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## **2014 Ram Chassis Cab Offers All-new 6.4-liter HEMI® V-8 and Takes Segment Leadership in Powertrain Options**

- All-new 6.4-liter V-8 powers Ram's hardest-working trucks with 370 horsepower (276 kW) at 4,600 rpm (410 horsepower (306 kW) at 5,600 rpm under 10,000-lb. GVWR) and 429 lb.-ft. of torque (582 N•m) at 4,000 rpm, featuring variable-valve timing (VVT) and Fuel Saver cylinder deactivation
- Cooled exhaust-gas recirculation (EGR) and variable-valve timing (VVT) technology reduce pumping losses
- New HEMI® features Fuel Saver cylinder-deactivation to cut fuel consumption
- Positive crankcase ventilation (PCV) system integrated with intake manifold for greater efficiency
- New 6.4-liter HEMI V-8 complements available 6.7-liter Cummins Turbo Diesel
- "Smart" exhaust brake on 6.7-liter Cummins delivers smoother driving experience
- Performance and durability improved with new diesel cooling system
- Segment exclusive right- or left-side gas engine PTO capability and cylinder deactivation under PTO operation for efficiency with new Aisin AS66RC transmission
- Segment-exclusive front axle disconnecting system for improved fuel economy
- Unsurpassed powertrain warranty – five years/100,000 miles
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September 7, 2013, Auburn Hills, Mich. - For 2014, Ram Chassis Cabs will pack a bigger punch with the introduction of a new 6.4-liter gas engine. The 2014 Ram Chassis Cab 3500, 4500 and 5500 come standard with the new 6.4-HEMI® V-8 gasoline engine — the first implementation of a gasoline engine in the Ram 4500 and 5500 Chassis Cab models. With Chrysler Group's all-new 6.4-liter HEMI V-8, the 2014 Ram Chassis Cab is expected to deliver best-in-class V-8 horsepower and best-in-class torque among competitors with gasoline engines. The Chassis Cab version of the 6.4-liter HEMI is similar in design but engineered for a different duty cycle when compared to the version offered in the Ram 2500 and 3500. The all-new powerplant provides a worthy gasoline-powered option to the segment's overall standard-bearer – the 6.7-liter Cummins Turbo Diesel, with 750 lb.-ft. of torque.

Compelling numbers tell the story of the new 16-valve engine: 410 horsepower (306kW) at 5,600 rpm and a peak torque rating of 429 lb.-ft. of torque (582 N•m) at 4,000 rpm. Ram's new 6.4-liter V-8 gasoline engine is the first of its kind for Class 4 and 5 Ram 4500 and 5500 Chassis Cab trucks.

Among the enablers for such performance is an active dual-runner-length intake manifold optimized specifically for the Ram Chassis Cab lineup. The result is improved low-end torque without sacrificing high-end power.

The legendary HEMI architecture provides the foundation of the 90-degree V-8. But its advanced technology is decidedly forward-looking.

Cooled exhaust-gas recirculation (EGR) delivers greater efficiency and elevated refinement. These attributes are manifested in reduced pumping losses and lower emissions. Pumping losses are further reduced by variable-valve timing (VVT), which also lowers emissions.

Efficiency is a hallmark of the new 6.4-liter HEMI V-8, starting with Chrysler Group's trademark Fuel Saver cylinder-deactivation technology. When conditions allow, as in highway cruising, the system seamlessly shuts down four cylinders to conserve fuel.

Efficiency is further reflected in a revised positive crankcase ventilation (PCV) system, which is integrated in the intake manifold. The resulting benefit is improved oil efficiency.

Heat is the enemy of durability. But the new 6.4-liter HEMI V-8 boasts an array countervailing features, such as:

- Robust/high-volume oil cooler
- Oil jets for piston cooling
- Stainless-steel exhaust manifold for maximum durability
- High quality, stainless steel gaskets and fasteners for improved durability at high temperatures
- Sodium-filled exhaust valves

In addition, computational fluid dynamics were employed to optimize the cooling circuit in the block, heads and water pump.

With upgraded valve seat material to fight wear, and anchored by a cast-iron block, aluminum cylinder heads and forged-steel crankshaft, it is little wonder the new 6.4-liter HEMI V-8 – like the vaunted Cummins – boasts a five-year, 100,000-mile warranty.

The new 6.4-liter HEMI V-8 is available with an idle shutdown timer and is mated to the proven 66RFE six-speed automatic transmission in the Ram Chassis Cab 3500 with optional upgrade to the Aisin AS66RC. The 4500 and 5500 models come standard with the Aisin AS66RC six-speed automatic transmission. The new Aisin allows for optional 250 lb.ft. of torque, left- or right-side PTO. Efficiency is improved with Fuel Saver cylinder deactivation operation while in PTO mode.

The 3500 Chassis Cab is available with the legendary 5.7-liter HEMI V-8 gasoline engine. The engine produces 383 horsepower at 5,600 rpm and generates peak torque of 400 lb.-ft. of torque at 4,000 rpm. Matched with the 66RFE six-speed automatic transmission, the 5.7-liter HEMI features enhanced fuel efficiency and power output, thanks to the incorporation of variable-valve timing (VVT) and a compression ratio of 10.5:1. Refinements and other applied technologies provide the latest-generation HEMI with performance and fuel economy improvements to rival multi-valve V-8 offerings.

Unlike the competition, Ram Truck offers two engine variants based on the 6.7-liter Cummins for diesel supremacy in the segment.

The first version features 320 horsepower at 2,800 rpm and 650 lb.-ft. of torque at 1,400 rpm. The engine is paired with Ram's segment-exclusive, six-speed manual transmission, which features a wear-compensating clutch for consistent performance, and a dual-trunion shift tower to accommodate a compact shift pattern.

A second high-output diesel delivers 325 horsepower at 2,400 rpm and generates best-in-class torque of 750 lb.-ft. of torque at 1,500 rpm. The engine is paired with an Aisin six-speed automatic transmission (AS69RC).

All Ram Chassis Cab diesels benefit from an advanced cooling system. A high-efficiency fan, dual radiators, dual transmission coolers and a charge air cooler provide impressive heat-rejection capacity to align with best-in-class Gross Combined Weight Rating (GCWR). Lower operating temperatures deliver unsurpassed performance, durability and lower operating costs.

Ram Chassis Cab also offers 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.

The Cummins powerplants benefit from a large exhaust-gas recirculation (EGR) cooler, which complements the selective catalytic reduction (SCR) and accommodates a best-in-class oil-change interval of 15,000 miles, lowering cost of ownership.

When needed, the diesel exhaust fluid (DEF) is injected into the exhaust to reduce NOx (Nitrogen Oxides) emissions coming out of the tail pipe. Unlike the competition, the Ram Chassis Cab maintains full power when fluid is low. A state-of-the art DEF system includes the following features and benefits:

- An electric heater in the DEF tank to ensure the fluid is available in a liquid state regardless of climate. The result is enhanced durability in a variety of climates.
- A passively cooled DEF injector that does not require engine coolant to control its temperature, which reduces the complexity of the system
- Exhaust system refinements to improve the utilization of DEF for NOx reduction and to reduce the risk of side effects from DEF crystalline build-up
- Exhaust system design improvements allow DEF to be used more efficiently and creates a system that requires less energy from the engine to reach target exhaust temperatures for optimal emissions conversion
- Emissions system strategy to reduce soot output from the engine and improve fuel economy, all while meeting the legislative requirements

The DEF tank holds 9 gallons and refill intervals are based on vehicle usage and duty cycles. DEF is commonly available at fuel stations and is also offered by Mopar, the Chrysler Dealer Network, and Cummins dealers and distributors. The upfitter-friendly DEF refill port is conveniently located at the rear of the cab on the driver's side of the vehicle, a configuration that ensures easy upfit adaptation and access at fuel stations when compared to the competition.

The SCR-equipped diesels, which can run on B-20 biofuel, also operate cleaner by lowering greenhouse-gas emissions and better managing soot production. Combined with an improvement in fuel economy, due in part to the engines' high-pressure common-rail fuel system, SCR provides a net reduction in Ram Chassis Cab operating costs.

From behind the wheel, the diesels deliver impressive cold-start performance and superior refinement from innovations such as the "smart" exhaust brake. Enabled by Cummins' unique, proprietary sliding-nozzle turbine design, the feature electronically manages best-in-class exhaust braking for smoother downhill driving, regardless of vehicle load.

Cummins' variable-geometry turbocharger affords more effortless operation at high altitudes, greater management of EGR flow rates and control over exhaust temperatures.

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

The 2014 Ram Chassis Cab 4x4 also features a new segment-exclusive front axle disconnect system. When conditions warrant, select drivetrain components are disconnected, improving overall efficiency and enabling a gain in fuel efficiency of up to 1 mpg.

Two Borg-Warner part-time transfer cases are available on the 2014 Ram Chassis Cab. The BW 44-46 is an electric shifting part-time transfer case with 2WD, 4WD High, 4WD Low and Neutral. BW 44-47 is a manual shifting transfer case with 2WD, 4WD High, 4WD Low and Neutral. Both options feature a low-range ratio of 2.64 and locking differential from front to rear.

Ram's halo truck line focuses on best-in-class capability and best-in-class total cost of ownership, a leading purchase reason among business owners. Ram Chassis Cab trucks offer the latest infotainment technology and exclusive upfit solutions, giving Ram Chassis Cab a competitive advantage. The Chassis Cab line goes further to offer a unsurpassed powertrain warranty of five years/100,000 miles. The warranty also is transferable allowing customers who sell their truck during the warranty period to pass the coverage to the new owner. The standard three-year/36,000-mile Basic Limited Warranty provides bumper-to-bumper coverage for the Ram Chassis Cab, from the body to the electrical system.

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