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Ram to Build Most Capable Trucks Ever

- Ram 3500 Heavy Duty's maximum trailer weight of 30,000 pounds far surpasses closest competitor's 23,100-pound max
- 850 lb.-ft. Cummins Turbo Diesel is tops for torque
- 37,600-pound Gross Combined Weight Rating leads all heavy-duty pickups
- Ram 2500 leads all ¾-ton pickups
- Ram Chassis Cab trucks also deliver best-in-class towing

January 8, 2013, Auburn Hills, Mich. - In the quest to build the most capable trucks available, Ram officially released class-leading towing and weight ratings for its 2013 line of Ram Heavy Duty pickups and Chassis Cab trucks.

The Ram 3500 Heavy Duty pickup will claim a 30,000-pound trailer capacity thanks to a new class-exclusive 50,000 pounds-per-square-inch, high-strength steel frame, improved transfer case, higher-load transmission, an upgraded 6.7-liter Cummins Turbo Diesel engine with a best-in-class 850 lb.-ft. of torque and other significant driveline upgrades.

Ram's closest competitor is limited to a 23,100-pound maximum trailer.

"We built the new 2013 Ram Heavy Duty to be the undisputed Heavy Duty 'King of the Road.' These new rigs deliver on the number one key attribute most critical to these customers: uncompromising capability," said Fred Diaz, President and CEO — Ram Truck Brand and Chrysler de Mexico, Chrysler Group LLC. "Towing capability, reliability and engine performance are ranked first through third, respectively, with HD customers. The 2013 Ram Heavy Duty trucks unequivocally deliver all those things, as well as a very low total cost of ownership."

The Ram 3500's Gross Combined Weight Rating (GCWR) -- which is defined by the maximum combined weight of the truck, payload and trailer -- has been raised to 37,600 pounds, which again far surpasses the closest competitor's 30,500-pound GCWR.

Ram has increased the capability in its other truck models as well.

For 2013, the Ram 2500 will also benefit from increased towing and GCWR. At 18,350 and 25,000, Ram 2500's towing and GCW ratings are also best among ¾-ton pickups.

Ram Chassis Cab trucks also deliver maximum capability with best-in-class towing and GCWR figures 29,600 pounds and 37,500 pounds, respectively (5500 model).

Ram Heavy Duty adds a number of new features for 2013, including a factory-integrated fifth-wheel and gooseneck hitch mount, a 17,000-pound Class V hitch with 1,800 pounds of tongue weight, class-exclusive electronic stability control (ESC) for dual-rear-wheels and a new Center High-Mounted Stop Light (CHMSL) –positioned camera, the first of its kind in the heavy-duty pickup category, to provide a full view of the bed for easier hook-up of fifth-wheel or gooseneck trailers as well as monitoring cargo.

For 2013, all Ram Heavy Duty diesels benefit from an all-new cooling system. A high-efficiency fan, dual radiators, dual transmission coolers and low-slung charge air cooler afford 25 percent more heat-rejection capacity. Lower operating temperatures deliver improved performance, durability and lower operating costs. Cummins Turbo Diesel-equipped Ram trucks also provide best-in-class 15,000-mile oil change intervals.

Ram is also introducing an industry-exclusive Ram Active Air intake system. When the intake system senses extreme heat, it draws cooler air from the front of the vehicle – a function that also engages at high altitudes for superior throttle response in low oxygen environments. When conditions are wet from snow, ice or water-fording, the system pulls air from an under-hood inlet, clear from snow packing and water.

Also among the upgrades for 2013, Ram Heavy Duty front drive shafts and U-joints are sized larger to align with the truck's new Gross Vehicle Weight Rating (GVWR) and Gross Combination Weight Rating (GCWR).

To handle the best-in-class towing capability of the new Ram Heavy Duty, a new front and rear suspension system with advanced geometry builds upon the chassis improvements and greatly improves overall roll stiffness. An advanced three-link front suspension on the Ram 3500 is necessary for the vehicle's higher GVWR and for use with heavy front loads, including snow plows. Additionally, a newly designed Hotchkiss leaf spring rear suspension on the Ram 3500 offers improved ride and handling while delivering higher towing and payload capability.

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