A deep-dive business analysis of the 2015 Ram portfolio shows conclusively: this is the commercial family that puts your bottom line in the black. Whether the job calls for a light-duty Ram 1500 or the incredible strength of a Ram Heavy Duty or big Chassis Cab, capability, comfort and powertrains combine to give business the best: complete reliability with total versatility.

The mandate to our engineering team was clear: design and manufacture strengths so superior, they serve you with stand-out efficiency, while offering best-in-class status where it counts the most. Available for 2015 Ram 1500 is the groundbreaking 3.0-liter EcoDiesel V6 (mated to the TorqueFlite® 8-speed automatic with class-exclusive[1]* Rotary Shifter), a powertrain that delivers proven quality, industrial-grade longevity, outstanding torque, impressive GCWRs and GVWRs—and the best fuel economy of any full-size pickup.[2] The formidable 6.4L HEMI® V8 is standard on Ram Chassis Cabs and available on Ram Heavy Duty pickups. The 2015 Ram 2500/3500 Heavy Duty models come to work with incredibly tough frames, refined front axle disconnect (standard on 4x4 models) and a class-exclusive[3] available Auto-Level Rear Air Suspension System for superb ride comfort backed with dual-mode payload and towing settings.

Our commitment to industrial-grade strength is balanced by an all-new entry, specifically designed for economies of scale and operation. Joining the Ram ProMaster® Van and Cutaway/Chassis Cab models is the all-new 2015 Ram ProMaster City™ Tradesman Cargo Van and Passenger Wagon. No surprise to see that they, too, offer multiple best-in-class features.

Bottom-line advantages? Ram trucks give you more. Through tougher powertrains and suspensions. Class-exclusive assets. Remarkable towing and hauling figures. Exceptional fuel efficiency. All-new Ram ProMaster City models. This is strength and durability with serious economies of operation—and all of it is backed with the rock-hard quality reflected in our incredible 5-Year/100,000-Mile Powertrain Limited Warranty.[4]

• BEST-IN-CLASS[2] DIESEL TOWING† for Ram 3500 Heavy Duty, with the available Cummins® High Output Turbo Diesel mated to the Aisin® Heavy-Duty 6-speed automatic.
• BEST-IN-CLASS[3] MAX TOWING† for Ram 4500/5500 Chassis Cab models with the proven available 6.7L Cummins Turbo Diesel.
• BEST-IN-CLASS[4] DIESEL OIL CHANGE INTERVALS with the available Cummins on Ram Heavy Duty pickups and Chassis Cab models: up to 15,000 miles between recommended changes.
• BEST-IN-CLASS[5] REAR FRAME STRENGTH for Chassis Cab models measures up: 50,000 psi.
• BEST-IN-CLASS[6] MAXIMUM ALTERNATOR OUTPUT from the available dual alternators with the available 6.7-liter Cummins Turbo Diesel on Chassis Cab models: a total of up to 440 amps.
• OUTSTANDING CONFIGURABILITY FROM RAM PROMASTER®: Look to the ProMaster Cargo Van, Windowed Van, Chassis Cabs and Cutaway models for multiple choices in wheelbases, lengths and roof heights. In total, ProMaster gives you 14 possible configurations.
• ALL-NEW RAM PROMASTER CITY™: Right-sized for the urban environment, in Tradesman Cargo Van and Passenger Wagon models, and with an impressive list of best-in-class assets.
• THE BOTTOM LINE: DESIGNED FOR LOW COST OF OWNERSHIP. The 2015 Ram Commercial portfolio comprises affordable and efficient solutions for your business—and every one of them is backed by one of the best warranties in the commercial marketplace.

A DEEP-DIVE BUSINESS ANALYSIS OF THE 2015 RAM PORTFOLIO

5 YR/100,000 M POWERTRAIN LIMITED WARRANTY

RAM TRUCKS WORK OVERTIME.
ALL THE TIME.
A POWERHOUSE FOR EVERY JOB.

THE 2.4L TIGERSHARK® I4
EFFICIENT POWER, IMPRESSIVE TECHNOLOGY.


- MULTIAIR2—WITH A FOCUS ON OIL. A two-stage oil pressure relief system reduces engine oil pumping load at low engine speeds to help improve fuel efficiency; a refined oil life system calculates oil change needs and provides recommended change intervals.
- PRECIOUS METALS AT WORK. Precious-metal spark plugs with a rating up to 100,000 miles streamline operation and help reduce regular maintenance downtimes.

Powering three of our flagship commercial vehicles, the 2.6L Pentastar V6 is mated with the ideal transmission for each, and with specific calibrations exclusive to each vehicle for the best in performance and fuel efficiency.

- RAM 1500. With Variable Valve Timing (VVT) and the revolutionary TorqueFlite® 8-speed automatic, it’s Flex Fuel capable and delivers an impressive 25 mpg highway. *
- RAM PROMASTER.® Only the 6-speed automatic enables the Ram ProMaster models to deliver the best-in-class[12] standard V6 horsepower in this segment.
- RAM C/V TRADESMAN.® Paired with the 6-speed automatic, here the Pentastar V6 also features Flex Fuel capability, with a bottom-line friendly Fuel Economizer Mode. The technology delivers a best-in-class[12] highway driving range of 520 miles.†

Standard on
RAM PROMASTER CITY
178 HORSEPOWER
174 LB-FT OF TORQUE

THE 3.0L ECODIESEL V6
GROUNDBREAKING DESIGN AND PERFORMANCE.


This small-displacement high-performing turbo diesel is mated to the cutting-edge TorqueFlite 8-speed automatic. Together, they offer fuel-efficient performance, B20 (biodiesel) capability, 10K oil change intervals and a top-notch Diesel Exhaust Fluid (DEF) System—the ideal credentials for the tough commercial market.

- 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-speed sophistication gives you the most miles for every tank of fuel.

Available on
RAM 1500
240 HORSEPOWER
420 LB-FT OF TORQUE

THE 3.6L PENTASTAR® V6
INDUSTRIAL-GRADE POWER ACROSS THE BOARD.

EXCEPTIONAL CREDENTIALS MAKE THIS V6 A MODEL FOR INDUSTRY. Little wonder why this efficient and powerful V6 powerplant has been honored with universal acclaim and multiple awards. Count on commercial-grade reliability, top-tier performance advantages and welcome six-cylinder efficiency.

- RAM 1500. With Variable Valve Timing (VVT) and the revolutionary TorqueFlite® 8-speed automatic, it’s Flex Fuel capable and delivers an impressive 25 mpg highway. *
- RAM PROMASTER.® Only the 6-speed automatic enables the Ram ProMaster models to deliver the best-in-class[12] standard V6 horsepower in this segment.
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EPA estimated 17 mpg city/25 mpg hwy on Ram 1500 3.6L V6 4x2. Actual mileage may vary. EPA estimated 18 mpg city/26 mpg hwy and 269 LB-FT OF TORQUE on Ram 1500 3.6L V6 4x2. Actual mileage may vary.

Standard on
RAM 1500
305 HORSEPOWER
269 LB-FT OF TORQUE

Standard on
RAM PROMASTER
280 HORSEPOWER
260 LB-FT OF TORQUE

Standard on
RAM C/V TRADESMAN
283 HORSEPOWER
260 LB-FT OF TORQUE

THE 3.0L ECODIESEL I4
THE IDEAL DIESEL FOR RAM PROMASTER.

REDUCE THE CYLINDERS. EMPLOY THE DIESEL TECHNOLOGY OF THE FUTURE, and you’ve got an engine designed to transform your business. The EcoDiesel I4 engine is an in-line four-cylinder with a powerful heritage: the engine family is typically seen in Class 2–4 commercial vehicles. The ProMaster EcoDiesel I4 uses an electronically controlled high-pressure common-rail Fuel Injection System with variable geometry turbocharging. It’s mated to our class-exclusive[12] 6-speed Dual Active Drive transmission and delivers exceptional fuel efficiency.

- LONG-TERM OIL LIFE CYCLES. The technology cuts downtimes to bare minimums, with oil change intervals integral to the low-cost-of-ownership factor. Software-recommended oil change intervals can reach a best-in-class[12] 18,500 miles.
- THINK GREEN: B5-COMPATIBLE, SMART DEF. Biodiesel calibration joins a brilliant DEF System. Unlike other diesels where low DEF could leave you stranded, these new turbocharged EcoDiesel I4 engines can consistently maintain full power—even if the DEF runs low.

Available on
PROMASTER VANS/CHASSIS CABS/CUTAWAYS
174 HORSEPOWER
295 LB-FT OF TORQUE
A POWERHOUSE FOR EVERY JOB.

PICKUPS AND CHASSIS CABS

THE HEMI® V8 ENGINES

COMMERCIAL MUSCLE FOR THE JOB SITE.

THE LEGENDARY 5.7L HEMI V8 WITH VARIABLE VALVE TIMING (VVT). The hemispherical head is one of the major steps in transportation, with applications ranging from prototype aircraft to the very soul of the Muscle Car Era that defined the American '60s. Today, the available 5.7-liter HEMI V8 with MDS in Ram 1500 utilizes some of the most advanced engineering protocols ever developed, for ultra-capable and fuel-efficient performance with very real advantages contributing to low cost of ownership.

The transmissions add further clout to towing, hauling and fuel efficiency. Standard powertrain partners to the 5.7L. HEMI V8 are the proven 6R5FE 6-speed automatic for Ram 1500 and 66RFE 6-speed automatic for Ram 2500/3500 HD SRW and 3500 CC SRW. The available TorqueFlite® 8-speed 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 precision tolerances, ensuring peak overall performance while simultaneously increasing torque.

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<thead>
<tr>
<th>Available on</th>
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<tbody>
<tr>
<td>RAM 1500</td>
<td>RAM 2500/3500 HD SRW</td>
<td>RAM 3500 CC SRW</td>
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<tr>
<td>395 HORSEPOWER</td>
<td>365 HORSEPOWER</td>
<td>383 HORSEPOWER</td>
</tr>
<tr>
<td>410 LB-FT MAX TORQUE</td>
<td>400 LB-FT MAX TORQUE</td>
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THE 6.4L V8: FORMIDABLE HP AND TORQUE.

THE 6.4L HEMI V8 WITH VVT gives the Ram Commercial portfolio enormous clout; it’s standard on Ram Chassis Cabs, and available for Heavy Duty pickups. With performance enhanced with the Multi-Displacement System (MDS)/Fuel Saver Technology, you’ve got best-in-class figures for gas-powered horsepower and torque on 2015 Ram Heavy Duty pickups: 410 hp and 429 lb-ft of torque.

- 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 to help improve fuel efficiency.
- COOLED EXHAUST GAS RECIRCULATION (EGR) SYSTEM helps enhance fuel efficiency under heavy payloads and while towing.

<table>
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<th>Available on</th>
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<tbody>
<tr>
<td>RAM 2500/3500 HD</td>
<td>RAM CHASSIS CABS</td>
</tr>
<tr>
<td>410 HORSEPOWER</td>
<td>410 HORSEPOWER</td>
</tr>
<tr>
<td>(370 HP, 3500 Mega Cab® only)</td>
<td>(370 HP, STD on 3500 CC)</td>
</tr>
<tr>
<td>429 LB-FT OF TORQUE</td>
<td>(396 HP, STD on 4500/5500 CC)</td>
</tr>
<tr>
<td>RAM CHASSIS CAB (w/6-SPEED MANUAL)</td>
<td>RAM CHASSIS CABS (w/AISIN HD)</td>
</tr>
<tr>
<td>385 HORSEPOWER</td>
<td>325 HORSEPOWER</td>
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<tr>
<td>965 LB-FT OF TORQUE</td>
<td>750 LB-FT OF TORQUE</td>
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THE 6.7L CUMMINS® TURBO DIESEL

JAW-DROPPING TORQUE, PROVEN LONGEVITY.

THE 6.7L CUMMINS TURBO DIESEL brings 6.7 liters of proven power to Ram Heavy Duty and Chassis Cab models. Here, five specialized calibrations culminate in the available High Output versions, with the stunning, no-nonsense rating up to 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 2015 Ram 3500 Heavy Duty pickup achieves the highest possible towing rating in the entire class[8][9]—30,000 lb.

These Cummins powered models offer tremendous assets, including available dual alternators comprised of in-tandem 220-amp units; working together, they churn out an impressive 440 amps with an invaluable “auto idle-up” feature which automatically adjusts when greater electrical power is needed. When employed by the Ram Chassis Cab family, you’ve now added specialized transmissions for benchmark PTO access and capability.

Cummins + Ram Heavy Duty now add up to more than two million trucks—a ringing endorsement of capability, quality and durability.

- EXCEPTIONAL TORQUE FOR RAM HEAVY DUTY PICKUPS comes from the Cummins Turbo rated at 370 hp and 800 lb-ft of torque mated to the 68RFE 6-speed automatic.
- CLASS-EXCLUSIVE® RAM ACTIVE AIR® SYSTEM for Heavy Duty pickups is standard on all Cummins engines. It switches the air intake path to ensure optimal power and torque under all grades, climates and load/towing conditions.
- CLASS-EXCLUSIVE® SMART DIESEL EXHAUST BRAKE. Standard on every Cummins Turbo Diesel, it offers outstanding control and braking (especially on downhill grades) and helps extend brake life.

<table>
<thead>
<tr>
<th>Available on</th>
<th>RAM 2500/3500 HD</th>
<th>RAM CHASSIS CAB</th>
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<tbody>
<tr>
<td>RAM 2500/3500 HD (w/6-SPEED MANUAL)</td>
<td>350 HORSEPOWER</td>
<td>325 HORSEPOWER</td>
</tr>
<tr>
<td>660 LB-FT OF TORQUE</td>
<td>800 LB-FT OF TORQUE</td>
<td>750 LB-FT OF TORQUE</td>
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<td>(370 HP, STD on 3500 CC)</td>
</tr>
<tr>
<td>429 LB-FT OF TORQUE</td>
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[1] Only when available 10K GVWR Package is ordered on 3500 SRW models with the 66RFE automatic transmission.

**When properly equipped.
PARTNERS THAT DON’T BACK DOWN.

HOW TO RUN A BUSINESS IN HIGH GEAR.

THE DIESEL-DRIVEN RAM PROMASTER®

DUAL ACTIVE DRIVE AT WORK. The 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 existing towing and hauling capability, controlled by the standard driver-selectable Tow/Haul Mode.

THE ALL-NEW RAM PROMASTER CITY™

ADVANCEMENTS IN DRIVETRAIN TECHNOLOGY. Count on technical brilliance: 2.4L Tigershark® engine with MultiAir®2 and a superb, class-exclusive10 9-speed automatic for pure power and unbelievable economies.

CLASS-EXCLUSIVE10 9-SPEED AUTOMATIC TRANSMISSION

• 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.

THE 6-SPEED AUTOMATICS (65RFE/66RFE/62TE)

BUILT-IN VERSATILITY AND CAPABILITY. Subtle engineering variations allow us to adapt this component to specific applications. The 65RFE is standard on Ram 1500 with the optional 5.7L HEMI® V8. Ideal to the Heavy Duty weight class is the 66RFE, while C/V Tradesman and ProMaster use the 62TE version. 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.

RAM 1500/2500/3500 PICKUPS, 3500 CC (GAS); PROMASTER VAN AND C/V TRADESMAN®

THE 6-SPEED AUTOMATICS (65RFE/66RFE/62TE)

• NO CLUTCH, NO PARK. The engineering here minimizes internal componentry, with purposeful, time-saving technology from the get-go. With no conventional Park mode, simply engage the Parking brake and you’re set.

• STANDARD TOW/HAUL MODE offers confident hauling control, with long-life transmission fluid enabling up to 60,000 miles between recommended fluid checks.

• 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. It was designed and constructed for tough towing and robust hauling assignments. The standard Tow/Haul Mode on Ram pickups facilitates the work, balancing engine speed and load conditions to improve performance and fuel efficiency.

RAM 1500 PICKUP

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

AVAILABLE WITH ALL RAM 1500 ENGINES. Dual focus, one vision: 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. The groundbreaking TorqueFlite 8-speed with the Tow/Haul Mode is the answer. It’s 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 in Ram 1500.

ROTARY PRECISION. Electronically controlled. Ergonomic design. Dashboard-mounted. The class-exclusive10 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 6-6 SPEED MANUAL TRANSMISSION (G56)

• PTO TOTALLY ON THE SIDE OF 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 longer 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)

• 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.
THE AISIN® HEAVY-DUTY 6-SPEED AUTOMATIC FOR RAM CHASSIS CAB AND RAM 3500 PICKUP

The AISIN Heavy-Duty 6-speed automatic mated to the 6.4L HEMI® V8 is the AS66RC—delivering every ounce of capability you need. 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 AS66RC, calibrated for peak performance with the available Cummins® High Output versions. (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).

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 high-strength planetary gear components, ensuring 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 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; 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.

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 with outstanding vehicle launch ability—imperative for towing.

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 unique to the segment: A gas-powered V8 with available PTO. Select 2015 Ram Chassis Cabs equipped with the 6.4-liter HEMI V8 deliver it all. The available PTO capability from this powertrain is enhanced for business, 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 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.

**EXCLUSIVE 2015**
UNDISPUTED HEAVYWEIGHT CHAMPION.
More than ever, the 2015 Ram Heavy Duty pickups raise the bar for what counts in a tough truck. Impressive towing and hauling for all Ram pickups 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 accomplishing with your Ram truck, this is the versatility and control you need.

**BEST-IN-CLASS TOWING**: 30,000 LB.

Designed to help you get the job done efficiently and effectively.

Born and bred to pull and haul, huge 7 x 11-inch trailer-towing mirrors with new power-folding feature 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.

There’s no looking back—to the old days, that is. Only Ram Heavy Duty offers the peace of mind that comes from an in-cabin view of the cargo bed and rear area, thanks to the available Cargo-View Camera.

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 Fifth-Wheel Hitch from Mopar enables super-tough trailer-towing, and is designed for time-saving operation with sliding rails and easy-to-remove engineering.

Class-exclusive Ram Active Air® technology switches the air intake path to ensure optimal power and torque under all grades, climates and load/towing conditions.

Look at a Ram 3500 pickup and you’re looking at capability that seriously defines the workplace. 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.

Factor in the available Auto-Level Rear Air Suspension System and you’ve got loads of control and peace of mind.

**BEST-IN-CLASS PAYLOAD**: 7,390 LB.

Look at a Ram 3500 pickup and you’re looking at capability that seriously defines the workplace. 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.

Factor in the available Auto-Level Rear Air Suspension System and you’ve got loads of control and peace of mind.

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

†When properly equipped. Properly secure all cargo.
RAM. OUR PTO CAN POWER IMPRESSIVE RETURNS.
COMMERCIAL FAMILY PATRIARCH: RAM 4500/5500 CHASSIS CABS.

*BEST-IN-CLASS MAX GCWR*: RAM 5500. This top-tier performer naturally brings top numbers to the work site and road: up to 37,500 lb of pure GCWR capability.

*BEST-IN-CLASS 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 MAX TRAILER WEIGHTS*: RAM 4500/5500. Towing strength from these workers is at the spec: up to 24,850 lb for Ram 4500 and up to 29,800 lb for the 2015 Ram 5500 Chassis Cab.

*BEST-IN-CLASS 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 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 REAR FRAME STEEL STRENGTH. Both models rule when it comes to supporting your upfit. The rear frame utilizes C-channel advanced high-strength steel rated at 50,000 psi—ample if not excessive strength for the upfit you want.

*LARGEST FRONT AND REAR BRAKE ROTORS IN THE CLASS* 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.

PTO HORSEPOWER: BEST-IN-CLASS.[8]


Choices for PTO are greater than ever. With a Cummins® Turbo Diesel powering your Ram Chassis Cab, choose either the standard G56 six-speed manual transmission or AISIN® Heavy-Duty six-speed automatic, also available with the 6.4L HEMI® V8; the AISIN transmissions can be prepped for right-side or left-side PTO accessibility.

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) is easier to install, 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

PTO sending units, shown mounted on the AISIN Heavy-Duty six-speed automatic. At right, Top: Ram 4500 4x2 with left-side mounted PTO and mechanical componentry. Below: Ram 4500 Chassis Cab 4x4 with right-side mounted PTO with hydraulic pump componentry. Each PTO prep option can help meet a wide range of ancillary needs.
Some trucks are engineered to get the job done. These are engineered to excel.

- **Best-in-class** 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** 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** Maximum Front GAWR: Diesel-Powered RAM 4500/5500. With the optional Cummins Turbo Diesel, front support is an astonishing 7,250 lb.
- **Best-in-class** Maximum Front GAWR: Gas-Powered RAM 4500/5500. Equipped with the standard 6.4L HEMI V8, these heavyweights are rated up to 7,000 lb.*
- **Best-in-class** Rear Frame Steel Strength. Both models rule when it comes to supporting your upfit. The rear frame utilizes C-channel advanced high-strength steel, rated at 50,000 psi.
- **Best-in-class** 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 2015 Ram 5500 Chassis Cab.
- **Largest Front and Rear Brake Rotors in the Class**. These big Ram Chassis Cabs provide secure and confident braking, utilizing huge 15-inch rotors for outstanding stopping capability.
- **Best-in-class** Diesel Oil Change Intervals with the available Cummins Turbo Diesel—up to 15,000 miles between recommended changes.

The toughest assignments are best accomplished by best-in-class strengths. The superiority of the big 2015 Ram 4500/5500 Chassis Cabs proves that we are all about the work. Here’s what counts:

High-strength steel frames. 6.4-liter HEMI® V8 with available PTO-activated MDS capability. Outstanding, class-exclusive** available V8 gas PTO capability, including available left- or right-side PTO access. Available 6.7-liter Cummins® High Output Turbo Diesel for best-in-class** 750 lb-ft of torque, with best-in-class** available dual alternator max output to power ancillary electronics. Standard ESC!** Automatic transmissions with Electronic Range Select and the Tow/Haul Mode. And yes: best-in-class** available max GCWRs* and towing figures.*

Available Rear Back-Up Camera**(4). It’s packaged as a stand-alone unit, so you and your upfitter can determine its optimum placement. The on-screen display lets you pinpoint a loading dock or the trailer hitch.

Available Dual Alternator Electrical Output with Both Engines. With the 6.4L HEMI V8 gas engine, combine 180- and 220-amp units for 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** 440 total amps.


**When properly equipped.
UNYIELDING CAPABILITY.

RAM 4500 CHASSIS CAB
MAX GVWR: 16,500 LB  •  MAX GCWR: 32,500 LB†
Best-in-class® trailer weight rating — up to 24,660 lb†
Best-in-class® available diesel front GAWR — 7,250 lb
Unsurpassed max GVWR® with the 6.4-liter HEMI® V8 — up to 16,500 lb
Best-in-class® rear frame steel strength of 50,000 psi
Best-in-class® available diesel horsepower and torque — 325 hp/750 lb-ft

RAM 5500 CHASSIS CAB
MAX GVWR: 19,500 LB  •  MAX GCWR: 37,500 LB†
Best-in-class® trailer weight rating — up to 29,600 lb†
Largest front and rear brake rotors in the class® — over 15 inches in diameter
Unsurpassed max GVWR® with the 6.7-liter Cummins® Turbo — up to 19,500 lb
Best-in-class® rear frame steel strength of 50,000 psi
Best-in-class® available dual fuel tank capacity — 74 gallons
Best-in-class® available PTO hp output — 60 hp, with 250 lb-ft of torque
RAM 3500 CHASSIS CAB

STANDARD 6.4L HEMI® V8. MASSIVE GCWRs. 2015 RAM 3500 CHASSIS CAB IS READY FOR WORK.

READY TO KNOCK OUT ALL OPPOSITION IN THE WEIGHT CLASS. AND WITH ANY PUNCH LIST YOU CAN IMAGINE.

IT’S THE NATURAL CHOICE FOR THE UPFIT. BY DESIGN. This is the art of the upfit, and the 2015 Ram 3500 Chassis Cab stands as a blank canvas inviting completion. Along with those many best-in-class advantages listed below, Ram 3500 Chassis Cab features abundant standard assets ideal for the upfit: 34-inch rear frame rails, per the commercial norm. Inside, the PowerNet electrical architecture, plus an upfitter-ready electrical module with 50+ inputs/outputs. Add available dual alternators on the 6.4L HEMI V8 to bring output up to 380 amps (and up to 440 amps with the Cummins), and you’ve got every resource you need for your upfit.

Ram 3500 Chassis Cab: the ideal truck for those specific weight classes that demand uncompromising capability. This is commercial-grade strength backed with a myriad of best-in-class honors, with super-durable components, precise handling and maneuverability, and levels of technology and interior comfort that rival elegant sedans. Powered by an impressive list of engines that start with the standard 6.4L HEMI V8 and automatic transmissions with standard Tow/Haul Mode, Electronic Range Select and stellar PTO availability, this is the labor leader you can count on.

JUDGING BY THE NUMBERS, RAM 3500 CHASSIS CAB DELIVERS. This workhorse arrives on the job site with a literal wealth of strengths: standard 6.4-liter HEMI V8, with two available calibrations of the 6.7-liter Cummins® Turbo Diesel standing in the wings with standard “smart” diesel exhaust brake. The 320 hp/650 lb-ft Cummins version is mated to the class-exclusive[8] 6-speed manual transmission with the capability to allow left-side PTO access. For 3500 Chassis Cab SRW models, add the 5.7L HEMI V8 to the list of available engines.

What makes Ram Chassis Cab stand out are the details. Advantages here encompass the available Cummins High Output Turbo Diesel and its incredible torque of 750 lb-ft. Further Ram 3500 Chassis Cab advantages include the largest-in-class[8] single rear-mounted fuel tank of 52 gallons, with an available mid-ship-mounted 22-gallon tank when you need that rear area for an upfit; the configuration is now available with both 6.4L HEMI V8 and 6.7L Cummins engines. To increase driving range (or decrease the fuel stops) combine both for an available dual tank configuration of 74 gallons.

Gross Vehicle Weight Ratings are all about capability. Count on up to 14K GVWR on Ram 3500 Chassis Cab dual-rear-wheel models, a 10.5–12K GVWR with single rear wheels and (also for SRW models) a 10K GVWR option that eliminates D.O.T. requirements (and includes tire pressure monitoring). GCWRs are so impressive, they bring you up to 30,000 lb of ready-to-work capability.

Further attributes of this worker include a front axle disconnect on 4x4 models, a heavy-duty three-link front suspension, huge 14-inch brake rotors and a comprehensive safety system. This is the total package: capability and comfort with a distinctively upfitter-friendly design.

OUR TAKE: AIM FOR EXCELLENCE. IT’S ACCOMPLISHED BY USING THE BEST.

• BEST-IN-CLASS[8] REAR FRAME STRENGTH: an awesome 50,000 psi.
• BEST-IN-CLASS[8] DIESEL OIL CHANGE INTERVALS with the available Cummins Turbo Diesel—up to 15,000 miles between recommended changes.
• BEST-IN-CLASS[8] AVAILABLE DUAL ALTERNATOR MAX OUTPUT with the available 6.7-liter Cummins Turbo Diesel; you’ve got a total of 440 amps.
• THE 6.4L HEMI V8 mated to the 6-speed 66RFE automatic transmission or available AISIN® Heavy-Duty 6-speed manual transmission with the capability to allow left-side PTO access. For 3500 Chassis Cab SRW models, add the 5.7L HEMI V8 to the list of available engines.
• MAXIMUM TOWING†: Ram 3500 Chassis Cab delivers max trailer weights up to 22,770 lb for 4x2 models, a heavy-duty three-link front suspension, huge 14-inch brake rotors and a comprehensive safety system. This is the total package: capability and comfort with a distinctively upfitter-friendly design.
• IMPRESSIVE GVWR RANGE 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 330 horsepower/470 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 two massive parallel leading radius arms.
• STANDARD ON EVERY MODEL: comprehensive Electronic Stability Control (ESC)[15] System with Trailer Sway Control[16]; Electronic Roll Mitigation; Hill Start Assist—and much more.
• THE BOTTOM LINE: THIS IS AMERICA’S MOST AFFORDABLE CHASSIS CAB[8] The 2015 Ram 3500 Chassis Cab is one of the most upfitter-friendly Chassis Cab designs on the market.

RELENTLESS WORK ETHIC.

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
Class-exclusive[8] “smart” diesel exhaust brake — included with available 6.7L Cummins® Turbo
Best-in-class[6] available dual fuel tank capacity — 74 gallons
Class-exclusive[8] available PTO with the 6.4-liter HEMI® V8
Ram 3500 is America’s most affordable Chassis Cab[8]

But these oxen were born and bred to tow—and Ram 3500 owns it, with its best-in-class ranking of up to 30,000-lb towing capability when properly equipped. Our fluency in towing is further bolstered by automatic transmissions with Electronic Range Select, built-in Tow/Haul Mode and the Electronic Stability Control (ESC) System, standard on every model, which includes Trailer Sway Damping, All-Speed Traction Control, Hill Start Assist and much more.

From trailering your boat over a mountain range to the day-in/year-out rigors of hauling boulders for your landscaping service, the 2015 Ram Heavy Duty 2500/3500 pickups have the resilience and toughness to do the job. Count on capability that puts these contenders on the starting line—and anticipate a strong finish that puts your business in the winner's circle.
WORK WITH PURPOSE.

RAM 2500 PICKUP
MAX GVWR: 10,000 LB • MAX GCWR: 25,300 LB†
Best-in-class† diesel-powered towing — up to 17,970 lb†
Best-in-class† gas-powered towing — up to 16,300 lb†
Best-in-class† gas horsepower and torque — 410 hp/429 lb-ft
Best-in-class† diesel oil change intervals — up to 15,000 miles
Best-in-class† snow plow rating — 1,220 lb
Best-in-class† GCWR — up to 25,300 lb†
Ram is the only full-size pickup to comply with SAE J2807 towing standard†

RAM 3500 PICKUP
MAX GVWR: 14,000 LB • MAX GCWR: 37,900 LB†
Best-in-class† diesel-powered towing — up to 30,000 lb†
Best-in-class† gas-powered towing — up to 16,520 lb†
Best-in-class† gas-powered towing — up to 16,520 lb†
Best-in-class† gas horsepower and torque — 410 hp/429 lb-ft
Best-in-class† gas horsepower and torque — 410 hp/429 lb-ft
Best-in-class† diesel oil change intervals — up to 15,000 miles
Best-in-class† snow plow rating — 1,265 lb
Best-in-class‡ payload — up to 7,390 lb • Best-in-class‡ snow plow rating — 1,265 lb
Ram is the only full-size pickup to comply with SAE J2807 towing standard‡

†When properly equipped. Properly secure all cargo.

When properly equipped. Properly secure all cargo.
When properly equipped. \*EPA estimated 20 mpg city/28 mpg hwy on Ram 1500 4x2 with available EcoDiesel V6; up to 10,650-lb towing* (HEMI® V8)

**Class-exclusive** available Active-Level™ Four-Corner Air Suspension System

Standard Class IV hitch receiver (Tradesman™)

Standard Spray-In Bedliner (Tradesman)

**Class-exclusive** available RamBox® Cargo Management System

Unsurpassed 5-Year/100,000-Mile Powertrain Limited Warranty™

Best fuel economy of any full-size pickup† — up to 28 mpg highway† (EcoDiesel V6)
It’s a theory put forth over ages and made manifest in the 2015 Ram 1500 models: have the guts to forge new paths and assume leadership, and the glory is yours. This past decade, Ram 1500 models have the authority measured in critical acclaim and major awards, while implementing so many innovations and advantages, it turned the commercial market upside-down. Credit the torque- and mileage-friendly available EcoDiesel V6, class-exclusive suspensions, the ingenious, available RamBox® Cargo Management System, flat load floors—and much more. You need a half-ton partner with formidable capability. Ram 1500 is the complete package.

**THE BEST FUEL ECONOMY OF ANY FULL-SIZE PICKUP**

**28 MPG HWY**

WITH NO COMPROMISE TO THE CAPABILITY YOU NEED.

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

We didn’t merely make waves when introducing the remarkable EcoDiesel engines—we offered a breakthrough for the commercial market in how pickup trucks were designed, engineered and used. With an impressive 420 lb-ft of torque matched with outstanding fuel efficiency and day-long driving ranges that can reach up to 728 miles** on a single tank, this engine has taken the world by storm—a boast measured in compliments and by unprecedented demand.

**SMOOTH OUT LIFE’S UPS AND DOWNS.**

ACTIVE-LEVEL™. IT JUST FLAT-OUT WORKS. Pioneered by Ram 1500, this available and class-exclusive 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 five distinct modes of operation), Active-Level engineering automatically equalizes your Ram 1500 while under heavy payloads. You’re assured of a correct fore-and-aft vehicle balance, a constantly horizontal load plane and a smooth ride profile. Active-Level also properly maintains headlamp-to-road angle for consistent and vision-friendly forward illumination.

FINGERTIP SUSPENSION CONTROL. This integrated switch bank makes operating the available Active-Level Four-Corner Air Suspension System a snap: go from mode to mode with the push of a button, ensuring the ideal ride height for your terrain and conditions. The switch bank also lets you control a raft of standard and available features, such as the available Stop/Start System (not shown in image), the Electronic Stability Control (ESC)** System, the Tow/Haul Mode, heat and ventilation for seats, the heated steering wheel ... and many more.

Properly secure all cargo. RAM. WORKING QUIETLY, WITH REFINEMENT AND UNQUESTIONED STRENGTH.

Standard 4- and 7-pin trailer connectors enable instant trailer hook-ups, and eliminate those tedious junctions and adapters when employing multiple types of trailers.

This half-ton doesn’t shirk from towing. Our structural rear bumpers are rated for Class III towing, with Ram 1500 easily handling trailers up to 5,000 lb when properly equipped. For tougher trailer-towing capability, opt for the available factory-installed Class IV hitch receiver, bolted directly to the frame of your Ram 1500.

Reducing weight helps improve fuel efficiency: where heavy steel isn’t needed, 2015 Ram models employ down-gauged but stronger steel. The results give you a full-size tough pickup with weight savings that help contribute to the fuel-sipping performance.

This high-strength steel frame is engineered with low-torsion dynamics and fully boxed side rails, strengthening our reputation for minimal noise, vibration and harshness (NVH).

The innovative, available Active Grille Shutters instantly adapt to speed, load and engine needs to provide ideal engine cooling; the shutters also significantly reduce aerodynamic drag to help improve fuel efficiency.

1*F3/A estimated 20 mpg city/28 mpg hwy on Ram 1500 4x2 with available EcoDiesel V6. Actual mileage may vary.

2**EPA estimated 20 mpg city/28 mpg hwy on Ram 1500 4x2 with available EcoDiesel V6 and 26-gallon fuel tank. Actual mileage may vary.
It made news when it first appeared, and it's still a class-exclusive advantage that makes storing and hauling in your Ram pickup practical and secure.

Available for select Ram 1500 and Heavy Duty models with the 5'7" or 6'4" cargo beds is the innovative RamBox® Cargo Management System. Practical from the get-go, the system consists of two huge cargo bed-side boxes, each capable of holding multiple power tools or a full set of golf clubs. The boxes are illuminated, drainable (making them perfect for iced beverages at the work site) and lockable, with available remote key fob control. The multi-asset system also includes a folding bed extender/divider (conveniently stored at the front of the bed when not in use), with cargo rails and four adjustable cleats offering secure tie-down points. Numerous Authentic Accessories from Mopar are custom-designed for capability and convenience on the job, and fit perfectly into each box, with further Mopar Accessories engineered to fit the rails.

Capability for hauling is in no way compromised by your RamBox System. Standard 4x8 sheets of plywood and other building materials easily fit between the wheel wells in the cargo bed. For more, click over to 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.

**Here’s ample opportunity to employ a creative and expansive partner.**

Properly secure all cargo.

**Hauling and Storage That Goes Far Beyond the Ordinary.**

**RamBox System Dimensions**

<table>
<thead>
<tr>
<th>RAMBOX SYSTEM DIMENSIONS</th>
<th>5'7&quot; CARGO BED RAM 1500</th>
<th>6'4&quot; CARGO BED 1500/2500/3500</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>14.4&quot;</td>
<td>18.6&quot;</td>
</tr>
<tr>
<td>B</td>
<td>51.6&quot;</td>
<td>60.2&quot;</td>
</tr>
<tr>
<td>C</td>
<td>18.9&quot;</td>
<td>18.9&quot;</td>
</tr>
<tr>
<td><strong>Total Volume</strong> (both sides)</td>
<td><strong>7.3 cu ft</strong></td>
<td><strong>8.6 cu ft</strong></td>
</tr>
</tbody>
</table>
Properly secure all cargo.
KNOWLEDGE IS POWER.

Step into your Ram pickup or conventional Chassis Cab and you’re stepping up to technology unimaginable a decade ago. Each Ram model gives you state-of-the-art instrumentation and in-vehicle communications through the impressive Electronic Vehicle Information Center (EVIC). Select models feature a six-ring cluster with full-color seven-inch Thin Film Transistor (TFT) display, the customizable multiview screen offers astonishing clarity and tons of real-time mechanical data. Add scroll-type interfaces and intuitive steering wheel-mounted toggle switches for instant vehicle information (there are 34 menu options and graphics) and PowerNet electrical architecture with smart modules and you’re in control of all of it.
SiriusXM Travel Link gives you national and local weather reports, fuel prices, sports scores and more. SiriusXM Traffic delivers detailed info on traffic speed, accidents, construction, road closures and more. Your first 5 years of both services are included.**

SIRIUSXM ALL ACCESS PACKAGE. All satellite radio-equipped Ram vehicles come with a one-year trial to the SiriusXM All Access package, providing over 160 channels of the best programming for all the places life takes you.

• In your vehicle—you'll get every channel available on your radio, including all the premium programming like Howard Stern, every NFL® game, every MLB® game, every NASCAR® race 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 for more information.

2015 Ram trucks are all about keeping in touch. Uconnect is the key. Register for the included trial† of Uconnect Access services, and you’ve got an available on-demand WiFi Hotspot* and apps via mobile† convenient Remote Commands‡ Voice Texting‡ (not compatible with iPhone®), emergency assistance and more:

• Yelp‡
• 9-1-1 Call‡
• Roadside Assistance‡
• Theft Alarm Notification‡
• Remote Vehicle Start‡
• Remote Horn and Lights‡
• Remote Door Lock/Unlock‡
• Remote Vehicle Assistance‡
• Aha® by Harman (via mobile)‡
• Slacker Radio (via mobile)‡
• Pandora® (via mobile)‡
• iHeartRadio (via mobile)‡

Connectivity is key. Along with an available full-color 8.4-inch touchscreen system, the brilliant universe of in-cab technology makes available a world of telematics and electronics. Uconnect® can include a WiFi Hotspot, Bluetooth® sync, hands-free Voice Command and indispensable NAV systems, with an included first year of SiriusXM® Satellite Radio service.
The ideal work environment goes beyond ergonomic design—and frankly, shouldn’t feel like work at all. The Ram interiors make extended trailering across the country an exercise in relaxation, not discomfort. Touches to the Ram Commercial vehicles put it all on the line—and this lineup benchmarks exactly what you need: welcome comfort for trips short and long, ample storage, operational ease 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 rear 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® systems deliver everything from FM to sophisticated navigation. Now add huge storage spaces, available heated seats and a heated steering wheel. You name it, we’ve got it. Find out more at ramtrucks.com/commercial

**NEXT PAGE**

**TOP LEFT:** Dual glove boxes on many Ram pickup models enable instant and cavernous access to documents and other commercial materials.

**TOP RIGHT:** The Ram pickup family is planned from the get-go for all-access convenience and beyond-typical storage. Front door storage is abundant and unconventional, with spaces that accommodate oversize beverage containers.

**MIDDLE LEFT:** Credit Ram Crew Cab pickup models for this very cool advantage: in-floor storage bins designed to keep valuables out of sight. Drainable and removable, they’re also perfect for keeping food and beverages chilled.

**MIDDLE RIGHT:** The middle seat in Ram pickup models triples up for comfort, convenience and practicality; use it as a seat, a spacious storage bin large enough for a laptop (with USB connectivity right at hand) or a flat surface for writing.

**LOWER LEFT:** Another great hiding place for materials and valuables best left out of sight: the under-the-seat storage of Ram Quad Cab® and Crew Cab models.

**LOWER RIGHT:** Fold-flat load floor, for Ram Quad Cab and Crew Cab—and when we say flat, we mean it: there’s no angled break like on many other trucks.
Properly secure all cargo.
UP FOR EVERY UPFIT. If there’s one reason that makes the 2015 Ram ProMaster the ideal choices for deliveries, shuttles or upfits, it’s the word everything.

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.

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

VERSATILE, EFFICIENT, SPACIOUS AND PRACTICAL. THIS IS ONE VERY INTELLIGENT BUSINESS PLAN.

Outfit your Ram ProMaster with two available assets that can be indispensable when parking and maneuvering: ParkView® Rear Back-Up Camera with grid lines displayed on the screen; its high-mounted location enables the convenience of backing up to loading docks with the rear doors open) and ParkSense® Rear Park Assist with ultrasonic sensors discreetly integrated into the rear bumper.

Its dual design addresses convenience and cargo protection. The standard load floor offers up to ten steel tie-down rings, each rated at 1,000 lb; cargo remains secure. Additional rings in the walls and partitions can bring the total up to 17 rings in all. Pre-cut holes in the available resin-finished wood load floor guarantee easy access to every floor ring.

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FLAT FLOOR. AMPLE ROOF. VAST AREA. NO WAY YOUR THINKING IS BOXED IN.

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

The body-frame integral design meets the need for uncompromising strength for the job: this is a high-strength steel framework with all crossmembers, floor pan, longitudinal rails and side panels (on ProMaster Van models) integrally welded together.

The proven MacPherson strut front suspension features large (62-mm) twin-tube shocks for outstanding support of cargo. GW-tuned cast-iron control arms offer outstanding durability. Brakes are Brembo® four-wheel disc; front rotors are an impressive 11.8 inches in diameter.

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

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A premium steering gear enhances drive quality and reliability, and helps contribute to an incredibly tight turning diameter: a mere 36.3 feet on ProMaster short-wheelbase models makes it best-in-class.

Thanks to the class-exclusive front-wheel-drive engineering, the rear suspension is a category-inspiring beam axle/leaf spring configuration that’s lighter, simpler and just as robust as that of rear-wheel-drive vehicles. Eliminating the need to design around the typical “hump” of rear-wheel-drive vehicles gives you a super-low load floor, resulting in that best-in-class load floor height of only 21 inches.

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CRITICAL TO ROAD MANNERS, HANDLING AND PERFORMANCE IS THE COMPREHENSIVE ELECTRONIC STABILITY CONTROL (ESC) SYSTEM, WHICH INCLUDES ABS, A BRAKE/LOCK DIFFERENTIAL, ALL-SPEED TRACTION CONTROL, BRAKE ASSIST, ENGINE DRAG CONTROL, TRAILER SWAY CONTROL, HILL-START ASSIST, DRIFT COMPENSATION, ROLOVER MITIGATION AND AUTOMATIC BRAKE LAMP ACTUATION.

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Its dual design addresses convenience and cargo protection. The standard load floor offers up to ten steel tie-down rings, each rated at 1,000 lb; cargo remains secure. Additional rings in the walls and partitions can bring the total up to 17 rings in all. Pre-cut holes in the available resin-finished wood load floor guarantee easy access to every floor ring.

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The body-frame integral design meets the need for uncompromising strength for the job: this is a high-strength steel framework with all crossmembers, floor pan, longitudinal rails and side panels (on ProMaster Van models) integrally welded together.

The proven MacPherson strut front suspension features large (62-mm) twin-tube shocks for outstanding support of cargo. GW-tuned cast-iron control arms offer outstanding durability. Brakes are Brembo® four-wheel disc; front rotors are an impressive 11.8 inches in diameter.

A premium steering gear enhances drive quality and reliability, and helps contribute to an incredibly tight turning diameter: a mere 36.3 feet on ProMaster short-wheelbase models makes it best-in-class.

FLAT FLOOR. AMPLE ROOF. VAST AREA. NO WAY YOUR THINKING IS BOXED IN.

UP FOR EVERY UPFIT. If there’s one reason that makes the 2015 Ram ProMaster Cargo Vans, Windowed Van, Chassis Cabs and Cutaways the ideal choices for deliveries, shuttles or upfits, it’s the word everything.

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.

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

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<table>
<thead>
<tr>
<th>RAM PROMASTER® CARGO VAN</th>
<th>STANDARD ROOF</th>
<th>HIGH ROOF</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAX GCWR: 11,500 LB* (GAS), 12,500 LB* (DIESEL)</td>
<td><strong>303.7</strong> CUBIC FEET*</td>
<td><strong>462.9</strong> CUBIC FEET†</td>
</tr>
<tr>
<td>MAX TOWING: 5,100 LB*</td>
<td>Meets SAE J1100 requirements.</td>
<td>Meets SAE J1100 requirements.</td>
</tr>
<tr>
<td>Best-in-class for payload, turning diameter and the lowest load floor height</td>
<td></td>
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</tr>
<tr>
<td>Best-in-class standard V6 horsepower — 280 hp, with 260 lb-ft of torque</td>
<td></td>
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</tr>
<tr>
<td>Best-in-class oil change intervals — 10,000 miles (gas), 18,500 miles (diesel)</td>
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</tr>
<tr>
<td>Unsurpassed 5-Year/100,000-Mile Powertrain Limited Warranty*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Class-exclusive front-wheel drive</td>
<td></td>
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</tbody>
</table>

WORK WITH A REAL PRO.

Count on exceptional quality for the commercial market: 2014 Ram ProMaster is a 2014 Edmunds.com Best Retained Value® vehicle. Ram ProMaster also backs you with the strength and support of our unsurpassed 5-Year/100,000-Mile Powertrain Limited Warranty.*

*When properly equipped, up to 315 cu ft of usable storage on 136-inch wheelbase standard roof models. †When properly equipped, up to 530 cu ft of usable storage on High Roof extended models. Properly secure all cargo.
RAM PROMASTER® CITY
THE ART OF VERSATILITY.
RAM PROMASTER CITY™
BEST-IN-CLASS™ MAX PAYLOAD: 1,883 LB* (Cargo Van models)
MAX TOWING: 2,000 LB*
Best-in-class** horsepower — 178 hp, with 174 lb-ft of torque
Class-exclusive**** 9-speed automatic transmission
Best-in-class**** GVWR — 5,395 lb • Best-in-class**** cargo capacity — 131.7 cu ft
Class-exclusive**** independent coil spring bi-link rear suspension
Unsurpassed 5-Year/100,000-Mile Powertrain Limited Warranty†
Unsurpassed highway fuel economy with a standard engine**

*When properly equipped. Properly secure all cargo.

†Unsurpassed 5-Year/100,000-Mile Powertrain Limited Warranty: 5-year or 100,000-mile coverage of the engine, drive motor, transmission, transfer case, and related structural components.

‡Unsurpassed highway fuel economy with a standard engine: 22 mpg highway (Cargo Van models).
A TALE OF TWO CITIES: RAM PROMASTER CITY™ PASSENGER WAGON AND TRADESMAN CARGO VAN.

It’s the right-sized vehicle at the right time and with all the right credentials.

The newest member of the Ram Commercial vehicle portfolio features a decidedly upscale exterior design enclosing a spacious and versatile interior immediately adaptable and ready to work. Manufactured on a practical 122.4-inch (3,109-mm) wheelbase with a total length of 15.6 feet—the length of the typical mid-size sedan—Ram ProMaster City is all about what its name declares: a perfectly sized commercial vehicle with a vast interior, with the right dimensions for passenger comfort or huge deliveries in an urban setting.

Each ProMaster City model offers an elegant yet economic solution for the task at hand. ProMaster City Passenger Wagon can be configured for five-occupant seating with 60/40 fold-and-tumble second-row seating, plus additional room in the rear for luggage. In the Tradesman Cargo Van, ProMaster City delivers a maximum of 131.7 cubic feet of practical interior cargo room to accommodate either generous deliveries or a wide variety of upfits. Advantages like nearly vertical side walls, huge doors on the sides and rear and outstanding front and rear seat comfort join a remarkable powertrain, further ramped up by an impressive list of best-in-class features—a clear indication of the exceptional character and practicality of this all-new commercial vehicle.

COCKPIT AND PASSENGER SEATING CONFIGURABILITY.

In Tradesman Cargo Van, cockpit configurability gives you welcome options: cargo partition walls, with or without a window. The Passenger Wagon incorporates a three-passenger split second seat with tumble/fold flexibility enabling nine stowage configurations.

A CAVERNOUS INTERIOR OFFERS ROOM TO MOVE—AND GROW. Tradesman Cargo Van brings you best-in-class cargo capacity: 131.7 cubic feet of room for materials or an 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.

CITY-SIZED, WITH HUGE BEST-IN-CLASS ASSETS: THIS JUST MIGHT BE EMPLOYEE OF THE YEAR.

TAKE A SEAT—AND TAKE NOTICE OF THE LEVELS OF COMFORT. It may well be an all-new component of the Ram Commercial family, but it’s no stranger to the world’s workforce. Proven over decades of meticulous developments on the root vehicle—the enormously popular FIAT® Doblo—Ram ProMaster City gives you an interior that focuses on occupant comfort and driver-centric technology, with bucket seats engineered for the long haul. Controls are “right-sized” for gloved hands, with the touch, look and feel of premium tactility and appearance. Upholstery is durable, with easy-to-clean cloth fabric that displays stylish embossed inserts. Storage is abundant and discreetly engineered into the cabin. In all, thoughtful execution, quality materials and smart design combine for one of the best interiors in the business.

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

TWIN CITY TEAMWORK.

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*Best-in-class**

**HORSEPOWER:** credit the efficiency of four-cylinder design with proprietary MultiAir® technology working with the sophistication of a nine-speed automatic transmission. Add a brilliant, aerodynamically designed exterior and low weight, and you’ve got the best: 178 horsepower, ideal for city-oriented performance and acceleration.

**DRIVING RANGE WITH STANDARD MOTOR:** with power comes responsibility. Enjoying up to 464 miles* from one full tank of fuel is invaluable. The mileage figures stand out, with 29 mpg highway.

**STANDARD-EQUIPPED TORQUE:** accompanying that best-in-class horsepower is torque to match: 174 lb-ft of on-demand power for trailering and take-off, enabling a 0–30 time of 3.7 seconds for proficient acceleration at inner-city stoplights.

**PAYLOAD:** load it up: the chassis and suspension systems were so well planned, payload of 1,883 lb (Cargo Van models) is the best in the segment.

**CARGO WIDTH BETWEEN THE WHEEL WELLS:** Ram ProMaster City measures up, and expansively: total cargo area width gives you 48.4 inches of practical area.

**CARGO CAPACITY:** combine that best-in-class cargo width at the wheel wells with all the other measurements (cargo area length comes in at an extensive 87.2 inches), and you’ve got enormous yet manageable room to do the job—131.7 cubic feet in total.

**UNSURPASSED TOWING:** no other van in the class surpasses Ram ProMaster City Cargo Van models for towing capability. When properly equipped, you’re looking at pulling trailers that max out at 2,000 lb.


A CAVERNOUS INTERIOR OFFERS ROOM TO MOVE—AND GROW. Tradesman Cargo Van brings you best-in-class cargo capacity: 131.7 cubic feet of room for materials or an 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.

Cockpit and passenger seating configurability gives you welcome options: cargo partition walls, with or without a window. The Passenger Wagon incorporates a three-passenger split second seat with tumble/fold flexibility enabling nine stowage configurations.
THE 2.4L TIGERSHARK® MULTI AIR® 2 I4: best-in-class standard torque and horsepower. The 2.4L MultiAir®2 gives you a refined oil life system with generous recommended oil change intervals, large-38-mm-diameter intake valves (two per cylinder) and precious-metal spark plugs with up to 100,000 miles of life, and churns out 178 hp and 174 lb-ft of torque.

THE CLASS-EXCLUSIVE 948TE 9-SPEED AUTOMATIC TRANSMISSION: the primary contributor to the outstanding Ram ProMaster City™ fuel efficiency. With a first-gear launch ratio of 4.70:1, you’re assured of quick takeoff: 0–30 mph is a mere 3.7 seconds, ideal for city merging. High 7th, 8th and 9th gears along with the built-in Tigershark efficiencies help achieve that unsurpassed highway fuel economy with standard motor.

YOUR TOUR OF THE CITY.

ALL-NEW RAM PROMASTER CITY

HIGH UPTIME, DESIGNED FOR LOW COSTS OF OWNERSHIP. THIS IS GOING TO WORK OUT JUST FINE.

SUSPENSION. In front, tough, proven and durable MacPherson struts. In the rear, we eliminated the typical leaf springs; this class-exclusive independent coil spring bi-link suspension increases comfort and stability when compared to conventional suspensions.

DIMENSIONS. The interior is huge, with a maximum width of 60.4 in; width between the wheel wells is a best-in-class 48.4 in. Cargo Van floor length measures 97.2 in, with six standard equipment D-ring tie-downs.

CAPACITY AND COMFORT. Ideal for upfits: vertical side walls combine with 51.8 inches of interior roof height. Results: best-in-class cargo capacity of 128.7 cubic feet.

STANDARD ESC In Ram ProMaster City, the sophisticated Electronic Stability Control (ESC) is a four-channel active handling system that directs independent control to all four wheels. ESC assists the driver in maintaining control under demanding or adverse conditions such as wet, snow-covered or icy roads, tight turns and evasive maneuvers.

TOUGH TIE-DOWNS. The standard load floor offers six steel tie-down rings. Static load capability comes in at a robust 34 psi, with a combined system rating of 1,000 lb.

DURABILITY. The manufacturing process is state-of-the-art, and was implemented to deliver long-term rigidity and durability. Credit more than 7,000 spot welds in the body with liberal use of structural adhesives.

AIR INDUCTION. High-mounted air inlet snorkel gives you up to 12-inch water fording capability. The design ensures use of clean, cool air, enabling top engine performance and fuel efficiency.

FRONT-WHEEL DRIVE. The advantages are numerous: less mechanical parts, enhanced mechanical efficiencies and fuel efficiency, optimal cab and cargo compartment space, enhanced traction in mud and snow—and great payload capability from reduced weight.

NEW RAM PROMASTER CITY TRADESMAN CARGO VAN. Best-in-class payload is a direct result of planning: the Ram ProMaster City Cargo Van models also give you serious advantages for length and width, with vertically oriented side walls and a completely flat load floor, assets which result in phenomenal interior space and enormous latitude for customization. Rear 60/40 doors open to two positions, 90° and 180°. With a low step-in height of 21.5 inches, generous rear-door opening dimensions and the expansive interior, you’ve got a multifunction design ready-made for deliveries, upfits and specialization—including Automobility applications.

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A. CARGO AREA HEIGHT 51.8 INCHES
B. CARGO AREA WIDTH 60.4 INCHES
C. CARGO AREA LENGTH 87.2 INCHES
D. BEST-IN-CLASS CARGO CAPACITY 131.7 CUBIC FT
E. BEST-IN-CLASS CARGO WIDTH BETWEEN WHEEL WELLS 48.4 INCHES
F. REAR STEP-IN HEIGHT 21.5 INCHES
G. BEST-IN-CLASS PAYLOAD (CARGO VAN MODELS) 1,883 POUNDS

Properly secure all cargo.
MEET THE COMPACT VAN THAT DELIVERS GIANT ADVANTAGES.

Let’s say you’re a big business that needs a compact, efficient van to round out your fleet or workforce. Or you’re a small company that needs a spacious and tough commercial-grade cargo van. Both propositions are ably and capably solved with Ram C/V Tradesman.


PERFECTLY PRACTICAL. WHICH MAKES IT PRACTICALLY PERFECT.

FOR PAYLOADS AND UPPFITS, C/V Tradesman is an instant and obvious answer. Payload capacity is also best-in-class[31] letting you load up to 1,800 pounds of equipment or deliverables. Not shown above: the available deluxe load floor, with three in-floor storage compartments for small tools or valuables; the standard privacy panels are augmented by a selection of available side/rear panel and window treatments. Dual sliding side doors are large, and the rear door can accommodate a pallet.

CARGO CAPACITY IS CRITICAL. RAM C/V TRADESMAN DOESN'T LET YOU DOWN. Far from it; this compact and efficient van is up for it all, bringing you a best-in-class[31] figure: up to 155.5 cubic feet of on-demand cargo capacity (we did the math: that’s the equivalent of four typical refrigerator boxes). This huge, flat aluminum cargo load floor joins nearly vertical side walls, opening up a world of upfit possibility. Shown above with the standard anti-slide strips.

THE 2015 RAM C/V TRADESMAN AND THE 3.6-LITER PENTASTAR V6. COUNT ON BEST-IN-CLASS† TOWING CAPABILITY. Here, the Pentastar V6 performance is augmented with a Fuel Economizer Mode to help it achieve impressive fuel efficiency as well as best-in-class horsepower[31] and driving range[13]—but this Pentastar V6 knows the job requirement is simply sheer capability. Trailering and towing with C/V Tradesman are at the top of the class[31] enabling trailer weights up to a very impressive 3,600 lb.† The six-speed automatic with Electronic Range Select is standard. Numbers here add up to competence: GVWR coming in at 6,050 lb. and GCWR at 8,750 lb. Ram C/V Tradesman: practical, pragmatic and perfect for the job.

It’s the extras that make 2015 Ram C/V Tradesman the right-sized compact van for business. Standard ESC[15] is comprehensive and includes four-wheel antilock disc brakes, All-Speed Traction Control and Brake Assist. Available ParkView® Rear Back-Up Camera[14] and hands-free phone[18] through Uconnect® systems make work a breeze. Photo above illustrates Ram C/V Tradesman capability and versatility at once. Towing an industrial-grade trencher is effortless, and this cargo area shows the C/V Tradesman penchant for flexible upfitting. With a GCWR of 8,750 lb, this is one partner ready and willing to work.
### CONFIGURATIONS

<table>
<thead>
<tr>
<th>1500 PICKUPS</th>
<th>2500 AND 3500 PICKUPS</th>
<th>3500, 4500 AND 5500 CHASSIS CABS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SRW</strong></td>
<td><strong>DRW</strong></td>
<td><strong>SRW</strong></td>
</tr>
<tr>
<td>REGULAR CAB</td>
<td>2500, 3500</td>
<td>3500</td>
</tr>
<tr>
<td>QUAD CAB</td>
<td>2500, 3500</td>
<td>3500, 4500, 5500</td>
</tr>
<tr>
<td>CREW CAB</td>
<td>2500, 3500</td>
<td>4500, 5500</td>
</tr>
<tr>
<td>MEGA CAB</td>
<td>2500, 3500</td>
<td>4500, 5500</td>
</tr>
</tbody>
</table>

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

### RAM PROMASTER® CITY™

<table>
<thead>
<tr>
<th><strong>TRADESMAN® CARGO VAN</strong></th>
<th><strong>PASSENGER WAGON</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>122.4&quot;</td>
<td>122.4&quot;</td>
</tr>
</tbody>
</table>

### RAM PROMASTER® 1500

- **CARGO VAN STANDARD ROOF**: 118"
- **CARGO VAN HIGH ROOF**: 139"

### RAM PROMASTER® 2500

- **CARGO VAN STANDARD ROOF**: 139"
- **CARGO VAN HIGH ROOF**: 159"

### RAM PROMASTER® 3500

- **CARGO VAN STANDARD ROOF**: 159"
- **CARGO VAN HIGH ROOF**: 179"

- **WHEELBASE LENGTH**
- **BODY/CHASSIS EXTENDED 14 INCHES**
Ask your growing vehicle needs. Chrysler Capital streamlines the process—and with prequalification, you’re ready to buy a vehicle when you need it. A commercial line of credit from Chrysler Capital is ideal for qualified business customers looking for a flexible, easy way to manage and fulfill minimum subscription requirements. Vehicle must be properly equipped and in active and stable 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, but are not limited to, the vehicle’s distance from the nearest cell tower, the presence of building materials and structures between the vehicle and the nearest cell tower, and the amount of Internet traffic on the network. OnStar services require service, 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. Trial service is not transferable or cancelable. To activate the trial, you must register with OnStar Access (22) OnStar Access is for vehicles with an active subscription, or an OnStar Access registration is configured on the vehicle, so vehicle must be within the continental United States, has network coverage and must be registered with OnStar Access with an active subscription that includes the applicable feature. Vehicle must not have any outstanding OnStar charges and may not be in a mobile network. Vehicle must be registered for Uconnect Access and you must fulfill minimum subscription requirements. Also requires the use of a computer that supports that feature with text messaging and Bluetooth. Check Onstar.com for service availability. OnStar is a service that requires a cellular network, and it may not be available in all areas. OnStar services may be unavailable during remote activity and during cellular system testing or congestion. Always wear your seat belt. WiFi subscription required. Vehicle must be registered with OnStar Access and fulfill minimum subscription requirements. Your new vehicle may come with an included trial period for use of SiriusXM Radio Inc. Pandora is a registered trademark of Pandora Media, Inc. All rights reserved. iHeartRadio is a registered trademark of iHeartMedia, Inc. Slacker Radio is a registered trademark of Slacker, Inc. Aha is a trademark of Clear Channel Broadcasting, Inc. Bluetooth is a registered trademark of Bluetooth SIG, Inc. • Some restrictions apply. See dealer for details.

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