workforce—or you're a small company that needs a spacious and tough commercial cargo van that's big on best-in-class features. Both scenarios are perfectly completed by the singular 2014 Ram C/V Tradesman.

Ram C/V Tradesman is the answer when you need that right-sized delivery/work vehicle that measures capability through unrivaled quality—for here is where towing,\* payload and power are all at the top of the class.<sup>[7]</sup>

Best-in-class honors translate into comprehensive bottom-line advantages. Like the best-in-class<sup>[7]</sup> 283 hp and 260 lb-ft of torque generated by the Flex Fuel capable 3.6-liter Pentastar® V6 with its Fuel Economizer Mode helping get the most from every drop of fuel; no surprise that the powertrain also delivers a best-in-class<sup>[8]</sup> highway driving range of up to 520 miles, with best-in-class<sup>[7]</sup> towing\* that reaches a phenomenal 3,600 lb. Ram C/V Tradesman features technology that focuses on control and longevity—from the multi-feature standard Electronic Stability Control (ESC)<sup>[11]</sup> System, commercial-grade suspension, standard durable All-Season tires, new 17-inch wheels and heavy-duty brakes.

The huge, flat aluminum cargo load floor features invaluable anti-slide strips to help secure cargo; an available deluxe load floor features three in-floor storage compartments to stash small tools or valuables. Standard privacy panels are augmented by a variety of available panel and window treatments.

Safety and Security features get the same emphasis, with copious air bags<sup>[22]</sup> throughout the vehicle—also with optional deletes for the rear cargo area.

**Shown on next page.**

**TOP:** *This is a workhorse by design, and easily adapts into a mobile workshop.*

**CENTER LEFT:** *Ram C/V Tradesman has nearly vertical side walls and ample space for side shelving—with room to spare for space to move, or to store other materials.*

**CENTER RIGHT:** *Engineered for total versatility, this Ram C/V Tradesman has been transformed by an aftermarket upfitter into a combination delivery van with ancillary storage space; shown here with the standard anti-slide strips on the load floor.*

**BOTTOM:** *The best of all worlds: generous interior volume, ample payload capacity and best-in-class<sup>[7]</sup> towing\*. Practical and pragmatic, Ram C/V Tradesman is all about helping you boost your profits.*



It's the extras that make 2014 Ram C/V Tradesman the right-sized compact van for business. Standard ESC<sup>[11]</sup> is comprehensive, and includes four-wheel antilock disc brakes, All-Speed Traction Control and Brake Assist. Available ParkView® Rear Back-Up Camera<sup>[9]</sup> and hands-free phone<sup>[12]</sup> through Uconnect® systems make work a breeze. Above, Ram C/V Tradesman shows off the best-in-class<sup>[7]</sup> payload capacity: 1,800 lb. The nearest competitor, Ford Transit Connect, offers 11% less payload capacity.



**HIGHWAY DRIVING RANGE<sup>[8]</sup>  
UP TO 520 MILES**

**PAYLOAD<sup>[7]</sup>  
1,800 LB**

**CARGO CAPACITY<sup>[26]</sup>  
UP TO 155.5 CU FT**

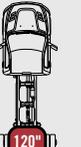
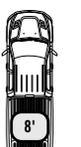
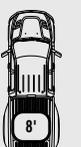
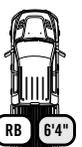
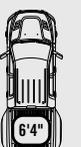
**V6 FUEL  
ECONOMY<sup>[7]</sup>**

\*When properly equipped.

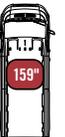
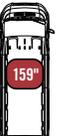


Properly secure all cargo.

# CONFIGURATIONS

	1500 PICKUPS		2500 AND 3500 PICKUPS		3500, 4500 AND 5500 CHASSIS CABS					
	SRW		SRW	DRW	SRW	DRW				
 REGULAR CAB										
			2500, 3500	3500	3500	3500, 4500, 5500	3500, 4500, 5500	4500, 5500	4500, 5500	
 QUAD CAB										
 CREW CAB										
			2500, 3500	2500, 3500	3500	3500	3500, 4500, 5500	4500, 5500		
 MEGA CAB										
			2500, 3500		3500					

-  CARGO BED LENGTH
-  CAB-TO-AXLE LENGTH (CA)
-  RAMBOX® AVAILABLE
- SRW = SINGLE REAR WHEEL
- DRW = DUAL REAR WHEEL

	RAM PROMASTER 1500		RAM PROMASTER 2500		RAM PROMASTER 3500		RAM PROMASTER SEATS
 CARGO VAN STANDARD ROOF							<p><b>BUCKET SEATS:</b> DRIVER'S-SIDE AVAILABLE WITH SUSPENSION CLOTH—Standard VINYL—Available</p>  <p><b>THREE-OCCUPANT SEATING</b> A single driver's-side bucket seat joins an integrated two-seat bench seat with a middle seat-back insert that also folds down as a writing surface. CLOTH—Standard VINYL—Available</p>  <p><b>SWIVEL SEATING*</b> Allows 180-degree turns for easy views of and access to the rear compartment. CLOTH—Only</p>  <p><small>*Late availability.</small></p>
 CARGO VAN HIGH ROOF							
 WINDOWED VAN (HIGH ROOF ONLY)							
 CHASSIS CAB/ CUTAWAY (STANDARD ROOF ONLY)							

-  WHEELBASE LENGTH IN INCHES
-  BODY/CHASSIS EXTENDED 14 INCHES

# INCENTIVES AND SUPPORT FOR YOUR SMALL BUSINESS.

**ON THE  
JOB**

## INCENTIVES FOR SMALL BUSINESSES.

Running a business presents plenty of challenges. Like cutting costs, not corners. Like saving time, money and eliminating hassles. The **ON THE JOB**<sup>[23]</sup> commercial incentive program provides assistance in customizing and servicing your business vehicles.

Our most popular ON THE JOB incentives are:

- **COMMERCIAL EQUIPMENT/UPGRADES**
  - » \$1,000/\$500 Allowances for Upfits.
  - » \$1,000 Box-Off Allowance.
  - » \$500 RamBox<sup>®</sup> Cargo Management System Allowance.
- **COMMERCIAL GRAPHICS ALLOWANCES**
  - » \$250/\$500/\$1,000 Commercial Graphics Allowances.
- **BOSCH<sup>®</sup> TOOL OFFER**
  - » \$500 Allowance for Bosch Power Tool Packages.
- **2-YEAR/30,000-MILE LUBE/OIL/FILTER**
  - » For all Ram, Chrysler, Jeep, and Dodge vehicles.
  - Includes gas and diesel engines.

See your dealer for specific program rules and details, or call us toll-free at **877-ONTHEJOB (877-668-4356)**.



## THE DEALER NETWORK FOR YOUR BUSINESS.

**BusinessLink** has you covered.

- Free Membership
- Extended Service Hours
- A Dedicated **BusinessLink** Staff
- Convenient Shuttle Services
- Commercial Vehicles in Stock
- Free Loaners\* for Selected Vehicles
- Next-Bay Service (All Makes and Models)

For more information, log on to [chryslerbusinesslink.com](http://chryslerbusinesslink.com) or call us toll-free at **877-2THELINK (877-284-3546)**.

\*Some restrictions apply. See dealer for details.

**CHRYSLER**  
CAPITAL

A commercial line of credit from Chrysler Capital is ideal for qualified business customers looking for a flexible, easy way to manage growing vehicle needs. Chrysler Capital streamlines the process—with a prequalification, you're ready to buy a vehicle when you need it. Ask your **BusinessLink** dealer for details.





[RAMTRUCKS.COM/COMMERCIAL](http://RAMTRUCKS.COM/COMMERCIAL)

[1] Based on latest available competitive information. Class based on light-duty pickups. [2] Only diesel in the Light-Duty Pickup class. [3] Transferable. See your dealer for complete details and a copy of the 5-Year/100,000-Mile Powertrain Limited Warranty. [4] Based on latest available competitive information. Class based on 250/2500 and 350/3500 pickups. [5] Based on Standard Pickup class. EPA estimated mpg based on V6 4x2. Actual results may vary. [6] Based on Class 2 Large Commercial Van segment. [7] Based on Small Commercial Van segment. [8] Based on Small Commercial Van segment. Driving range based on 20-gallon tank and EPA estimated 26 highway mpg. Actual results may vary. [9] Always look before proceeding, electronic drive aid is not a substitute for conscientious driving, always be aware of your surroundings. [10] Based on Class 3-5 pickup-based conventional cab chassis. [11] No system, no matter how sophisticated, can repeal the laws of physics or overcome careless driving actions. Performance is limited by available traction, which snow, ice and other conditions can affect. When the ESC warning lamp flashes, the driver needs to use less throttle and adapt speed and driving behavior to prevailing road conditions. Always drive carefully, consistent with conditions. Always wear your seat belt. [12] Requires Uconnect Phone. [13] Uconnect Access is available only on equipped vehicles purchased within the continental United States and Alaska. Services can only be used where coverage is available, see coverage map for details. For a complete list of Uconnect Access services, please visit [http://www.driveuconnect.com/features/uconnect\\_access/packages](http://www.driveuconnect.com/features/uconnect_access/packages). [14] Your new vehicle may come with an included trial period for use of the Uconnect Access Services. Your trial begins the day you take delivery of your vehicle, so register as soon as possible. To activate the trial, you must register with Uconnect Access. [15] WiFi Hotspot does not enable direct communication between multiple in-vehicle devices. Factors affecting the performance of WiFi Hotspot include: cellular network, signal strength and quality, time of day, number of channels used by the service provider, type of connection, number of clients using WiFi Hotspot and client device. [16] Vehicle must be within the United States, have network coverage and must be registered with Uconnect Access with an active subscription that includes the applicable feature and you must fulfill minimum subscription requirements. It must also be equipped with features that enable remote commands, such as keyless entry, and must be in active and usable cellular range. The Uconnect Access App must be installed and launched on your mobile device to use these remote commands. Remote features are available only on vehicles that are properly equipped. [17] Voice Text Reply and Voice Texting features require a compatible mobile device enabled with Bluetooth Message Access Profile (MAP). iPhone and some other smartphones do not currently support Bluetooth MAP. Vehicle must be registered for Uconnect Access and you must fulfill minimum subscription requirements. Also requires the use of a compatible smartphone that supports text messaging and Bluetooth. Visit [www.UconnectPhone.com](http://www.UconnectPhone.com) for system and device compatibility. [18] The 9-1-1 Call button will connect you directly with Emergency Assistance. If you accidentally press the button, you have 10 seconds to cancel the call by either pressing the 9-1-1 button on the rearview mirror or the cancel button on the Uconnect touch screen. [19] If Roadside Assistance is provided to your vehicle, you agree to be responsible for any additional roadside assistance service costs that you may incur. In order to provide Uconnect Services to you, we may record and monitor your conversations with Roadside Assistance, Uconnect Care or Vehicle Care, whether such conversations are initiated through the Uconnect Services in your vehicle, or via landline or mobile telephone, and may share information obtained through such recording and monitoring in accordance with regulatory requirements. You acknowledge, agree and consent to any recording, monitoring or sharing of information obtained through any such call recordings. [20] SiriusXM services require subscriptions, sold separately after the 12-month trial included with the new vehicle purchase. If you decide to continue your service at the end of your trial subscription, the plan you choose will automatically renew and bill at then-current rates until you call SiriusXM at 1-866-635-2349 to cancel. See SiriusXM Customer Agreement for complete terms at [www.siriusxm.com](http://www.siriusxm.com). All fees and programming subject to change. Our satellite service is available only to those at least 18 and older in the 48 contiguous USA and DC. Our Sirius satellite service is also available in PR (with coverage limitations). Our Internet radio service is available throughout our satellite service area and in AK and HI. © 2013 Sirius XM Radio Inc. Sirius, XM and all related marks and logos are trademarks of Sirius XM Radio Inc. [21] The SiriusXM Travel Link data displays and individual product availability vary by vehicle hardware. Not all vehicles or devices are capable of receiving all Travel Link services offered by SiriusXM; Weather Forecast, Current Conditions may not be available in all locations, and features of individual systems will vary. Images within are for representative purposes only and are not real products. For actual features and images of real products, consult the vehicle manufacturer. SiriusXM is not responsible for any errors or inaccuracies in the SiriusXM Travel Link services or their use. Our satellite service is available only to those at least 18 and older in the 48 contiguous USA and DC. Our Sirius satellite service is also available in PR (with coverage limitations). Our Internet radio service is available throughout our satellite service area and in AK and HI. [22] The Advanced Front Air Bags in this vehicle are certified to the new U.S. federal regulations for advanced air bags. Children 12 years old and younger should always ride buckled up in a rear seat. Infants in rear-facing child restraints should never ride in the front seat of a vehicle with a passenger front air bag. All occupants should always wear their lap and shoulder belts properly. [23] **ON THE JOB** is a retail incentive program; see your dealer for official rules. Inquire about eligibility by calling 877-ONTHEJOB or by logging on to [chryslercommercialvehicles.com](http://chryslercommercialvehicles.com). The purchaser or lessee must be a qualified commercial customer for more than 30 days prior to the date of the vehicle purchase. An official **ON THE JOB** Customer Acknowledgment Form must be signed by the customer (provided by the dealer). [24] Based on Class 3 pickup-based conventional cab chassis. [25] Based on Class 4 pickup-based conventional cab chassis. [26] Based on Small Commercial Van segment. Must have deluxe load floor, which includes 11.5 cubic feet of in-floor storage. [27] Based on Class 4-5 pickup-based conventional cab chassis.

**About this catalog:** Since the time of printing, some of the information you'll find in this catalog may have been updated. Ask your dealer for details. Some of the equipment shown or described throughout this catalog may be available at extra cost. Specifications, descriptions, illustrative materials and all competitive comparisons contained herein are as accurate as known at the time this publication was printed. Chrysler Group LLC reserves the right to discontinue models at any time or change specifications without notice or without incurring obligation. Options may be required in combination with other options. For the price of the model with the equipment you desire, or verification of specifications contained here, see your Ram dealer. Bluetooth is a registered trademark of Bluetooth SIG, Inc. Facebook and logo are registered trademarks of Facebook, Inc. The Twitter logo is a service mark of Twitter, Inc. YouTube and logo are trademarks of Google Inc. Instagram and logo are registered trademarks of Instagram, Inc. Yelp is a registered trademark of Yelp. NFL is a registered trademark of the National Football League. MLB is a registered trademark of Major League Baseball. iPod, iPad and iTunes are registered trademarks of Apple Inc. Bosch is a registered trademark of Robert Bosch GmbH. Sortimo is a registered trademark of Sortimo International GmbH. DensGlass® the color GOLD and the Georgia-Pacific logo are trademarks owned by or licensed to Georgia-Pacific Gypsum LLC. FIAT is a registered trademark of FIAT Group Marketing & Corporate Communications S. p. A., used under license by Chrysler Group LLC. Towmaster is a registered trademark of Towmaster, Inc. Paramount Farms and logo are registered trademarks of Paramount Farms International LLC. Cummins is a registered trademark of Cummins, Inc. AISIN is a registered trademark of Aisin Seiki Co., Ltd. Sirius, XM and all related marks and logos are trademarks of Sirius XM Radio Inc. CNH, Case IH and New Holland are registered trademarks of CNH America LLC. Chrysler, Dodge, Jeep, Ram, the Ram's Head logo, BusinessLink, HEMI, Laramie, Laramie Longhorn, Mega Cab, Mopar, On The Job, ParkView, Pentastar, Quad Cab, RamBox, TorqueFlite, Tradesman and Uconnect are registered trademarks and Active Air, Active-Level, Chrysler Capital and Ram ProMaster are trademarks of Chrysler Group LLC. © 2013 Chrysler Group LLC. All rights reserved.



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