



2016



RAM
COMMERCIAL

**READY
FOR
WORK**

**THIS IS RAM:
COMMERCIAL-
GRADE MUSCLE
AND KNOW-HOW.**



**NOW ADD RELIABILITY
AND COMFORT.**

THE FIGURES ADD UP TO ONE SOLUTION: RAM COMMERCIAL.

You've got the work and we've got the workforce to get it all done. The Ram Commercial family offers a truly impressive portfolio of Chassis Cabs, Cutaways, Pickups, Vans and Passenger Wagons. Ram has built advantages into our trucks and vans that will give you an advantage on the job site.

Use the most stringent specs to measure Ram capability, and these models measure up. You'll find dozens of class-exclusive technical advantages. Across this family of vehicles are scores of best-in-class features where they count the most. Ram delivers iron-clad durability backed by an arsenal of powertrain choices carrying superb warranties. There's more at RAMTRUCKS.COM/COMMERCIAL



RAM 4500/5500 CHASSIS CAB

INDUSTRIAL LEADER.

AND IT'S ALL AVAILABLE FOR THE TAKING—FROM MAX TRAILER WEIGHTS TO HORSEPOWER AND TORQUE TO GVWR.

PAGE
06

RAM 3500 CHASSIS CAB

PTO-FRIENDLY BY DESIGN.

THIS IS THE RIGHT COMBINATION: STELLAR PTO POSSIBILITIES, SUPERB POWER, SMART ELECTRONICS—ALL AWAITING THE UPFIT OF YOUR CHOICE.



PAGE
09



RAM 2500/3500 THE HEAVY-DUTY PARTNER.

MEET THE TRUCKS WITH OUTSTANDING TOWING, PAYLOAD, GCWR AND TORQUE.

PAGE
11

RAM 1500 INNOVATION MEETS EFFICIENCY.

THE FUEL-SIPPING PERFORMANCE OF THE AVAILABLE 3.0L ECODIESEL V6, PLUS INVALUABLE ASSETS—LIKE THE AVAILABLE RAMBOX® CARGO MANAGEMENT SYSTEM.



PAGE
15



RAM PROMASTER® ADAPTABLE. AND CAPABLE.

FIT FOR ALMOST ANY UPFIT, WITH A CHASSIS CAB/CUTAWAY, A WINDOWED VAN AND A CARGO VAN IN THREE SIZES WITH MULTIPLE WHEELBASES.

PAGE
23

RAM PROMASTER CITY® RIGHT-SIZED, RIGHT ATTITUDE.

IT'S IMPRESSIVELY SPACIOUS, WITH UNEXPECTED STRENGTHS THROUGHOUT. COUNT ON EXCEPTIONAL PAYLOAD, CARGO CAPACITY, GVWR AND TOWING.



PAGE
25

**OVERTIME
IS RAM TIME.**



**TOUGH
IS OUR
NATURE**



RAM 4500/5500 CHASSIS CAB

THE GCWR REACHES UP TO 37,500 LB: TOWING CAN ACHIEVE UP TO 29,600 LB: RAM 5500 IS THE WORKER THAT TAKES ON THE TOUGHEST JOBS.



AT A GLANCE: 2016 RAM CHASSIS CABS LEAD, WITH BEST-IN-CLASS^{[1][2][3]} MAX GCWRs AND TOWING.

MODEL	MAX GCWR*	DIESEL MAX TOWING*
4500	32,500 lb	24,650 lb
5500	37,500 lb	29,600 lb

Awesome assignments are best accomplished by the singular strengths that come only from a best-in-class status. The 2016 Ram 4500/5500 Chassis Cabs own it. This is conclusive proof that we've got what counts for the biggest tasks.

This is where advantages like best-in-class^{[1][2]†} max trailer weight ratings* for gas and diesel engines easily outdo the competition. Here, a standard 6.4-liter HEMI® V8 also offers available PTO-activated Multi-Displacement System (MDS) capability (static). Class-exclusive^[3] available V8 gas PTO capability includes available left- or right-side access. And the available 6.7-liter Cummins® High Output Turbo Diesel churns out its best-in-class^[3] 750 lb-ft of torque, along with best-in-class^{[1][3]} available max GCWRs.*

AVAILABLE DUAL ALTERNATOR ELECTRICAL OUTPUT WITH BOTH ENGINES. With the 6.4L HEMI V8 gas engine, get a total of 380 amps. The 6.7L Cummins Turbo Diesels kick it up to dual 220-amp units, for an available and best-in-class^[3] 440 total amps.

MINIMAL LEVELS OF NVH. The former curses of the work truck—noise and vibration—are dramatically decreased. Ram 4500/5500 Chassis Cabs are specifically tuned to reduce noise, vibration and harshness (NVH). These tough powerhouses always give you the silent treatment.

AVAILABLE PARKVIEW® REAR BACK-UP CAMERA^[4] It's packaged as a stand-alone unit, so you and your upfitter can determine its optimum placement. The visual display lets you pinpoint a loading dock or the trailer hitch.

COMPREHENSIVE ELECTRONIC STABILITY CONTROL (ESC)^[5] SYSTEM, STANDARD. It's all right here: ABS, Electronic Brake-Force Distribution, All-Speed Traction Control, Ready Alert Braking, Rain Brake Support, Engine Drag Control, Trailer Sway Control^[6]—and much more.



THE POWER OF PTO. Shown in Red: transmission-mounted PTO sending unit and split-shaft PTO element.

IT'S DESIGNED FROM THE UPFITTER'S POINT OF VIEW, so rigid standards include a heavy-duty flat frame with 34-inch rail spacing—and all components outside the main upfit areas. Rear frame steel strength of 50,000 psi on both Ram 4500/5500 clinches the deal: it too is best-in-class^[3]

GAINING CONTROL WITH STOPPING POWER. Brakes on Ram 4500/5500 Chassis Cabs employ Power Assist with hydro-boost technology. Authoritative twin-piston pin slider calipers work in tandem with over 15-inch rotors, the largest in the class.^[3]



RAM 4500 CHASSIS CAB

MAX GVWR: 16,500 LB • MAX GCWR: 32,500 LB*



Best-in-class^[1] diesel max trailer weight rating—up to 24,650 lb*
Best-in-class^[3] available diesel front GAWR—7,250 lb
Best-in-class^[3] rear frame steel strength of 50,000 psi
Best-in-class^[3] available diesel horsepower and torque—325 hp/750 lb-ft

Unsurpassed^[1] max GVWR with the 6.4-liter HEMI V8—up to 16,500 lb
 Unsurpassed^[1] max GVWR with the 6.7-liter Cummins Turbo—up to 16,500 lb

RAM 5500 CHASSIS CAB

MAX GVWR: 19,500 LB • MAX GCWR: 37,500 LB*



Best-in-class^[2] diesel max trailer weight rating—up to 29,600 lb*
Best-in-class^[3] rear frame steel strength of 50,000 psi
Best-in-class^[3] available dual fuel tank capacity—74 gallons
Best-in-class^[3] diesel oil change intervals—up to 15,000 mi

Largest front and rear brake rotors in the class^[3]—over 15 inches in diameter
 Unsurpassed^[2] max GVWR with the 6.7-liter Cummins Turbo—up to 19,500 lb

*When properly equipped. †About this brochure: all disclaimers and disclosures can be found on page 35.



EMPLOY THIS PTO. AND COUNT ON BIG RETURNS.



COMMERCIAL FAMILY PATRIARCH: RAM 4500/5500 CHASSIS CABS.

- + **BEST-IN-CLASS^[3] MAX GCWR*: RAM 5500.** This top-tier performer naturally brings top numbers to the worksite and road: up to 37,500 lb of pure GCWR capability.
- + **BEST-IN-CLASS^[1] MAX GCWR*: RAM 4500.** No other truck in the class can match the Ram 4500, with a Gross Combined Weight Rating that gives you up to 32,500 lb of capacity.
- + **BEST-IN-CLASS^{[1][2]} DIESEL MAX TRAILER WEIGHTS*: RAM 4500/5500.** Towing strength from these workers is at the apex: up to 24,650 lb for Ram 4500 and up to 29,600 lb for the 2016 Ram 5500 Chassis Cab.
- + **BEST-IN-CLASS^[3] MAXIMUM FRONT GAWR: GAS-POWERED RAM 4500/5500.** With the standard 6.4L HEMI[®] V8, these heavyweights are rated up to 7,000 lb*.
- + **BEST-IN-CLASS^[3] MAXIMUM FRONT GAWR: DIESEL-POWERED RAM 4500/5500.** With the optional Cummins[®] Turbo, front support rises to a comfortable 7,250 lb.
- + **BEST-IN-CLASS^[3] REAR FRAME STEEL STRENGTH.** Both models support upfits with a rear frame that utilizes C-channel advanced high-strength steel rated at 50,000 psi.
- + **LARGEST FRONT AND REAR BRAKE ROTORS IN THE CLASS^[3]** Stopping power is on par with incredible work capability, with huge, over 15-inch rotors fore and aft.

*When properly equipped. Properly secure all cargo.



Vocational upfit provided by Knapheide.

POWER UP—WITH PHENOMENAL PTO.

THE FOCUS: SUPERB POWER TAKE-OFF. Putting a 2016 Ram Chassis Cab on the job gives you outstanding capability. Here's where available Power Take-Off functionality works hand in hand with top-tier efficiency in PTO prep technology. The upshot for industry: PTO on 4500/5500 Chassis Cabs delivers 60 horsepower backed with 250 lb-ft of torque.

Your choices for PTO span the gamut. With a Cummins[®] Turbo Diesel powering your Ram Chassis Cab, count on a class-exclusive^[3] G56 six-speed manual transmission or the AISIN[®] Heavy-Duty six-speed automatic—also available with the 6.4L HEMI[®] V8. With both engines, the AISIN can accommodate either right-side or left-side PTO accessibility (left side for 4x2 only).

The higher horsepower output from split-shaft PTO capability (with the Cummins only) is ideal for large generators, pumps, compressors and oil field applications. Left-side PTO (AISIN, 4x2 models only) offers easy installation, with clearance for hydraulic or shaft-driven PTO units. Right side offers some 20% larger packaging space for substantial transmission-mounted PTO units, with convenient in-cab floor access. Technical questions? Answers are a click away, at RAMBODYBUILDER.COM

These PTO sending units are shown here as mounted on the AISIN Heavy-Duty six-speed automatic. Blue unit: Ram 4500 4x2 with left-side-mounted PTO and mechanical componentry. Red unit: on a Ram 4500 Chassis Cab 4x4, a right-side-mounted PTO sending unit, here with hydraulic pump componentry. Each PTO prep option is engineered to solve a wide range of ancillary needs.



**TOP
OF ITS
CLASS**



RAM 3500 CHASSIS CAB

STANDARD 6.4L HEMI® V8. MASSIVE GCWR. A JAW-DROPPING LIST OF BEST-IN-CLASS STRENGTHS. THIS CHASSIS CAB DOES THE JOB LIKE NO OTHER.



Few vehicles in this class can vie with Ram 3500 Chassis Cab. The facts are clear: while the many top-of-the-class figures discussed on this page leave competitive models gasping for air, a Ram 3500 Chassis Cab barely needs to take a breath.

Cases in point: it really *is* all about the numbers—like best-in-class^[6] oil change intervals: for diesel engines, it's 15,000 miles; for gas, 10,000 miles. Or the best-in-class^[6] largest single rear-mounted fuel tank: it's 52 gallons, and our available dual fuel-tank capacity of 74 gallons is yet *another* best-in-class^[6] honor. These figures were unheard of a decade ago. For a Ram 3500 Chassis Cab, it's just standard procedure.

STUNNING: RAM 3500 CHASSIS CAB OFFERS A PREMIUM LEVEL OF ELECTRONICS.

ECONOMIES OF OWNERSHIP. SOPHISTICATED ELECTRONICS. THAT'S RAM. This is how you build a Chassis Cab: incorporate PowerNet electrical architecture. Add the class-exclusive^[6] available upfitter-ready electrical module with 50+ inputs/outputs. Provide best-in-class^[6] standard alternator output of 180 amps, with available dual alternators on the 6.4L HEMI V8 ramping up max output to a class-exclusive^[6]

380 amps—and a best-in-class^[6] max 440 amps with the available Cummins® Turbo Diesel. Supply the class-exclusive^[6] standard Electronic Stability Control (ESC) System. Top it off with the largest-in-segment^[6] available 8.4-inch full-color touchscreen radio display screen, and *there's still more.*



LOAD IT UP. YOU'RE PUTTING BEST-IN-CLASS^[6] 50,000 PSI REAR FRAME STEEL STRENGTH AT YOUR SERVICE. Usually the choice is payload or towing. Not with this Ram. With up to 14K GVWR on Dually models (and 10.5 – 12K on SRW models), you're now factoring in up to 30,000-lb* GCWR figures to do the job. Which brings us to maximum trailering capability—yet another area of best-in-class^[7] superiority. With the 6.4L HEMI V8: up to 17,920 lb.* With the available 6.7L Cummins Turbo Diesel: up to 22,770 lb.* Front GAWRs are just as capable: with the HEMI V8, it's up to 5,500 lb, while the Cummins is unsurpassed^[6] at up to 6,000 lb.

RAM 3500 CHASSIS CAB 10K GVWR MODEL AND THE 10K D.O.T.-COMPLIANT GVWR: YES, THIS WORKS. To put it bluntly, Ram gets it. Our business-friendly Ram 3500 Chassis Cab 10K GVWR model eliminates some D.O.T. requirements. Both the Tire Pressure Monitoring System and best-in-class^[6] rear frame steel strength are still part of the deal.

SUSPENSIONS AND BRAKES: THIS IS THE TOTAL PACKAGE. Your contract with Ram 3500 Chassis Cab models involves some very attractive signing bonuses. On 4x4 models, the front axle disconnect articulates impressive and dynamic capability on the job, while all models employ a tough heavy-duty front suspension (axle shown here). Handling and road manners are outstanding, while further advantages—like huge 14-inch brake rotors—give these workers unmistakable clout.



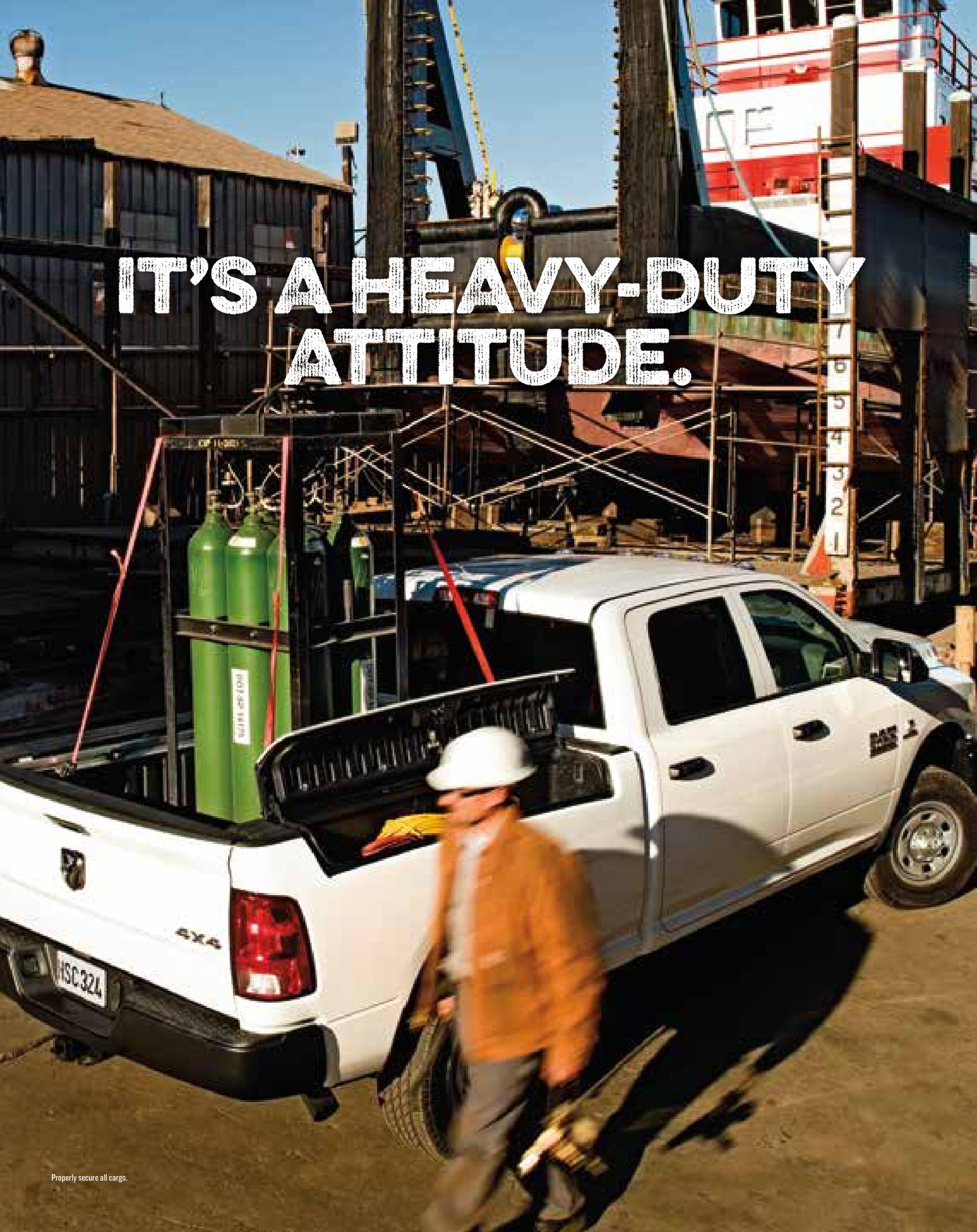
RAM 3500 CHASSIS CAB

MAX GVWR: 14,000 LB • MAX GCWR: 30,000 LB*



Best-in-class^[6] diesel oil change intervals—up to 15,000 miles
Best-in-class^[6] available dual fuel tank capacity—74 gallons
Class-exclusive^[6] available PTO with the 6.4-liter HEMI V8
Class-exclusive^[6] “smart” diesel exhaust brake is included with available 6.7L Cummins Turbo

*When properly equipped. Properly secure all cargo.

A white Ram pickup truck is parked at a construction site. The truck's bed is loaded with a metal rack containing several green gas cylinders. A worker wearing a white hard hat and an orange jacket is walking past the truck in the foreground. The background shows a large building under construction with scaffolding and a red and white striped structure. The text "IT'S A HEAVY-DUTY ATTITUDE." is overlaid in a white, distressed font across the upper part of the image.

IT'S A HEAVY-DUTY
ATTITUDE.

RAM 2500/3500 PICKUP

THE 2016 RAM HEAVY DUTY TRUCKS: NUMEROUS BEST-IN-CLASS ASSETS LET YOU LEAVE THE OTHERS WOEFULLY BEHIND.



The toughest assignments are best accomplished by best-in-class strengths. The no-nonsense work ethic of the 2016 Ram Heavy Duty 2500/3500 is counterbalanced by total confidence. These trucks prove their mettle with pure capability that shows who rules the jobsite.

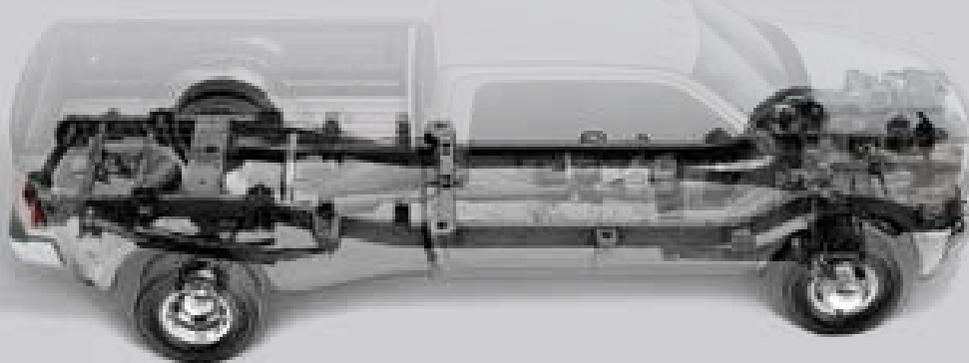
Snapshot: 6.4-liter HEMI® V8 with Multi-Displacement System (MDS) capability. Available 6.7-liter Cummins® High Output Turbo Diesel for best-in-class^[8] 900 lb-ft of torque on 3500. Standard Electronic Stability Control (ESC)^[5] System. Automatic transmissions with Electronic Range Select and the Tow/Haul Mode. High-strength steel frames. All topped off with best-in-class^[8] available max GCWRs* and towing figures.*



IT ALL FLOWS AROUND THIS HIGH-STRENGTH STEEL FRAME—THE LIFEblood OF TOWING AND HAULING.

An expanded and proven ladder frame also features a pumped-up front suspension crossmember, hydroformed front and rear sections and roll-formed center rail sections in an outwardly curved position that helps improve rear spring and shock placement.

The Ram Heavy Duty frames provide the 50,000 psi steel strength and eight tough crossmembers contributing to robust towing and hauling. Those hydroformed front and rear sections supply durability and mass efficiencies while rail contours are ideally placed for ancillary mounts.



In 2016 Ram Heavy Duty 2500/3500 4x4 models, the front axle disconnect technology is all about capability and convenience. The system automatically disengages the front drive axle when reengaging the two-wheel-drive mode—engineering that helps reduce parasitic losses, and which contributes to improved fuel efficiency.

Look for a unique three-link front suspension on all Ram Heavy Duty models. Our three-link front suspension stands out further by employing a large stabilizer bar to ensure the roll stiffness required by these impressive GVW ratings—up to 10,000 lb for Ram 2500 and up to 14,000 lb for Ram 3500.

FOUR REAR SUSPENSIONS—AND EACH DELIVERS OUTSTANDING COMFORT, CONTROL AND CAPABILITY.



2500: THE REAR FIVE-LINK COIL SPRING SUSPENSION.^[8] The five-link coil spring rear suspension, standard on Ram 2500, is revolutionary in the heavy-duty pickup segment. It's engineered to spec, providing outstanding ride/handling characteristics and beyond-dependable hauling and payload capability, irrespective of load.

2500: THE AVAILABLE AUTO-LEVEL REAR AIR SUSPENSION SYSTEM.^[8] This Ram Heavy Duty adaptation addresses needs specific to the higher GVWRs and GCWRs of the 2500 class. There are two modes: Normal Load-Leveling Mode, which provides a level load profile; and Alternate Ride Height Mode, which keeps an even alignment between the hitch and trailer tongue.

3500: THE STANDARD HOTCHKISS LEAF SPRING REAR SUSPENSION. The Hotchkiss leaf spring rear suspension meets anticipated requirements for payload and occupant comfort. Its heavy-duty engineering is calibrated to the extra performance needs typical to assignments given to 3500 vehicles.

3500: THE AVAILABLE AUTO-LEVEL REAR AIR SUSPENSION SYSTEM.^[8] Leaf springs are augmented with air springs mounted on top of the axle, resulting in the air springs and leaf springs working together for load carrying. The technology is utilized in both 2016 Ram 3500 single-rear-wheel and Dually models.

RAM 2500 PICKUP

MAX GVWR: 10,000 LB • MAX GCWR: 25,300 LB*



Best-in-class^[8] diesel-powered towing—up to 17,980 lb*
Best-in-class^[8] gas-powered towing—up to 16,320 lb*
Best-in-class^[8] gas horsepower and torque—410 hp/429 lb-ft
Best-in-class^[8] diesel oil change intervals—up to 15,000 miles
Best-in-class^[8] GCWR—up to 25,300 lb*

Ram: the only full line of pickups to comply with SAE J2807 towing standard^[8]

*When properly equipped.

RAM 3500 PICKUP

MAX GVWR: 14,000 LB • MAX GCWR: 39,100 LB*



Best-in-class^[8] diesel-powered towing—up to 31,210 lb*
Best-in-class^[8] gas-powered towing—up to 16,520 lb*
Best-in-class^[8] payload—up to 7,390 lb*
Best-in-class^[8] highest snow plow rating—1,265 lb*
Best-in-class^[8] gas horsepower and torque—410 hp/429 lb-ft
Best-in-class^[8] diesel oil change intervals—up to 15,000 miles
Best-in-class^[8] diesel torque—up to 900 lb-ft

Ram: the only full line of pickups to comply with SAE J2807 towing standard^[8]



**31,210-LB
MAX
TOWING^[e]**

Ram 3500 with available Cummins® High Output Turbo Diesel



**7,390-LB
MAX
PAYLOAD^[e]**

Ram 3500 with 6.4L HEMI™ V8



**900 LB-FT
MAX
TORQUE^[e]**

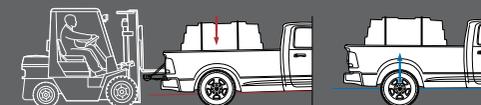
Ram 3500 with available Cummins High Output Turbo Diesel



BEST-IN-CLASS^[e] FOR PAYLOAD*: 7,390 LB.



Look at a Ram 3500 pickup and you're looking at strengths that seriously define capability. Not that we expect you to take advantage of payload capacity in excess of three tons—but it's mighty nice to know it's at your disposal. Add the available Auto-Level Rear Air Suspension System and you've got loads of control and total confidence when hauling.



BEST-IN-CLASS^[e] DIESEL TOWING*: 31,210 LB.

The objective: raise the bar for what counts in a tough truck. The 2016 Ram Heavy Duty trucks enable impressive towing and hauling, and then add on the fine points to handle every aspect of work. State-of-the-art electronics and available full-color rear- and cargo-view displays^[4] are joined by hundreds of custom-crafted Authentic Accessories by Mopar®—all designed for impeccable fit and finish, and serving to boost capability, efficiency, convenience and driver and occupant comfort. No matter what you're accomplishing with your Ram truck, this is the versatility and control you need.

COMMERCIAL-GRADE ALL THE WAY—WITH EXTRA CAPABILITY. THAT'S RAM.



Born and bred to pull and haul: with huge available 7 x 11-inch trailer-towing mirrors with power-folding feature to make your Ram Heavy Duty a command and control center for towing.



Go—and tow—in the know: select Ram models feature full-color high-resolution screens with dozens of graphics. Count on real-time knowledge about virtually every mechanical function of your Ram truck.



Available frame-mounted Gooseneck Hitch Ball from Mopar features easy ball removal when you need a flat bed. Optional Fifth-Wheel/Gooseneck Prep Package also includes in-bed 7-pin connector. (Ball not included in Packages.)



Available Mopar Fifth-Wheel Hitch enables super-tough trailer towing with authority. Options include a hitch with sliding rails or one that mounts directly into the optional Fifth-Wheel/Gooseneck Prep Package mounts, saving time.



HOW RAM VIEWS TOWING.

There's no looking back...to the old days, that is. Only Ram Heavy Duty offers an available, class-exclusive^[8] Cargo-View Camera^[4] for an invaluable on-screen display of the cargo bed—ideal for gooseneck or fifth-wheel hookups. Add the available ParkView[®] Rear Back-Up Camera^[4] to ease conventional trailer hookups—plus the capability to toggle between the two views on the 8.4-inch touchscreen—and you're looking at exceptional towing convenience.

*Ram 3500 pickup, when properly equipped. Properly secure all cargo.

**READY
FOR
WORK**



RAM 1500
29 MPG
HWY* EcoDiesel HFE



*EPA estimated 21 mpg city / 29 mpg hwy based on Ram 1500 EcoDiesel HFE 4x2. Actual results may vary.

RAM 1500 PICKUP

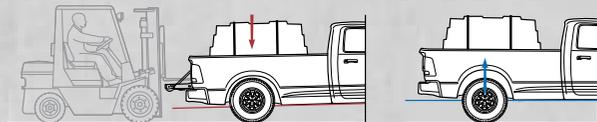
**PIONEERING SUSPENSIONS. INNOVATIVE POWERTRAINS.
EXCEPTIONAL FUEL EFFICIENCY. RAM 1500 LEADS.**



A truck this good doesn't shirk from competitive analyses—quite the contrary. It *invites* them. So seriously: *compare Ram to other trucks.*

Use the parameters that define commercial strengths, and a 2016 Ram 1500 vaults into first-place consideration. Only Ram 1500 provides an available and class-exclusive^[9] Active-Level^{1™} Four-Corner Air Suspension System and an innovative, class-exclusive^[9] standard multilink coil spring rear suspension. The available 3.0L EcoDiesel V6 (with its 29 mpg hwy* while delivering 420 lb-ft of torque) speaks eloquently about performance and capability, while the available 5.7L HEMI® V8 maintains a class of its own. And when you look at the upper trim levels—both Laramie Longhorn® and Limited offer 100% leather interiors—this truck stands out. *And above.*

SMOOTH OUT LIFE'S UPS AND DOWNS.



ACTIVE-LEVEL SUSPENSION: IT JUST FLAT-OUT WORKS. Pioneered by Ram 1500, this available and class-exclusive^[9] asset offers a level of sophistication that separates Ram 1500 from the rest. Or, better said, multiple levels. Augmenting the available four-corner air suspension system (with its five distinct modes of operation), Active-Level suspension engineering automatically equalizes your Ram 1500 while under heavy payloads. You're assured of a correct fore-and-aft vehicle balance, a constant horizontal load plane and an even and level driving profile. Active-Level also properly maintains headlamp-to-road angle for consistent and vision-friendly forward illumination. It's all controlled by the switch bank, seen here.

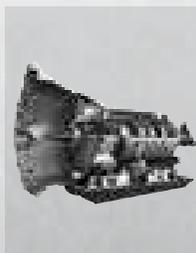


FINGERTIP CONTROL THROUGH THE INTEGRATED SWITCH BANK. It actuates the available Active-Level Four-Corner Air Suspension System—and more. The switches let you progress from mode to mode, ensuring the ideal ride height for terrain and conditions. Further controls address a wide variety of standard and available features, including the available Electronic Trailer Brake Controller, the Electronic Stability Control (ESC)^[5] System, the Tow/Haul Mode, the heating and ventilation for seats, the heated steering wheel, and many more—depending on the options you choose.



THE 3.0L ECODIESEL V6. THEY NEVER SAW IT COMING.

We didn't merely make waves when we introduced the available EcoDiesel V6—we offered a breakthrough component for capable and efficient performance. Given its 420 lb-ft of torque, fuel-efficient performance, and exceptional driving range (up to 754 miles[†] on a single tank), there's little wonder why this engine has taken the world by storm—reflected in rave reviews and unprecedented demand.



THE TORQUEFLITE® 8-SPEED AUTOMATIC. STANDARD ON RAM 1500.

The objective: provide outstanding shift qualities and impeccable performance from cruising to hauling—while contributing to the superb Ram 1500 fuel efficiency. The TorqueFlite 8-speed does both, utilizing steering wheel-mounted buttons for manual gear range selection for more control. This exceptional transmission is the standard partner with the Pentastar® V6 and the EcoDiesel V6, and is available with the optional 5.7L HEMI V8.



IN BUSINESS? RAM IS PULLING FOR YOU.

Towing is key. These structural rear bumpers are rated for Class III towing, easily handling trailers up to 5,000 lb[‡] Ram 1500 also lets you ramp up your trailer-towing capability with an available factory-installed Class IV hitch receiver. Bolted directly to the frame, it boosts towing up to 10,640 lb[‡]

Standard 4- and 7-pin trailer connectors enable instant trailer hook-ups, and eliminate tedious junctions and adapters when you need to utilize multiple types of trailers.

Reducing weight directly impacts fuel efficiency, and we're on it. By increasing the use of

stronger and more resilient yet lighter steel, you've got a full-size, tough truck with the weight savings that help contribute to fuel-sipping performance. The high-strength steel frame is engineered with low-torsion dynamics and accompanies fully boxed side rails. The engineering strengthens the whole package—including our reputation for minimal noise, vibration and harshness (NVH).

The finishing touch is in front: available Active Grille Shutters instantly adapt to speed, load and engine needs to provide ideal engine cooling. The technology reduces aerodynamic drag, helping to improve fuel efficiency.

RAM 1500 PICKUP

MAX GVWR: 6,950 LB • MAX GCWR: 15,950 LB[‡]



Class-exclusive^[9] available Active-Level Four-Corner Air Suspension System

Class-exclusive^[9] available RamBox® Cargo Management System
Best fuel economy of any full-size pickup^[10]—up to 29 mpg highway* (EcoDiesel HFE)

Capability: up to 10,640-lb towing[‡] (HEMI V8); up to 9,210-lb towing[‡] (EcoDiesel V6)
Standard Class IV hitch receiver (Tradesman®)
Standard spray-in bedliner (Tradesman)

*EPA estimated 21 mpg city / 29 mpg hwy based on Ram 1500 EcoDiesel HFE 4x2. Actual results may vary. †EPA estimated 21 mpg city / 29 mpg hwy based on Ram 1500 EcoDiesel HFE 4x2 and 26-gallon fuel tank. Actual results may vary. ‡When properly equipped.

HAULING AND STORING IS CRITICAL. NO SURPRISE HERE. RAM EXCELS.

HERE'S AMPLE OPPORTUNITY TO EMPLOY A CREATIVE AND EXPANSIVE PARTNER.

It made news when it first appeared, for this innovative advantage delivers practical and secure storing and hauling in your Ram pickup.

The class-exclusive^{[8][9]} RamBox[®] Cargo Management System is available for select Ram 1500 and Heavy Duty pickup models with the 5'7" or 6'4" cargo beds. The system consists of two huge cargo bed-side bins, each capable of holding multiple power tools or a full set of golf clubs. The boxes are illuminated, drainable (perfect for keeping iced beverages at the work site) and lockable, including available remote key fob control.

The system also includes a folding bed extender/divider (conveniently stored at the front of the bed when not in use), plus cargo rails with four adjustable cleats. For 2016, we've also packaged it with the new LED Bed Lighting. Numerous other Authentic Accessories from Mopar[®] are custom-designed for the RamBox System, offering further capability and convenience on the job.

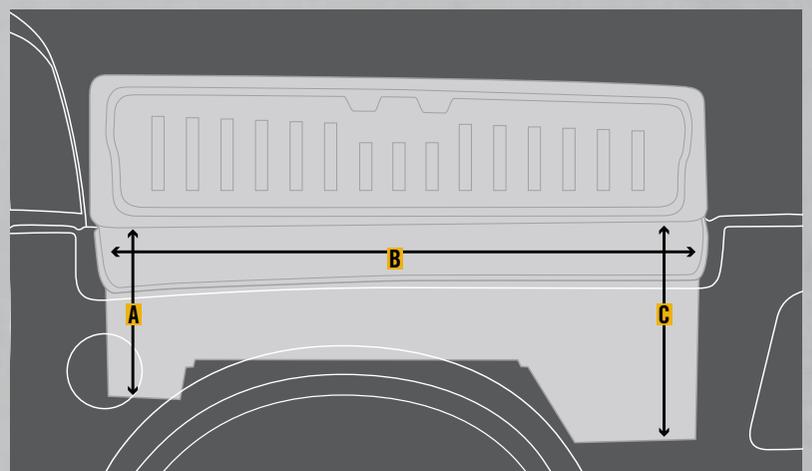
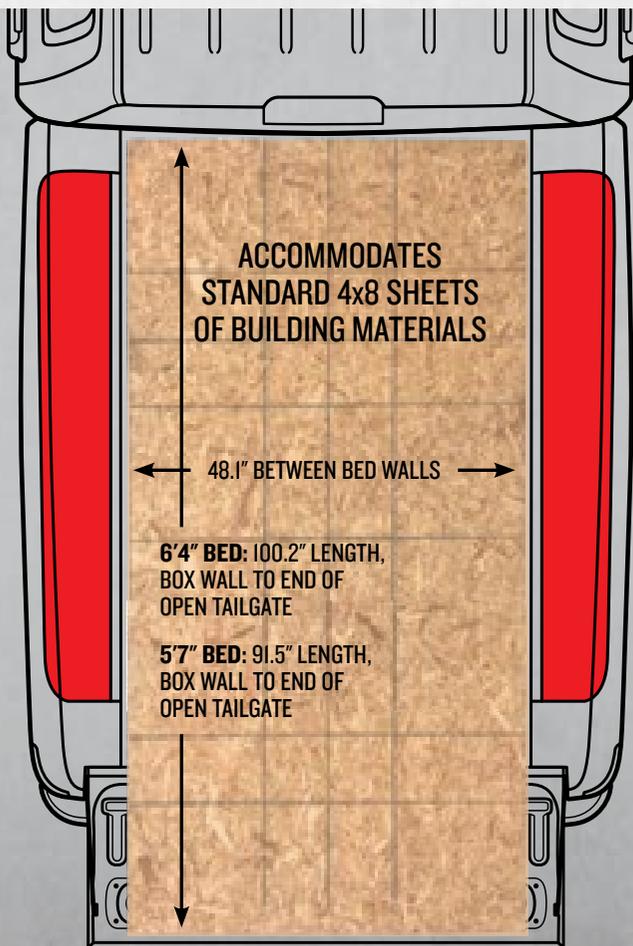
Hauling stays where it should: at uncompromising levels of Ram capability. Standard 4x8 sheets of plywood and other building materials still fit between the wheel wells in the cargo bed. There's more to the story. Get it at RAMTRUCKS.COM/COMMERCIAL



REMOTE KEYLESS ENTRY WITH THE ALLSECURE[®] LOCKING SYSTEM. Versatile key fobs control another invaluable advantage: the available Remote Keyless Entry System with the AllSecure Locking System, which locks/unlocks all doors, the tailgate and (if equipped) both RamBox System bed-side compartments. Available fob functions also include control of the Remote Start, the panic button and even the Entry/Exit Mode of the available Active-Level[™] Four-Corner Air Suspension System for Ram 1500.

ALL-NEW LED BED LIGHTING.

New for 2016 Ram pickups: available LED Bed Lighting that welcomes working at night and eliminates opening a tonneau cover. Installed right at the factory, this convenient lighting augments the CHMSL-mounted lamp to illuminate the rear area of the cargo bed. With multiple controls—either from the instrument panel-mounted switch or a button on the remote key fob—you have ample illumination on each side of the bed that makes loading and unloading during dark hours easier than ever: conclusive proof that Ram always thinks out of the box.



RAMBOX SYSTEM BIN SIZES	5'7" CARGO BED	6'4" CARGO BED
Height at A	14.4 inches	18.6 inches
Length at B	51.6 inches	60.2 inches
Height at C	18.9 inches	18.9 inches
TOTAL VOLUME (both bins)	7.3 cubic feet	8.6 cubic feet

DRIVER INFORMATION DISPLAY

Your 2016 Ram truck is a rolling powerhouse of knowledge, information and communications technology. And it's all in your command: available and customizable full-color seven-inch multiview display. Some 34 menu options and graphics conveying instant vehicle data. On select models, a six-ring instrumentation cluster. Available 8.4-inch touchscreen with some of the most state-of-the-art telematics through Uconnect.[®]



9-1-1

ASSIST IN EMERGENCIES

IT'S INVALUABLE AND POTENTIALLY LIFE-SAVING. ACCESS 9-1-1 CALL^[14] AND ROADSIDE ASSISTANCE^[15] WITH THE TOUCH OF A BUTTON.

SPEAK UP AND BE HEARD

MAKE AND RECEIVE CALLS. SEND AND GET TEXTS^[12] (NOT COMPATIBLE WITH IPHONE[®])—ALL WHILE DRIVING SAFELY, WITH HANDS-FREE^[13] CAPABILITY.



EVERYTHING YOU NEED TO STAY CONNECTED.

DRAG AND DROP

NEW FOR UCONNECT. SELECT FROM A MENU OF APPS AND DRAG YOUR CHOICES INTO PLACE ALONG THE BOTTOM ROW FOR EASY CUSTOMIZATION.

HOST A HOTSPOT

UPLOAD AND DOWNLOAD, POST AND SEARCH. UCONNECT[®] WITH AVAILABLE WIFI HOTSPOT^[16] LETS YOU CONNECT YOUR DEVICES DIRECTLY TO THE WEB.

¹ADDITIONAL CHARGES APPLY.



SEE INTO THE FUTURE

TAKE ADVANTAGE OF WEATHER AND TRAFFIC REPORTS WITH A FIVE-YEAR TRIAL SUBSCRIPTION* TO SIRIUSXM[®] TRAVEL LINK^[17] AND SIRIUSXM TRAFFIC^[14]

*AVAILABLE ON SELECT UCONNECT SYSTEMS. SEE DEALER FOR DETAILS.

NAVIGATE YOUR ADVENTURES

GET TURN-BY-TURN DIRECTIONS TO WHEREVER YOU'RE GOING—AND DON'T HESITATE TO EXPLORE ONCE IN A WHILE.



LISTEN TO MUSIC, TALK SHOWS AND SPORTS

ACCESS IT ALL, AND ALL THE TIME. SIRIUSXM[®] SATELLITE RADIO^[18] LETS YOU TUNE IN YOUR FAVORITES: ARTISTS, RADIO HOSTS AND (WE HOPE) WINNING TEAMS.

START YOUR RAM FROM AFAR

WARM UP THE ENGINE AND CABIN, UNLOCK YOUR DOORS OR FLASH YOUR HEADLAMPS—JUST BY USING YOUR PHONE.

SMART INTERIORS

RAM CHASSIS CABS AND PICKUPS: COMFORT, CONVENIENCE, CONTROL.



We think every worker deserves the respect of an internal performance review. A look at the interior treatments of Ram pickups and Chassis Cabs shows these partners on the job are contributing with top-tier performance.

The Ram interiors turn the tables on conventional thinking, providing assets that take comfort and convenience to the next level. Trailering across town...or across the country? Every model and trim level in the portfolio provides exceptional amenities and storage—features you've come to expect from Ram.

Take the available under-the-seat storage of Ram Quad Cab® and Crew Cab models—an ideal place to stash tools and valuables. And available fold-flat load floor capability is a snap with Quad Cab and Crew Cab—because they're truly *flat*, with no angled break like other trucks. On Ram Crew Cab pickup models, the in-floor storage bins go beyond safely securing important documents or valuable items; drainable and removable, they're perfect for keeping food and beverages chilled. And the fold-forward rear seating of Mega Cab® also translates into instant cargo-carrying capability.



New center console design for Ram models



Oversized in-door storage bins



Multi-use center seat



Dual glove boxes



Available in-floor storage bins and under-the-seat storage space: Crew Cab models



Available fold-flat load floor storage: Ram Quad Cab and Crew Cab models

INNOVATIVE INTERIORS

RAM PROMASTER® CARGO VAN AND WINDOWED VAN: ROOM TO GROW.



They were built for years of industrial-grade service. And the interiors step up to the same level of excellence, measuring quality in people-friendly terms: convenience and ease of operation.

This big-rig, cab-forward presence instantly lends itself to pure creature comfort. The interior is spacious by design: count on generous head, shoulder, hip and leg room; controls and knobs are

large, with rubberized surrounds that are finger-friendly, even with gloved hands. The low-gloss instrument panel is designed to reduce glare and “hot spots,” the windshield is enormous, instrument clusters and controls are intuitive, and storage is abundant.

Electronics are key: a 12-volt power outlet and 2.5-amp fast-charging USB ports are right at hand. Opt for the multifunctional Uconnect® system, and you’ve got an operations center ready to take care of any business need.



ProMaster: sophisticated and spacious



Available swiveling Captain's Chairs

RAM PROMASTER CITY® CARGO VAN AND WAGON: A COMFORTABLE CASE FOR STORAGE.



The more we design, the more we offer. Case in point: the interiors of the most recent addition to the Ram Commercial family, ProMaster City.

While the initial objective is always comfort and durability, our interior designers took some important extra steps with these models, creating seating and surrounds that plan on decades of use. So the seats offer outstanding comfort, with long-wearing and easy-to-clean fabrics.

But it’s in the area of storage where ProMaster City shows how Ram has evolved. In front, all models feature a standard overhead shelf system, five inches high and seven inches deep, that runs the width of the vehicle. It’s ideal for the everyday items of life and work: gloves, notebooks, ice scrapers all stay out of sight but right at hand. The glove box is oversized, with driver’s-side “trays” to keep things near and neat.

The media center teams up with a center console with cup holders, while the electronics are forward of the shifter. You want it, it’s right here.



Overhead bin ramps up convenience



Multi-use glove box and storage



Ram ProMaster City instrumentation

Properly secure all cargo.



**WE GET DOWN
TO BUSINESS.**



RAM
COMMERCIAL

**THE
REAL
DEAL**



HIGH ROOF
462.8
MAX CUBIC FEET
STANDARD ROOF
303.7
MAX CUBIC FEET

Meets SAE J1100 requirements.

**RAM
3500
PROMASTER**

RAM PROMASTER®

VERSATILE AND EFFICIENT, THIS IS AN INTELLIGENT BUSINESS PLAN.



Put genius to work—with a 2016 Ram ProMaster. Offering four cab/body styles (Cargo and Windowed Vans, Chassis Cabs and Cutaways), with multiple wheelbases (including an extended floor option for the 159-inch wheelbase) and two roofs (including the High Roof option for Cargo Van, allowing 6'3" workers standing room). Power comes from the award-winning 3.6L Pentastar® V6 and innovative, available 3.0L EcoDiesel I4 powerplants with front-wheel-drive capability across the board. Quality is top-tier by design: **Cargo Van lowest load floor height, width between rear wheel wells, standard cargo height and standard V6 horsepower (Pentastar V6) are all best-in-class.**^[17]

Looking for value? Look at this: the 2014 and 2015 Ram ProMaster Cargo Van took back-to-back honors as a 2014 and 2015 Edmunds.com Best Retained Value® vehicle.



LOOKS LIKE A WORKER. ACTS LIKE A LEADER. GO CONFIGURE THAT ONE OUT.

Outfit your Ram ProMaster with two available assets that are invaluable when maneuvering or dealing with loading docks. The ParkView® Rear Back-Up Camera^[4] (with grid lines displayed on the screen) is high-mounted; its strategic placement lets you back up to loading docks with the rear doors open. The ParkSense® Rear Park Assist^[4] utilizes ultrasonic sensors discreetly integrated into the rear bumper to audibly warn the driver of rear obstructions.

Critical to road manners, handling and performance is the comprehensive Electronic Stability Control (ESC)^[5] System, which includes ABS, a Brake/Lock Differential, All-Speed Traction Control, Brake Assist, Engine Drag Control, Trailer Sway Control,^[6] Hill Start Assist, Drift Compensation, Rollover Mitigation and Automatic Brake Lamp Actuation.

Cutaway and Chassis Cab models complement Ram Commercial by augmenting customization and upfit capability. These cab-forward front-wheel-drive powerhouses are the go-to design of choice when you need low step-in heights and/or easy access by ramps. The 24.4-inch floor-to-ground design is a welcome asset if your business deals with dolly-reliant delivery of oversized items, or large landscaping equipment.



On ProMaster Cargo Van models, roof strength weighs in with a 330-lb rating. We employ six roof rail mounts, three on each side. And all exposed body panels on every model are galvanized for long-term corrosion protection.

The front-wheel-drive configuration utilizes a telescoping steering column that controls crisp rack and pinion hydraulic steering, for a firm, responsive and confident feel.

36.3-FOOT
CURB-TO-CURB
TURNING

A premium steering gear enhances drive quality and reliability, and helps contribute to an incredibly tight turning diameter: the tiny 36.3-foot diameter on short-wheelbase models makes it best-in-class.^[17]

The body-frame integral design meets the need for unyielding strength for the job. On ProMaster Van models, a high-strength steel framework works with integrally welded components that include crossmembers, longitudinal rails, the floor pan and the side panels.

Brakes are on the performance level: Brembo® four-wheel disc; the front rotor diameter is an impressive 11.8 inches. The proven MacPherson strut front suspension features huge 62-mm twin-tube shocks for outstanding support of cargo. GVW-tuned cast-iron control arms offer notable durability.



From the first concept to completion, this interior was designed to be a benchmark for the industry. Ram ProMaster advantages give you and your upfitter enormous latitude.

Here, huge flat load floors support everything from multiple refrigerator- and stove-size boxes to future in-vehicle work benches for a mobile work station. Near-vertical side walls permit extensive shelving—and their presence doesn't impact the standard cubic foot measurements for that vast interior volume. Given three wheelbase measurements (and an extended floor design that adds further capacity to the 159-inch wheelbase), two roof heights and a raft of available partitions, you can transform your Ram ProMaster model into a model of efficiency and capability.

RAM PROMASTER

MAX GCWR: 11,500 LB* (GAS), 12,500 LB* (DIESEL)
MAX TOWING: 5,100 LB* • MAX PAYLOAD: 4,420 LB*



Best-in-class^[17] turning diameter (118-inch wheelbase) and lowest load floor height
Best-in-class^[17] standard V6 horsepower—280 hp, with 260 lb-ft of torque
Class-exclusive^[17] front-wheel drive (FWD)

Unsurpassed^[18] 5-Year/100,000-Mile Diesel Powertrain Limited Warranty

*When properly equipped.

**EXCELS
AT EVERY
JOB SITE**

**THIS IS HOW YOU
BUILD A REPUTATION.**

RAM PROMASTER CITY®

A TALE OF TWO CITIES: RAM PROMASTER CITY TRADESMAN® CARGO VAN AND PASSENGER WAGON.



It's right-sized for all the right reasons—and carries all the right credentials.

Featuring an upscale exterior and spacious, versatile interior, Ram ProMaster City models are built on a practical 122.4-inch wheelbase with a total length of 15.6 feet—the length of the typical mid-size sedan. Efficient dimensions translate into outstanding passenger room with space for luggage, or, for Cargo Van models, for numerous upfits or large-scale deliveries.

These models make a powerful statement about quality, with a powerful 4-cylinder engine you would expect from Ram—the 2.4L Tigershark® with MultiAir®2—mated to the class-exclusive^[19] nine-speed automatic, churning out best-in-class^[20] 178 horsepower and 174 lb-ft of torque with standard engine configuration. The 2,000-lb[†] towing figure is unsurpassed.^[19] And with its standard 16-gallon fuel tank working with this powertrain, you've also got a best-in-class^[19] driving range with standard motor: up to 464 miles[†] on one tank of wallet-friendly 87-octane regular gas.



RAM PROMASTER CITY TRADESMAN CARGO VAN. Best-in-class^[9] payload works with vertically oriented side walls and a completely flat load floor; count on phenomenal interior space and enormous latitude for customization. The rear 60/40 doors open to a practical 90° and generous 180°. With its low step-in height of only 21.5 inches and expansive interior (including tie-down rings on all models), this multifunction design is ready-made for thousands of uses, and even includes aftermarket Automobility applications.

A CAVERNOUS INTERIOR OFFERS ROOM TO MOVE—AND GROW. Tradesman Cargo Van brings you best-in-class^[9] cargo capacity: 131.7 cubic feet of room for significant equipment or just about any upfit. Those same numbers translate into ample shoulder and leg room when applied to the Passenger Wagon iteration. Look for a convenient and super-low step-in height of only 21.5 inches, 60/40 split rear cargo doors and super-wide dual sliding side doors for easy access on tight city or suburban streets.

ROOF WEIGHT CAPACITY

154 LB*



A	CARGO AREA HEIGHT	51.8"
B	CARGO AREA WIDTH	60.4"
C	CARGO WIDTH BETWEEN WHEEL WELLS^[9]	48.4"
D	CARGO AREA LENGTH	87.2"
E	LOAD FLOOR HEIGHT	21.5"



LET'S PUT THIS REAR VIEW INTO PERSPECTIVE.

The front-seat-only configuration of the ProMaster City Cargo Van models translates into eye-opening possibilities for an aftermarket upfit or vast space for deliveries. The numbers speak for themselves, so consider: this is a best-in-class^[9] 131.7 cu ft of cargo capacity, so you can outwork your competition whether your task is making deliveries or you use the van as your mobile workshop.



RAM PROMASTER CITY



BEST-IN-CLASS^[9] MAX PAYLOAD: 1,883 LB (Cargo Van models)
Best-in-class^[20] horsepower and torque with standard engine configuration—178 hp/174 lb-ft of torque
Class-exclusive^[9] 9-speed automatic transmission
Best-in-class^[9] GVWR—5,395 lb • Best-in-class^[9] cargo capacity—131.7 cu ft
Class-exclusive^[9] bi-link rear suspension

Unsurpassed^[9] highway fuel economy
 Unsurpassed^[9] max towing: 2,000 lb[†] (Cargo Van models)

[†]When properly equipped. *EPA estimated 21 mpg city / 29 mpg hwy and 16-gallon fuel tank. Actual results may vary. Properly secure all cargo.

**DELIVERS
29 MPG
HWY***



*EPA estimated 21 mpg city / 29 mpg hwy. Actual results may vary. Properly secure all cargo.

BEST-IN-CLASS^[19] PAYLOAD

1,883 LB



RAM
PROMASTER
CITY

**BEST-IN-CLASS^[19] CARGO WIDTH
BETWEEN THE WHEEL WELLS**



48.4 IN

**ROOM
FOR IT
ALL**



ZONED FOR BUSINESS.

FROM CONCEPT TO CONCRETE, IT JUST FLAT-OUT WORKED.

The Ram ProMaster City® Passenger Wagon brings you smart flexibility in seating and storage, backed with generous and accessible rear cargo capacity. Whether your business is to shuttle clients or you're the go-to charter for your neighborhood Little League team, this Wagon is the way to go, with top-of-the-line assets and conveniences.

The Passenger Wagon second row reflects pure practicality and standout versatility. The rear seat is engineered for occupant comfort offering ample room for three passengers, and easy-to-access storage. Key here is a **fold-and-tumble design that enables nine different configurations** to accommodate virtually any foreseeable transport needs. Dual side doors

slide open, while the rear doors feature a 60/40 split design, with the larger door on the driver's side—a safety feature ideal for curb-side loading.

The **best-in-class^[19] maximum cargo area width between wheel wells (a huge 48.4 inches)** joins long-wearing carpeted floors fore to aft; a full vehicle-length acoustic headliner helps keep things quiet. Front and rear, leg room is abundant. The front bucket seats feature a tubular structure with smart spring seat suspensions for easy in-and-out access; durable fabrics are made to last. Headrests are fully adjustable, seatbacks recline—and you can further opt for manual lumbar support controls for the driver's seat and heated surfaces for both front seats.



IN-FLOOR TIE-DOWN RINGS help secure cargo, and are standard on every Ram ProMaster City model (6 rings on Cargo Van models; 4 rings on Wagon models).

LEADER OF THE PACKED.

WELCOME TO THE BIG CITY. Packing it up for your vocation...or your vacation? Ram ProMaster City Passenger Wagon, with its fold-and-tumble 60/40-split rear seat, gives you nine practical variations—exactly the versatility needed by shuttles, taxis, companies and families. The rear seat configures for three, two, or a single occupant. Four rear D-type tie-down rings are standard. So think big: **maximum cargo room reaches 101.7 cubic feet** of usable volume.



Properly secure all cargo.

GAS POWERTRAINS

RAM GAS ENGINES

	2.4L Tigershark® I4	3.6L Pentastar® V6	5.7L HEMI® V8	6.4L HEMI V8		
1500 Pickup	—	Standard 305 HP 269 LB-FT TorqueFlite® 8HP45 8-Speed Auto	Available 395 HP 410 LB-FT Standard 65RFE 6-Speed Auto Available TorqueFlite 8HP70 8-Speed Auto	—		
2500 Pickup	—	—	Standard 383 HP 400 LB-FT 66RFE 6-Speed Auto	Available 410 HP 429 LB-FT 66RFE 6-Speed Auto		
3500 Pickup	—	—	Standard 383 HP 400 LB-FT 66RFE 6-Speed Auto	Available 410 HP 429 LB-FT 66RFE 6-Speed Auto	Available, Mega Cab® Only: 370 HP 429 LB-FT 66RFE 6-Speed Auto	
3500 Chassis Cab	—	—	—	Standard, SRW 410 HP 429 LB-FT 66RFE 6-Speed Auto	Standard, DRW 370 HP 429 LB-FT 66RFE 6-Speed Auto	Available, SRW/DRW 370 HP 429 LB-FT AISIN® AS66RC 6-Speed Auto
4500 Chassis Cab	—	—	—	Standard 366 HP 429 LB-FT AISIN AS66RC 6-Speed Auto		
5500 Chassis Cab	—	—	—	Standard 366 HP 429 LB-FT AISIN AS66RC 6-Speed Auto		
Ram ProMaster City®	Standard 178 HP 174 LB-FT 9-Speed Auto	—	—	—		
Ram ProMaster®	—	Standard 280 HP 260 LB-FT 62TE 6-Speed Auto	—	—		

■ Standard configuration

2.4L TIGERSHARK MULTI-AIR® 2 I4

EFFICIENT POWER WITH A CLASS-EXCLUSIVE^[19] NINE-SPEED AUTOMATIC.

Meet the singular and powerful four-cylinder gas powerplant in our arsenal of engines—and the ideal powerhouse for Ram ProMaster City Tradesman® Cargo Van and Passenger Wagon models.

The MultiAir2 technology—long proven in the field—features multiple engineering enhancements for combustion control, improved fuel efficiency and reduced exhaust emissions, all culminating in best-in-class^[20] horsepower and torque with standard engine configuration on ProMaster City. Details on its partner—the nine-speed automatic—are on the following pages.

3.6L PENTASTAR V6

INDUSTRIAL-GRADE POWER ACROSS THE BOARD.

This efficient and powerful V6 powerplant has been honored with universal acclaim and multiple awards. Count on commercial-grade reliability, top-tier performance and welcome six-cylinder efficiency.

Powering two of our flagship commercial vehicles, the 3.6L Pentastar V6 is mated with the ideal transmission for each vehicle application. Specific calibrations exclusive to the vehicle are designed to ensure the best in performance and fuel efficiency.

5.7L HEMI V8

LEGENDARY MUSCLE ACQUIRES INDUSTRIAL STRENGTH.

 The 5.7L HEMI V8 with Variable Valve Timing (VVT) is an offshoot of one of the major steps in transportation. (Former HEMI applications have ranged from prototype aircraft to muscle cars; this is an engine with true lineage.) Today, the available 5.7-liter HEMI V8 with Multi-Displacement System (MDS) in a Ram 1500 pickup delivers capable and fuel-efficient performance.

Standard powertrain partners to the 5.7L HEMI V8 are the proven 65RFE 6-speed automatic for Ram 1500 and the 66RFE 6-speed automatic for Ram 2500/3500 HD SRW. The available TorqueFlite 8-speed automatic for Ram 1500 stands alone for performance and fuel efficiency. All transmissions are detailed on the following pages.

6.4L HEMI V8

AWESOME POWER—AND MAJOR PTO SUPPORT FOR CHASSIS CABS.

 Standard on Ram Chassis Cabs and available for Heavy Duty pickups, the performance attributes of the large-displacement HEMI V8 include the invaluable Fuel Saver Technology. If dollars count, these stats earn their keep: the 6.4L HEMI V8 delivers up to 410 horsepower and 429 lb-ft of on-demand torque.

DIESEL POWERTRAINS

RAM DIESEL ENGINES

	3.0L EcoDiesel I4	3.0L EcoDiesel V6	6.7L Cummins® Turbo Diesel I6		6.7L Cummins High Output Turbo Diesel I6
1500 Pickup	_____	Available 240 HP 420 LB-FT TorqueFlite® 8HP70 8-Speed Auto	_____	_____	_____
2500 Pickup	_____	_____	Available 350 HP 660 LB-FT G56 6-Speed Manual	Available 370 HP 800 LB-FT 68RFE 6-Speed Auto	_____
3500 Pickup	_____	_____	Available 350 HP 660 LB-FT G56 6-Speed Manual	Available 370 HP 800 LB-FT 68RFE 6-Speed Auto	Available 385 HP 900 LB-FT AISIN® AS69RC 6-Speed Auto
3500 Chassis Cab	_____	_____	Available 320 HP 650 LB-FT G56 6-Speed Manual	_____	Available 325 HP 750 LB-FT AISIN AS69RC 6-Speed Auto
4500 Chassis Cab	_____	_____	Available 320 HP 650 LB-FT G56 6-Speed Manual	_____	Available 325 HP 750 LB-FT AISIN AS69RC 6-Speed Auto
5500 Chassis Cab	_____	_____	Available 320 HP 650 LB-FT G56 6-Speed Manual	_____	Available 325 HP 750 LB-FT AISIN AS69RC 6-Speed Auto
Ram ProMaster City®	_____	_____	_____	_____	_____
Ram ProMaster®	Available 174 HP 295 LB-FT Dual Active Drive 6-Speed Auto	_____	_____	_____	_____

3.0L ECODIESEL V6

GROUNDBREAKING DESIGN, STUNNING PERFORMANCE.

 The available 3.0L EcoDiesel V6 gives Ram 1500 exceptional advantages in the light-duty pickup market. The inspiring 420 lb-ft of torque translates into outstanding takeoff from a stop. The impressive driving range (up to 754 miles* per full tank) is exceeded by superiority: the engine delivers a best-in-class^[21] combination of V6 fuel economy and torque.

This small-displacement high-performing turbo diesel is mated to the TorqueFlite 8-speed automatic. Count on fuel-efficient performance, B20 (biodiesel) capability, 10K oil change intervals and a top-notch (and low-maintenance) Diesel Exhaust Fluid (DEF) System.

3.0L ECODIESEL I4

THE IDEAL DIESEL FOR RAM PROMASTER.

 Keep the displacement, reduce the cylinders—and you've got an engine to drive success. This in-line fuel-sipping four-cylinder boasts a powerful heritage: the engine family is typically seen in Class 2 – 4 commercial vehicles. The available ProMaster EcoDiesel I4 uses an electronically controlled high-pressure common-rail Fuel Injection System with a variable geometry turbocharger. It's mated to our class-exclusive^[17] 6-speed automated clutchless manual transmission (Dual Active Drive).

6.7L CUMMINS TURBO DIESEL

MULTIPLE ITERATIONS, INCREDIBLE TORQUE, PROVEN LONGEVITY.

 Few engines carry the industrial clout of the 6.7L Cummins Turbo Diesel. In the Ram Commercial portfolio, five specialized calibrations culminate in the available High Output version, with its best-in-class^[8] 900 lb-ft of torque for 3500 pickups. Varying Cummins iterations are available for Ram Heavy Duty pickups and Ram Chassis Cab models.

It gets better: the 6.7L Cummins High Output Turbo Diesel is mated to the formidable AISIN Heavy-Duty 6-speed automatic transmission. Put this available powertrain in a 2016 Ram 3500 Heavy Duty pickup, and you're talking the highest tow rating in the class^[8]—31,210 lb[†]

Opting for the Cummins in your Ram of choice offers a myriad of assets: available dual alternators (in-tandem 220-amp units for a best-in-class^{[3][6]} max 440 amps on Chassis Cabs); an invaluable “auto idle-up” to automatically adjust when greater electrical power is needed; and “smart” diesel exhaust brake on all calibrations. And when applied to the upfitter-friendly Ram Chassis Cabs with their specialized transmissions, Ram and Cummins benchmark PTO access and capability. The point that drives it home is proven durability. A Cummins in a Ram Heavy Duty adds up to quality the others can only envy: more than two million trucks in total have featured this work-ready combination.

*EPA estimated 21 mpg city / 29 mpg hwy based on Ram 1500 EcoDiesel HFE 4x2 and 26-gallon fuel tank. Actual results may vary.
[†]When properly equipped.

TOUGH PARTNERS EARN YOUR TRUST.

THE DIESEL-DRIVEN RAM PROMASTER® THE INNOVATIVE CLASS-EXCLUSIVE^[17] DUAL ACTIVE DRIVE TRANSMISSION

DUAL ACTIVE DRIVE AT WORK. The available 3.0L EcoDiesel I4 is mated to the distinctive Dual Active Drive transmission, a 6-speed automated clutchless manual component which is exclusive in the competitive set. Performance is bottom-line friendly; long-life transmission fluid joins outstanding towing and hauling capability, controlled by the standard driver-selectable Tow/Haul Mode.

- » **NO CLUTCH PEDAL, NO PARK.** *This engineering minimizes internal componentry, with purposeful, time-saving technology from the get-go. The transmission dispenses with the conventional Park mode; instead, just set the Parking brake.*
- » **STANDARD TOW/HAUL MODE** offers confident hauling control. The long-life transmission fluid allows up to 60,000 miles between recommended changes.

RAM PROMASTER CITY® CARGO VAN AND WAGON THE CLASS-EXCLUSIVE^[19] 9-SPEED AUTOMATIC TRANSMISSION

ADVANCEMENTS IN DRIVETRAIN TECHNOLOGY. Count on technical brilliance: 2.4L Tigershark® engine with MultiAir®2 and a superb, class-exclusive^[19] 9-speed automatic for pure power and unbelievable economies.

- » **MODERN ENGINE DYNAMICS MEET HIGH-TECH TRANSMISSION ENGINEERING.** *The combination has real-world and bottom-line advantages: outstanding acceleration, performance and capability—with stellar fuel efficiency.*

RAM 1500/2500/3500 PICKUPS, 3500 CC (GAS); GAS-POWERED RAM PROMASTER CARGO VAN THE 6-SPEED AUTOMATICS (65RFE/66RFE/62TE)

BUILT-IN VERSATILITY AND CAPABILITY. Smart engineering allows us to adapt this component to specific applications. The 65RFE is standard partner with the optional 5.7L HEMI® V8 for Ram 1500 pickup models. Ideal to the Heavy Duty weight class is the 66RFE, while the Ram ProMaster models use the 62TE transmission. All iterations include Electronic Range Select and multiple clutch packs. The 66RFE also features a dual-stage hydraulic pump with electronic control over three planetary gearsets to provide ideal wide ratio spreads for optimum performance.

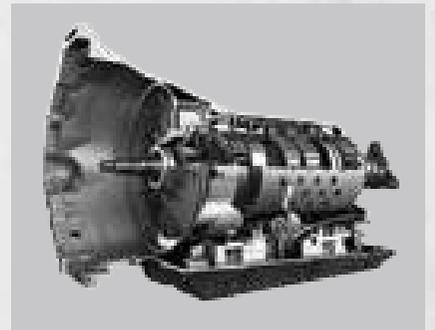
- » **DRIVER-ADAPTIVE SOFTWARE.** *By reprogramming the software, we improved overall control and efficiency. ERS—Electronic Range Select—allows the driver to manually select the gear best suited for the task at hand. The engineering shows its true mettle when mated to the 5.7L and 6.4L HEMI V8 engines.*
- » **TOW/HAUL MODE, STANDARD.** *Designed and constructed for tough towing and robust hauling assignments, with standard Tow/Haul Mode on Ram pickups to facilitate tough jobs and help improve performance and fuel efficiency.*

RAM 1500 PICKUP THE TORQUEFLITE® 8-SPEED AUTOMATIC TRANSMISSION (8HP45/8HP70)



AUTOMATIC PARTNER FOR RAM 1500. The objective was manifold: provide outstanding drivability and impeccable performance from highway cruising to heavy hauling while making a very real contribution to the impressive Ram 1500 fuel efficiency. Revolutionizing the transmission field, the TorqueFlite 8-speed with standard Tow/Haul Mode in Ram 1500 is mated to the available 3.0-liter EcoDiesel V6, the standard 3.6-liter Pentastar® V6, and is optional with the available 5.7-liter HEMI V8.

WORK WITH ROTARY PRECISION. *Electronically controlled. Ergonomic design. Dashboard-mounted. The innovative Rotary Shifter for the TorqueFlite 8-speed automatic offers convenient, responsive shifting for all situations.*



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

 **MATED ONLY TO THE 6.7L CUMMINS® TURBO DIESEL,** this is the transmission for Ram Heavy Duty pickups and Chassis Cabs equipped with the 660 (on pickups)/650 (on Chassis Cabs) lb-ft versions. On Ram Chassis Cab models, the robust G56 6-speed delivers optional PTO capability. This class-exclusive^{[3][6][8]} manual transmission is invaluable when you're looking for the ultimate combination of vehicle control and efficiency.

- » **THIS PTO TOTALLY SIDES WITH BUSINESS.** *The G56 6-speed manual features left-side PTO access, making the available and robust PTO a significant addition to Ram Chassis Cab capability.*
- » **SELF-ADJUSTING AND WEAR-COMPENSATING CLUTCH.** *Count on long life and "like-new" clutch pedal feel, enhancing drivability and helping reduce the costs and hassles of downtime.*

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

MATED TO THE AVAILABLE 370/800 6.7L CUMMINS TURBO DIESEL. Heavy Duty 2500/3500 models with the 370 hp/800 lb-ft calibration of the Cummins employ the 68RFE, a long-standing partner built to handle that output. Standard ERS ensures precise, optimal and quiet shifting of gears for ideal load control while towing and hauling; three planetary gearsets provide capability with precise ratio steps for optimum drivability.

- » **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** allows manual control for greater confidence.

UNSTOPPABLE.

TORQUE LEVELS SO IMPRESSIVE, THEY SCOFF AT HARD LABOR.

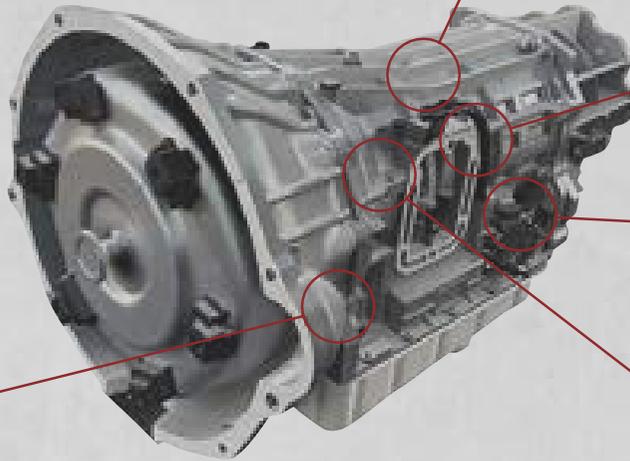


THE AISIN® HEAVY-DUTY 6-SPEED AUTOMATIC FOR RAM CHASSIS CAB^[6] AND RAM 3500 PICKUP

The AISIN Heavy-Duty 6-speed automatic mated to the 6.4L HEMI® V8 is the AS66RC version, delivering exceptional capability. This AISIN version is standard on Ram 4500/5500 models and is available for Ram 3500 Chassis Cabs.

Firmly established in the industrial world is the heavy-duty AISIN that continues to earn accolades—the tough AS69RC calibration. It's engineered to deliver absolutely peak performance with the available Cummins® High Output versions. (Available for Ram 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 refined shift control algorithm. AISIN clutches are specifically engineered to meet commercial truck applications.

The Shift Control System is impressively responsive and enables continuous operation in the most fuel-efficient speed range.

A patented and highly specialized heat treatment is used to develop ultra-high-strength planetary gear components—part of the reason for the long life and solid reliability.

STRENGTH WITH INTELLIGENT PTO: THE AISIN SURPASSES EXPECTATIONS WITH FLYING COLORS.

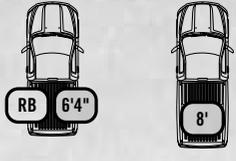
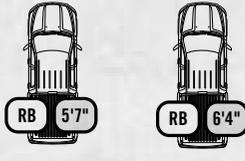
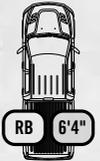
THE FORMIDABLE 6.4-LITER HEMI V8 AND CUMMINS TURBO DIESEL engines deserve a partner that can handle their respective levels of horsepower, torque and various vehicle weight ratings. The available AISIN Heavy-Duty 6-speed automatic is calibrated for ideal performance with each of these commercial-grade powerplants.

Notable strengths of all AISIN 6-speed transmissions show the commitment and thought put into these formidable components. Among the industrial-grade assets are: full electronic control of shifting, including electronic operation of the torque converter clutch; tough clutches, 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 vigorous Tow/Haul Mode that delivers an aggressive downshift schedule to meet industrial-level hauling demands.

This engineering is focused on durability and efficient operation. Included are 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. In both iterations, the AISIN AS66RC and the AS69RC deliver superb performance with outstanding vehicle launch ability—an absolute mandate for long-term towing assignments.

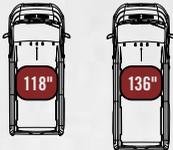
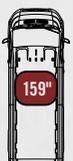
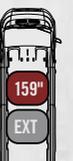
- » **RAM CHASSIS CAB: COUNT ON A GAS-POWERED V8 WITH AVAILABLE PTO.** *Select 2016 Ram Chassis Cabs equipped with the 6.4-liter HEMI V8 deliver it all. The available PTO capability from this powertrain carries true authority, delivering up to 60 horsepower and 250 lb-ft of torque.*
- » **DUAL-ACCESS PTO DOUBLES YOUR EFFICIENCY.** *Choose your side—and your engine—and get the job done with fluent proficiency. AISIN dual-access PTO capability with the 6.4L HEMI V8 and Cummins Turbo Diesel is the solution. On 4x2 Chassis Cab models, left-side access is reserved for hydraulic or higher-output/shaft-driven power take-off. This engineering focuses on cost-effective operations that help reduce costs of ownership, dispensing with the common floor-mounted patch plate; the design eliminates the need for (and expense of) upfitters working around the exhaust system on diesel-powered models.*
- » **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 to operate using only four cylinders rather than all eight; the efficiency is measurable.*
- » **MASSIVE TORQUE CONVERTER.** *The torque converter of the AISIN AS69RC Heavy-Duty 6-speed is sized for the task, measuring over 12 inches in diameter, with a multiple disk friction pack to help improve slip control and shift quality.*

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® SYSTEM AVAILABLE

 SRW = SINGLE REAR WHEEL
 DRW = DUAL REAR WHEEL

RAM PROMASTER CITY®		RAM PROMASTER® 1500	RAM PROMASTER 2500	RAM PROMASTER 3500
 TRADESMAN® CARGO VAN	 122.4"	 118" 136"		 WHEELBASE LENGTH  BODY/CHASSIS EXTENDED 14 INCHES
 PASSENGER WAGON	 122.4"	 136"	 136"	 159"
	 WHEELBASE LENGTH	 CARGO VAN HIGH ROOF	 159"	 159"
		 WINDOWED VAN (HIGH ROOF ONLY)		 159" EXT
		 CHASSIS CAB/CUTAWAY (STANDARD ROOF ONLY)	 136"	 159"
				 159" EXT

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The fast lane for small business.

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downtime is costing you money. Your **BusinessLink** dealer has sales professionals trained to properly “job-rate” the right vehicle for your work application along with providing commercial finance options. New vehicle sales to qualified small business owners also receive a free alternate transportation contract, in the event your vehicle is in for service.

Membership in the **BusinessLink** program is complimentary. Membership helps us to identify you as a small business owner so we can provide you with both the service you deserve and update you with offers that can help reduce the cost of doing business. For your free registration, see your **BusinessLink** dealer today.

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- **A Dedicated BusinessLink Staff**
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*Some restrictions apply. See dealer for details.

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- **COMMERCIAL GRAPHICS ALLOWANCES.** \$250/\$500/\$1,000 Commercial Graphics Allowances.
- **BOSCH® TOOL OFFER.** Select 1 of 5 Bosch Power Tool Packages.
- **2-YEAR LUBE/OIL/FILTER.** For all Chrysler, Jeep®, Dodge and Ram vehicles (includes gas and diesel engines).
- **MOPAR® SERVICE CONTRACTS.** \$500/\$1,000 and Oil Change options available.

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

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—and with prequalification, you're ready to buy a vehicle when you need it. Ask your **BusinessLink** dealer for details.

CHRYSLER
C A P I T A L

[1] Based on Class 4 pickup-based conventional cab chassis. [2] Based on Class 5 pickup-based conventional cab chassis. [3] Based on Class 4 – 5 pickup-based conventional cab chassis. [4] Always look before proceeding, electronic drive aid is not a substitute for conscientious driving; always be aware of your surroundings. [5] 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. [6] Based on Class 3 – 5 pickup-based conventional cab chassis. [7] Based on Class 3 pickup-based conventional cab chassis. [8] Based on latest available competitive information. Class based on 250/2500 and 350/3500 pickups. [9] Based on latest available competitive information. Class based on light-duty pickups. [10] Based on Standard Pickup class. EPA estimated 29 mpg highway based on Ram 1500 EcoDiesel HFE 4x2. Actual results may vary. [11] SiriusXM subscriptions for audio and data services are sold by SiriusXM to follow your trial subscription. **If you decide to continue listening after your trial, the subscription plan you choose will automatically renew thereafter and you will be charged according to your chosen payment method at then-current rates.** Fees and taxes apply. To cancel you must call SiriusXM at 1-866-635-2349. See the SiriusXM Customer Agreement for complete terms and more information at siriusxm.com. All fees and programming subject to change. Your equipment and features for SiriusXM services will vary depending upon the vehicle you select and may be limited in select markets. [12] 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. Visit UconnectPhone.com for system and device compatibility. Ensure MAP is ON and incoming message notification is enabled. 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 UconnectPhone.com for system and device compatibility. [13] Requires a mobile phone equipped with the Bluetooth Hands-Free Profile. Visit UconnectPhone.com for system and device compatibility. [14] 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 touchscreen. [15] Provides direct-dial access to Roadside Assistance Service. 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. Additional roadside assistance charges may apply. Check warranty for details. [16] WiFi subscription required. Vehicle must be registered with Uconnect Access and fulfill minimum subscription requirements. Vehicle must be properly equipped and in active and usable cellular range for WiFi usage. 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. This feature is not intended for use by the driver while the vehicle is in motion. Always drive safely. [17] Based on latest available competitive information. Class is based on Large Commercial Van segment (Class 2). [18] Transferable. See your dealer for complete details and a copy of the 5-Year/100,000-Mile Diesel Powertrain Limited Warranty. [19] Based on latest available competitive information. Class is Small Commercial Van segment. [20] Based on latest available competitive information and compared to standard engine configurations. Class is Small Commercial Van segment. [21] Based on Standard Pickup class. Fuel economy based on EPA estimated 29 mpg highway on Ram 1500 HFE EcoDiesel V6 4x2. Actual results may vary. Torque comparison based on latest available competitive information. [22] 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 fcaworkvehiclesus.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). [23] Transferable. See your dealer for complete details and a copy of the 5-Year/60,000-Mile Gas Powertrain Limited Warranty.

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