2015 RAM 2500/3500
HEAVY-DUTY

BEST IN

THE FIELD

WORKHORSE
HEAVYWEIGHT PERFORMANCE. HEAVY-DUTY EFFICIENCY. AND EXCEPTIONALLY HEAVY ON COMFORT. This is where you come when the job goes beyond the ordinary—because the 2015 Ram Heavy Duty 2500/3500 models are all about the work. From hauling your boat or a trailer through mountains to ranching to managing a business, these workhorses are designed to deliver across the board, day-in and year-out.

The 2015 Ram Heavy Duty defined: uncompromising powertrains. Groundbreaking suspensions. Efficient yet unrelenting strength. And interiors with the design, telematics and connectivity to serve you with such comfort and information, they serve as aspirational benchmarks for the rest of the heavy-duty class.

Count on Ram, and you’re employing figures that often reflect ultimate superiority. Available advantages that separate Ram 2500/3500 include assets like the class-exclusive\(^1\) Auto-Level Rear Air Suspension System. The formidable 6.4-liter HEMI® V8 with MDS, delivering best-in-class\(^1\) gas horsepower and torque, and contributing to the most gas V8 options in the class\(^1\). The best-in-class\(^1\) 30,000-lb\(^1\) diesel towing capability and best-in-class\(^1\) 7,390-lb\(^1\) payload capacity of Ram 3500. The best-in-class\(^1\) 865 lb-ft of torque from the available Cummins® High Output Turbo Diesel. And all backed by the quality of one of the best powertrain warranties in the business. Fact: Ram Heavy Duty has clout shared by no others.

For specs, blogs and owner stories, click over to RAMTRUCKS.COM

*\(^1\) A note about this brochure: all disclaimers and disclosures can be found on the back page. When properly equipped. Properly secure all cargo.
Go in the know: select Ram models feature a full-color high-res screen with dozens of graphic displays for virtually every mechanical function.

Trucks that are born and bred to pull and haul: new available 7 x 11-inch power-folding trailer towing mirrors make your Ram Heavy Duty a command and control center for towing.

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

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

*Ram 3500, when properly equipped. Properly secure all cargo.
There’s one diesel engine designed to play a pivotal role in the heavy-duty world: the Cummins Turbo Diesel. Virtually indestructible in design, the 6.7L Cummins Turbo Diesel is engineered to the tolerances, quality and durability to power semi-class big rigs. As the available diesel engine for Ram 2500 and 3500 Heavy Duty, the Cummins for 2015 is calibrated specifically for ideal job-rated use and optimal transmission output. The results give Ram Heavy Duty 3500 models awesome torque—and give you uncompromising strength for towing and hauling.


Cummins + Ram Heavy Duty. It’s a working combination that’s now in excess of two million applications—the ever-growing figure that sums up the enduring quality of this working partnership.

TRANSMISSIONS: Meet components designed to manage awesome levels of torque over decades of use. Packaged with the 350 hp/660 lb-ft Cummins is the class-exclusive[1] G56 6-speed manual; available for the 370/800 Cummins is the 68RFE automatic. For the Cummins High Output Turbo Diesel and its best-in-class[1] 865 lb-ft of available torque, the AISIN® Heavy-Duty 6-speed automatic transmission ably steps up to the task.

[1] Best-in-class diesel towing for Ram 3500 is part of the Cummins legacy. With the available Cummins High Output Turbo, you can take advantage of that best-in-class[1] 865 lb-ft of torque and 385 horsepower, with towing rated at 30,000 lb. (All towing figures apply to trucks that have been properly equipped.)

[1] Incredible torque for Ram 2500 comes from the available Cummins rated at 370 hp and 800 lb-ft, mated to the proven 68RFE 6-speed automatic; this beefed-up powertrain configuration is also available for 2015 Ram 3500 models.


The Cummins Dual Radiator System produces more efficient operation, lessening heat by some 25% over the previous design.

The AISIN Heavy-Duty 6-speed automatic is packaged with the available Cummins High Output Turbo Diesel. AISIN advantages include a sophisticated Transmission Control Module which momentarily turns off the exhaust brake (on the Cummins), and a ramped-up Tow/Haul Mode with a more aggressive downshift schedule to meet industrial-grade hauling demands.
STANDARD ON RAM 2500/3500 SRW. Continuing to make history, this legendary gas powerhouse ranks as an ideal example of technical proficiency. The core engineering idea behind the hemispherical engine head is to achieve maximum power, and over its lifetime the many utilizations of the hemispherical head have included WWII-era prototype aircraft and even various tank applications. With world respect attained with its use during the distinctively American Muscle Car Era, there’s little wonder why it’s the standard engine for 2015 Ram Heavy Duty SRW models.

Competitive fuel efficiency, accompanied by performance and capability measured in tens of thousands of miles. When compared to other V8 engines in the class, the 5.7-liter HEMI V8 in single-rear-wheel Ram Heavy Duty models delivers impressive fuel efficiency and incredible standard power and torque.

The incorporation of iDFSO (interactive Deceleration Fuel Shut-Off) adds to the fuel-efficient performance of the 5.7L HEMI V8. iDFSO turns off the flow of fuel during deceleration, with no noticeable change in engine performance—a real-world and bottom-line advantage to this powerhouse.

In the Ram Heavy Duty 2500/3500, the 5.7L HEMI V8 delivers every pound-foot of torque you need for trailering and hauling, and boosts your confidence levels with serious performance and unexpected V8 fuel efficiency. By incorporating technologies like Variable Valve Timing (VVT), fuel-saving measures like iDFSO, and then mating it all to the long-proven 66RFE 6-speed automatic, you’re putting the 5.7-liter HEMI V8 legacy to work: this is outstanding performance melded with fuel-sipping operation.

THE TRANSMISSION OF CHOICE: In Ram Heavy Duty, the 5.7-liter HEMI V8 is partnered with the 66RFE 6-speed automatic, a powertrain that exceeds typical demands for anticipated towing and hauling. 66RFE advantages include driver-adaptive shifting, three multiple clutch packs, dual filters on a dual-stage pump and an independent lubrication cooler that delivers ample pressures under all loads and driving conditions.

RAM TOUGH TRANSFER CASES

The two transfer cases employed by Ram Heavy Duty 2500/3500 are exactly what you need for ultra-4x4 capability. The BorgWarner BW 44–46 transfer case features responsive electronic shift-on-the-fly engineering, with three operating ranges, plus Neutral. The manually activated BW 44–47 transfer case features three operating ranges, plus Neutral. Both of these impressive units offer a low-range reduction ratio of 2.64:1—an ideal ratio when off road in a slow rock-climbing situation, or when using your Ram 4x4 on challenging terrain or steep grades. You need capability and performance that exceeds the need, and Ram Heavy Duty pickups are designed to excel.
AVAILABLE FOR RAM 2500/3500. Take the hemispherical combustion chamber assets of the 5.7-liter HEMI V8, increase the cylinder bore and stroke for greater displacement, and employ advancements like Variable Valve Timing (VVT) and Fuel Saver Technology to help achieve the most power and efficiency possible. The results deliver an available engine for Ram Heavy Duty that puts others to shame: the 6.4-liter HEMI V8, an engine to give 2015 Ram Heavy Duty 2500/3500 pickups a raft of commercial-grade and best-in-class attributes to back you on every job.

Our engineers looked at the truly big picture—in short, every heavy-duty assignment you could imagine—and then incorporated the 6.4-liter HEMI V8 into this powertrain lineup. What you get is a 2015 Ram 2500/3500 that delivers clout where clout is needed. The engines described here reflect the most comprehensive lineup in our history, and the 6.4-liter HEMI V8 stands out with stunning best-in-class features.

Trucks of this power and quality don’t back down. Only the Ram Heavy Duty powertrains deliver these levels of horsepower and torque.

- **Best-in-class**[1] gas horsepower from the 6.4-liter HEMI V8: 410 working horses give you the ideal gas engine for acceleration and highway merging and cruising, even under the heaviest loads.
- **Fuel-efficient performance** is engineered into the electro-mechanical heart of the 6.4-liter HEMI V8. Operating with seamless precision, our MDS/Fuel Saver Technology helps save fuel with no compromise or noticeable changes in engine operation.
- The cooled Exhaust Gas Recirculation (EGR) System is one of the first of its kind for a gas engine; common to diesel engines, the EGR System is designed to enhance fuel efficiency in heavy-load and uphill towing situations.
- **Fuel Saver Technology** plays a significant role in fuel-efficient performance. While cruising at highway speeds, the engine automatically (and imperceptibly) shuts off four of the eight cylinders, letting you maintain speeds with the efficiency of four-cylinder operation.
- Matching that class-distinctive **best-in-class**[1] gas horsepower is best-in-class[1] gas torque; the 6.4-liter HEMI V8 torque levels are rated at a super-competent 429 lb-ft @ 4,000 rpm.
- **Best-in-class**[1] gas towing rides hand-in-hand with **best-in-class**[1] gas power. Ram 2500 models with the 6.4L HEMI V8 offer phenomenal towing—up to 16,300 lb, and up to 16,520 lb on Ram 3500 DRW models. (All towing figures apply to properly equipped trucks.)
- **Best-in-class**[1] payload rounds it out. The available 6.4-liter HEMI V8 in Ram 3500 delivers an impressive payload rating of 7,390 lb when properly equipped. This is pure capability at your service.
- The 6.4-liter HEMI V8 offers one further Ram application of advanced technology, Individual Cylinder Fuel Control is a diagnostic monitoring system that enables air/fuel refinements and ensures ideal mixtures for each individual cylinder.

THE TRANSMISSION: Like its smaller displacement brother, the 6.4-liter HEMI V8 is mated to the long-proven 66RFE 6-speed automatic. This component delivers heavy-duty levels of capability for towing and hauling. Count on driver-adaptive shifting, three multiple clutch packs, dual filters on a dual-stage pump and an independent lubrication cooler to ensure ample pressures—and peace of mind—under all driving situations and towing/hauling conditions.

### 2500 TOWING SPECS

Maximum loaded trailer weight (when properly equipped)

#### 2500 — SAE J2807 STANDARD COMPLIANT

<table>
<thead>
<tr>
<th>Engine</th>
<th>Axle Ratio</th>
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<td>5.7L HEMI V8/ 66RFE 6-speed</td>
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<td>13,870</td>
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#### 3500 TOWING SPECS

Maximum loaded trailer weight (when properly equipped)

#### 3500 — SAE J2807 STANDARD COMPLIANT

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* 2500 Regular Cab and Crew Cab vehicles with diesel engine and 17" wheels have GCWR of 23,000 lb for conventional trailers only.

**MT = Manual Transmission**

1. Weights are rounded to the nearest 10 lb.
2. GAWR = Gross Axle Weight Rating
3. GCWR = Gross Combined Weight Rating
4. GVWR = Gross Vehicle Weight Rating
5. GVM = Gross Vehicle Weight
6. GVWRs, GVMs, GAWRs, and GCWRs should never be exceeded.
7. The recommended tongue weight for a conventional hitch is 10 percent of the gross trailer weight. The maximum tongue weight for Class V (receiver hitch) is limited to 1,800 lb.
8. For gooseneck and 5th-wheel trailers, the tongue weight should never exceed any of the manufacturer recommendations including but not limited to payload and GAWR.
9. A 5th-wheel or gooseneck hitch is required for trailers over 18,000 lb, a gooseneck hitch is required for trailers over 25,000 lb.
## 2500 PAYLOAD SPECS

### Maximum payload capacities (when properly equipped)

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### Automatic Transmission

### MT

### 6.7L Cummins® Turbo Diesel F6/66RFE 6-speed

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### 3500 PAYLOAD SPECS

### Maximum payload capacities (when properly equipped)

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### Automatic Transmission

### MT

### 6.7L Cummins® Turbo Diesel F6/66RFE 6-speed

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</table>

### MT = Manual Transmission | DRW = Dual Rear Wheel | Weights given in lb. | Numbers in Black boxes reflect max ratings.

1. Weights are rounded to the nearest 10 lb.
2. Payload = GVWR – Base Weight.
3. Payload and Trailer Weight Rating are mutually exclusive.
4. GAWRs, GVWRs, and GCWRs should never be exceeded.
5. 3500 Regular Cab, 4x2, 6.4L with 4.10 axle ratio GVWR of 13,800 lb applies to Tradesman package only. All other price classes for this configuration (Reg Cab, 4x2, 6.4L with 4.10 axle ratio), GVWR is 13,700 lb.
Only Ram Rides on Suspensions This Advanced.

Big Ram 2500 is defined by capability, with standards that allow zero tolerance for compromise—or for convention. In front: a unique three-link coil spring suspension. In back: a class-exclusive[1] five-link coil spring suspension. Innovative Ram technology delivers it all: phenomenal ride quality, impeccable road manners and unrivaled control. Let the others try to catch up. At Ram, we not only embrace state-of-the-art—we create it.

CLASS-EXCLUSIVE

STRENGTH + CONTROL

[1]Properly secure all cargo.
CAPABILITY + ADAPTABILITY

= HEAVY DUTY

CONFIDENCE

Class-Exclusive: the Available Auto-Level Rear Air Suspension System.

Here’s an uplifting lesson how to raise the bar—and your expectations: create a unique rear suspension that lets these tough high-strength steel frames ride on air. Two innovative modes offer optimal convenience, with a Normal Load-Leveling Mode and a driver-selectable Alternate Ride Height Mode, invaluable for trailer alignment. The available Auto-Level Rear Air Suspension System for Ram 2500/3500 ramps up capability, control and comfort. No surprise to find it on the same pickup that gives you available best-in-class² towing.² Technical details on the next two pages.

²When properly equipped. Properly secure all cargo.
UNCOMPROMISING SUPPORT AT EVERY TURN.

THE STANDARD 3500 DRW HOTCHKISS LEAF SPRING REAR SUSPENSION

The demands put on the 3500 weight class compel unrelenting capability. Shown here is the Ram 3500 Dually model, with its standard Hotchkiss leaf spring rear suspension ably meeting every requirement for payload and occupant comfort.

Tough rear frame structural crossmembers are characteristic of all Ram Heavy Duty models—engineering that enables fifth-wheel or gooseneck hitch capability, and which materially contributes to those best-in-class\(^1\) towing* numbers. Serious backbone joins strength of character; these pickups let you scoff at a lifetime at hard labor.

Both Ram 2500 and 3500 use 50 ksi steel, with eight tough crossmembers all contributing to robust towing and hauling. The front and rear sections are produced through hydroforming, a process that ensures durable strength and mass efficiencies. Rail contours are ideally placed for the suspension components and ancillary mounts.

Formidable front axle and suspension engineering makes Ram Heavy Duty the choice for front-load accessories. These Rams bring a best-in-class\(^1\) 1,265-lb snow plow rating to work for you.

The proven ladder frame also features a large front suspension crossmember with hydroformed front and rear sections and roll-formed center rail sections in a smart, outwardly curved position to improve rear spring and shock placement.

Whether used for business or pleasure, a Ram Heavy Duty gives you the means to master the toughest tasks. This frame strength measures up with the resilient stiffness that gives you no-nonsense towing with notable structural integrity to ensure occupant comfort when hauling big payloads. The 2015 Ram Heavy Duty high-strength steel frames mean you’re riding on the solidity of 50 ksi steel. This chassis enables Ram tough capability, especially when towing and hauling—the very purpose of a Ram Heavy Duty.

The Ram Heavy Duty frame is engineered to be tougher, stronger and larger than the previous generation with eight tough crossmembers. Wide rails and a front rail extension of two inches enabled front suspension springs to be positioned slightly outboard, generating more roll stiffness to improve the ride.

All Ram 2500/3500 models feature as standard equipment the unique three-link front suspension. As well as incorporating the three-link front suspension technology, we also integrated a large stabilizer bar to ensure the roll stiffness required by the high GVW ratings of Ram Heavy Duty. Those numbers are impressive, reaching up to 10,000 lb for Ram 2500 and up to 14,000 lb for Ram 3500 models.

Shared Ram 2500/3500 technology also embraces the front axle disconnect, which automatically disengages the front drive axle when reengaging the rear-wheel-drive mode on 4WD models. Our front axle disconnect design was purposeful from the get-go, helping reduce parasitic losses which in turn helps improve fuel efficiency.

*When properly equipped.
RAM 2500 CAPABILITY: BEST-IN-CLASS TOWING* AND GCWR SAYS IT ALL.

The 2015 Ram 2500 Heavy Duty: three-link front suspension for the front axle; electronic 4x4 front axle disconnect; fully integrated rear structural crossmember; results: an outstanding combination of ride, handling and capability.

| MAX PAYLOAD* | 3,970 LB |
| MAX TOWING* | 17,970 LB |
| MAX GVWR | 10,000 LB |
| MAX GCWR | 25,300 LB |

CLASS-EXCLUSIVE: RAM 2500

THE STANDARD FIVE-LINK COIL SPRING REAR SUSPENSION

IT STANDS APART AS THE FIRST-OF-ITS-KIND REAR SUSPENSION FOR A HEAVY-DUTY, and it’s the standard for all Ram 2500 models. The class-exclusive five-link coil spring rear suspension features unique multirate coil springs and heavy-duty fixed-displacement twin-tube shock absorbers; both are placed in an outboard position that optimizes performance and minimizes noise/vibration. Inside the structure, a huge 11.5-inch solid rear axle translates into exceptional handling, especially when carrying heavy loads.

CLASS-EXCLUSIVE: RAM 2500

THE AVAILABLE AUTO-LEVEL REAR AIR SUSPENSION SYSTEM

The available Auto-Level Rear Air Suspension System for Ram 2500 took its engineering cues from the available Ram 1500 Active-Level Four-Corner Air Suspension System. This Ram Heavy Duty adaptation addresses needs specific to the higher GVWRs and GCWRs of the 2500 class. The two modes include:

NORMAL LOAD-LEVELING MODE provides a level load profile by monitoring ride heights on both sides of the vehicle and creating a slight positive rake angle.

ALTERNATE RIDE HEIGHT MODE lowers the rear suspension by about an inch, keeping an even alignment between the hitch and trailer tongue for a level load and a parallel, level relationship between the vehicle and the trailer. The “rake” from pickup front end to the rear of the trailer remains consistent, ensuring level ride and handling with superb towing and hauling characteristics.

RAM 3500 CAPABILITY: BEST-IN-CLASS TOWING*; PAYLOAD* AND GCWR.

The 2015 Ram 3500 Heavy Duty: unique three-link front suspension with solid axle; heavy-duty Hotchkiss rear suspension and wide rails; large front suspension crossmember; fully integrated rear structural crossmember; in total, eight high-strength crossmembers with high-strength hydroformed front and rear rail sections.

| MAX PAYLOAD* | 7,390 LB |
| MAX TOWING* | 17,970 LB |
| MAX GVWR | 14,000 LB |
| MAX GCWR | 25,300 LB |

CLASS-EXCLUSIVE: RAM 2500/3500

THE AUTO-LEVEL REAR AIR SUSPENSION SYSTEM

Class-pioneering, the groundbreaking Auto-Level Rear Air Suspension System for Ram Heavy Duty models is a dual-mode operator-activated system specifically engineering for the exceptional GVWRs and GCWRs expected from these relentless workhorses.

In Normal Load-Leveling Mode, the system monitors ride heights on both vehicle sides, constantly adjusting for load shifting or changes in road surfaces; a level load profile and proper headlamp-to-road angle—even while undertaking jaw-dropping hauling—is assured.

Alternate Ride Height Mode lowers the rear suspension by about an inch to maintain an even alignment between the hitch and trailer tongue. This mode ensures a level load and creates a parallel, level relationship between the vehicle and the trailer, ensuring an even “rake” from the front of the pickup through the trailer.

CLASS-EXCLUSIVE: RAM 3500

THE AVAILABLE AUTO-LEVEL REAR AIR SUSPENSION SYSTEM

The available Auto-Level Rear Air Suspension System for Ram 3500 deploys engineering specific to the weight class and the typically tougher assignments given to these pickups. Here, 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 2015 Ram 3500 single-rear-wheel and Dually models.

MAX PAYLOAD* 3,970 LB MAX TOWING* 17,970 LB MAX GVWR 10,000 LB MAX GCWR 25,300 LB

MAX PAYLOAD* 7,390 LB MAX TOWING* 17,970 LB MAX GVWR 14,000 LB MAX GCWR 25,300 LB

*When properly equipped.
OUR FINEST MOMENT.
YOUR YEARS OF LUXURY.

Everything about it speaks the vocabulary of achievement: sophistication. Refinement. Luxury. Comfort. From the moment you get into a Ram Laramie, you know you’ve made it.

NEXT PAGE

TOP ROW: Surrounded by elegant trim with stitching, even the buttons and controls convey total quality; ergonomic and easy-to-use: the dashboard-mounted rotary dial for 4x4 operation.

MIDDLE ROW: Contrasting trim treatment in Laramie door panels shows off the distinctive Ram aesthetic; built-in USB ports are indispensable for operating and charging electronics.

BOTTOM ROW: The Laramie interior in Canyon Brown/Light Frost Beige, with embossed logos on seatbacks and center console.

Few pickups stand out with such sophistication as the Ram Laramie models. The luxurious treatments and inviting interiors bring a wealth of appointments, design refinements, comfort and craftsmanship to the Ram Heavy Duty portfolio.

You’ll know, feel and see it from the moment you take a seat in Ram Laramie, with features that include the distinctive six-ring instrument cluster and the understated elegance of leather-trimmed touches. When it comes to luxury, it’s clear: we’ve reached our finest moment—and you’ve arrived.

EXPLORE THE INNER SPACE OF RAM.
THese are cABS wITH roOM TO moVE.

Ram Heavy Duty models stand apart—and often stand at the top. Above, Ram 2500/3500 Mega Cab® offers best-in-class\(^1\) interior space with generous leg and hip room. Ram 2500/3500 Crew Cab offers a vast interior, with amenities that include in-floor storage and available fold-flat load floor.
Like every Ram Heavy Duty model, it was born and bred for tough jobs. Unlike every other Ram, the distinctive Laramie Limited interior features stunning Premium Natura Black leather with subtle instrument panel treatments and aged burled European wood.
Step into a Ram pickup and you’re stepping up to technology unimaginable a decade ago. Each Ram model gives you state-of-the-art instrumentation and information through the impressive Electronic Vehicle Information Center (EVIC) display. 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.
Connectivity is key. Along with a full-color 8.4-inch touchscreen system—the largest in the class—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, indispensable NAV systems with a complimentary first year of SiriusXM Satellite Radio rounding it out.

With SiriusXM Travel Link, get national and local weather reports, fuel prices, sports scores and more. SiriusXM Traffic gives you detailed information on traffic speed, accidents, construction, road closures and more. Your first 5 years of both services are included.

SIRIUSXM. All satellite radio-equipped Ram vehicles come with a one-year trial to the SiriusXM 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, Oprah Radio and more.
• On the go—with a SiriusXM Internet Radio subscription included with the trial, you’ll get SiriusXM on your computer, smartphone or tablet. Go to siriusxm.com/getallaccess for more information.

UCONNECT ACCESS GIVES YOU EVEN MORE.
The 2015 Ram pickups are all about keeping in touch. Next-generation 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, emergency assistance and more.

With SiriusXM Travel Link, get national and local weather reports, fuel prices, sports scores and more. SiriusXM Traffic gives you detailed information on traffic speed, accidents, construction, road closures and more. Your first 5 years of both services are included.

*Additional charges apply. Uconnect 8.4A: 6-month trial. Uconnect 8.4AN: 12-month trial. Certain features are not available while vehicle is in motion.
COLOSSAL PAYLOAD
This is what it takes for capability: authoritative hauling. Superb towing. Only Ram goes further, by offering extreme versatility for storing and carrying cargo. This is the only pickup in the segment\(^1\) to offer the comprehensive and unique RamBox Cargo Management System.

Get the specs online—or just turn the page.

\(\text{+ TOP-TIER STORAGE}\)
RAM HEAVY DUTY PICKUPS are designed to deliver incredible hauling capability and storage capacity—and we don’t let you down.

A Ram pickup is designed to give you all the space you need to help friends move, haul heavy items for your next project or travel comfortably across the country. Depending on the model, rear seats fold up or down for level-floor hauling when materials are best carried inside. Front-center seats open for at-hand storage. Huge bins in the front doors offer serious volume. In-floor storage bins on Crew Cab models are removable for draining ice—and invaluable for keeping things out of sight.

Select Ram Heavy Duty models with the 6’4” bed give you a class-exclusive advantage over the competition—the available RamBox® Cargo Management System. This complete package for hauling and storage consists of a bed extender/divider, cargo bed rails with four adjustable tie-down cleats and the RamBox System bins: two large, illuminated, drainable and lockable bed-side compartments. If hunting and fishing are part of your lifestyle, there are even Authentic Accessories from Mopar® for the RamBox System created specifically for the sportsman. Check it out at MOPAR.COM

THE CLASS-EXCLUSIVE AVAILABLE RAMBOX CARGO MANAGEMENT SYSTEM

<table>
<thead>
<tr>
<th>RAMBOX SYSTEM DIMENSIONS</th>
<th>6’4” CARGO BED</th>
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<tbody>
<tr>
<td>A</td>
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<tr>
<td>B</td>
<td>60.2”</td>
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<tr>
<td>C</td>
<td>18.9”</td>
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<tr>
<td>TOTAL VOLUME (both sides)</td>
<td>8.6 cu ft</td>
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</tbody>
</table>

Properly secure all cargo.

NEXT PAGE

TOP: Dual glove boxes ramp up storage; seats triple-up: the front-row center position can be a seat, a fold-flat writing surface or a storage compartment with integrated cup holders.

MIDDLE: In-floor storage bins of Ram Crew Cab models are convenient—and removable; the extra-large in-door bins hold oversize bottles, with ample space for large items.

BOTTOM: Under-the-seat storage is ideal when you want to stash items unseen by outside observers—one of the many advantages to Ram Crew Cab models.

THIS PAGE

BELOW: Described in detail on this page, the class-exclusive available RamBox Cargo Management System ingeniously combines storage with uncompromised capability: standard 4x8 sheets of building materials still fit comfortably between the wheel wells of the cargo bed.

REMOTE KEYLESS ENTRY, ALLSECURE® LOCKING SYSTEM. Versatile key fobs give you more Ram conveniences. The available Remote Keyless Entry System also features the AllSecure Locking System, which locks/unlocks all doors, the tailgate and (if equipped) both RamBox System bed-side compartments. Available fob functions can also include the Remote Start function and the panic button.

Information Provided by
DEALER
Properly secure all cargo.
POWER WAGON
With capability this tough, you can go to extremes.

One pickup dominates the remotest off-road locations—and for good reason: Ram Power Wagon® carries both a reputation and a level of equipment that lets you go where others don’t dare.

Like its tough Ram 2500 Heavy Duty brothers, Ram Power Wagon recently upgraded the front and rear suspensions and boosted frame strength. But this Ram is built for the ultimate in off-road capability, and that’s where all comparisons take a sharp turn—right to the extreme.

This is what it takes to become the most capable off-road full-size pickup: 4x4 capability bolstered by front and rear electronically locking differentials. Multiple skid plates and underbody protection. Heavy-duty Bilstein® monotube shocks on all four corners. Solid front and rear axles. New Hill Descent Control … all standard—exactly what you’d expect for a truck created to climb over rocks and mountains. Now add a low-geared 4.10:1 axle ratio, 14.3 inches of running ground clearance, approach and departure angles of 33.6 and 26.2 degrees respectively, all riding on monster 33-inch Goodyear® Wrangler DuraTrac tires. Some things are made to be taken to the maximum. This is one—and it stands at the top. There’s a ton more at RAMTRUCKS.COM

Below, upper left: Ram Power Wagon gets up to that remote cabin thanks to the standard 6.4-liter HEMI® V8 mated to the tough 66RFE 6-speed transmission, for a terrain-mastering 410 horsepower and 429 lb-ft of torque. Fuel conservation is built in: the 6.4L HEMI V8 features the hallmark Fuel Saver Technology/MDS—the Multi-Displacement System that shuts off four of the eight cylinders during highway cruising, transforming the formidable HEMI V8 into a fuel-sipping four cylinder.

Below, lower left: Standard on Ram Power Wagon is the indispensable WARN® winch tucked away in the front bumper, giving you 12,000 lb of capability using half-inch high-strength aircraft wire. It’s known to come in handy when helping other off-roaders with a less-capable truck out of a jam.

Below, right: This pickup stands out by standing up to the harshest extremes. Count on tough skid plates for the fuel tank and transfer case; electronic disconnecting front stabilizer (or sway) bar; front and rear electronic locking differentials, with heavy-duty components like the Bilstein monotube heavy-duty shocks working with the proprietary Ram Articulink™ system that delivers increased wheel travel. Put it all together, and you’ve got the most capable off-road full-size pickup!
It was a point in time marked by invention and liberation—and the mighty Power Wagon played a significant role.

Based on trucks engineered to meet military-grade specifications for WWII, the first Power Wagon rolled off the assembly line in 1945, with the mandate to be the most capable and versatile on- and off-road vehicle ever manufactured. It fulfilled that directive with astonishing presence. Available as a Chassis Cab (for $1,555) and a pickup ($1,627), the first Power Wagon models could carry an unheard-of 3,000-lb payload in off-road conditions. Power Wagon provided an instant solution to a wide variety of agricultural, industrial and commercial needs, and the model was a particular favorite of fire-fighters and of the Forest Service.

Built to one-ton weight class specs, those initial Power Wagon models boasted massive strength: in-line L-head six-cylinder engine with cast-iron block (in 1946, its 94 hp/185 lb-ft of torque was exceptional). The four-speed manual transmission was mated to a two-speed transfer case, enabling eight forward speeds and two in reverse, with heavy-duty front shock absorbers and front winch.

The importance of Power Wagon throughout history is reflected in virtually uninterrupted production and ongoing improvements for nearly 70 years. The place it now holds in the Ram portfolio is unmatched in the entire segment: the 2015 Ram Power Wagon still dominates as the most capable off-road full-size pickup.\cite{15}
### RAM Heavy Duty Dimensions

#### RAM Heavy Duty Interior Dimensions

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<thead>
<tr>
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<th>Regular Cab</th>
<th>Crew Cab</th>
<th>Mega Cab</th>
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<td>40.0/39.9</td>
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<td>41.0/40.3</td>
<td>41.0/43.3</td>
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<tr>
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#### RAM 3500 Exterior Dimensions

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<td>Box Width, Between</td>
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#### RAM 2500 Exterior Dimensions

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<td>Box Width, Between</td>
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### RAM Crew Cab with 8’ Box Shown

*All specs are for base models only; in inches unless otherwise noted.*
2500/3500 SRW WHEELS

17-inch Steel, Argent Painted Finish
Standard on 2500 Tradesman (WDA)

18-inch Steel, Argent Painted Finish
Standard on 3500 Tradesman • Optional on 2500 Tradesman (WBN)

18-inch Polished Forged Aluminum
Standard on Big Horn/Lone Star and Outdoorsman • Optional on SLT (WBJ)

18-inch Polished Aluminum with White Gold Pockets
Standard on Laramie Longhorn with Two-Tone Exterior Paint (WBM)

2500/3500 SRW WHEELS

17-inch Polished Aluminum
Standard on 2500 Power Wagon® Models (WFV)

18-inch Steel, Chrome-Cliad
Standard on SLT • Optional on Tradesman (WBI)

18-inch Polished Aluminum
Standard on Laramie (WBL)

MECHANICAL
2500: 5.7L HEMI® V8 with heavy-duty cooling and 66RFE 6-speed automatic transmission
3500 SRW: 5.7L HEMI® V8 with heavy-duty cooling and 66RFE 6-speed automatic transmission • 7 x 11-inch trailer tow mirrors • Tow hooks
3500 DRW: 6.4L HEMI® V8 with heavy-duty cooling and 66RFE 6-speed automatic transmission • 7 x 11-inch trailer tow mirrors • Tow hooks
2500/3500: Electronic Stability Control (ESC) System, which includes 4-wheel ABS, Brake Assist, Rain Brake Support, Ready Alert Braking, All-Speed Traction Control, Electronic Roll Mitigation, Hill Start Assist and Trailer Sway Control™ • Manual part-time transfer case (on 4x4 models) • 31-gallon fuel tank (6’4” box models) • 32-gallon fuel tank (8’ box models)

INTERIOR
Vinyl 40/20/40 front bench seat • Vinyl folding rear bench on Crew Cab models • 4-stage front air bags™ • Supplemental side-curtain air bags™ • 8-way power driver seat • 4-way power passenger seat • Power windows, locks and mirrors • Uconnect® 3.0 AM/FM system • Media hub with MP3 auxiliary jack and 1.5-amp USB port • 3.5-inch Electronic Vehicle Information Center (EVIC) located in instrument panel cluster

EXTERIOR
Black front and rear bumpers • Black grille surround and inserts • Black fold-in sideview mirrors • Quad-lens halogen headlamps • Bed rail caps • Locking tailgate (Regular Cab) • Power locking tailgate (Crew Cab) • 4- and 7-pin trailer wiring harness/connectors • Class V trailer hitch receiver • 17-inch steel wheels (2500/3500 SRW) • 18-inch steel wheels (3500 SRW)

2500/3500 TRIM LEVELS

Tradesman
Tough, no-nonsense capability for the workman
**2500/3500 TRIM LEVELS**

**MECHANICAL**

*2500: 5.7L HEMI® V8 with heavy-duty cooling and 66RFE 6-speed automatic transmission*

*3500 SRW: 6.4L HEMI® V8 with heavy-duty cooling and 66RFE 6-speed automatic transmission*

**EXTERIOR**

- Chrome front and rear bumpers
- Chrome grille surrounded with Black inserts
- Quad-tube halogen headlamps
- Fog lamps
- Chrome front and rear bumpers
- Chrome grille surrounded with chrome billet inserts
- Black, power heated fold-in sideview mirrors
- Chrome door handles
- Bed rail caps

**INTERIOR**

- Leather-wrapped tilt steering wheel with audio controls
- Multistage front air bags*17*
- Supplemental side-curtain air bags*17*
- Electronic Stability Control (ESC)*16*
- Electronic trailer brake controller
- Remote Start (requires automatic transmission)
- 31-gallon fuel tank (6'4" box models)
- 32-gallon fuel tank (8' box models)
- Security alarm
- 31-gallon fuel tank (6'4" box models)
- 32-gallon fuel tank (8' box models)

**SLT**

Uncompromising strength with welcome touches of comfort

- Uconnect® 8.4A AM/FM/Bluetooth® touchscreen system with SiriusXM® Satellite Radio*5*
- Media hub with MP3 auxiliary jack and 1.5-amp USB port
- 3.5-inch Electronic Vehicle Information Center (EVIC) located in instrument panel cluster
- Overhead console
- Power sliding rear window on Crew Cab and Mega Cab models
- Remote keyless entry with panic button
- Security alarm
- 31-gallon fuel tank (6'4" box models)
- 32-gallon fuel tank (8' box models)

**Big Horn/Lone Star**

Subtle upgrades inside and out—with its own brand for Texas

- Uconnect® 8.4A AM/FM/Bluetooth® touchscreen system with SiriusXM® Satellite Radio*5*
- Media hub with MP3 auxiliary jack, 1.5-amp and 2.5-amp USB ports, and SD card slot
- 315-volt power outlet
- Premium 6-inch round Multiview display
- Overhead console with Universal Garage Door Opener
- Power sliding rear window
- Two-tone paint with Black front bumper, rear bumper and fender flares
- Body-color grille surround with Black inserts
- Black door handles
- Black, power heated fold-in sideview mirrors with puddle lamps and turn signal indicators
- Fog lamps
- Quad-tube halogen headlamps
- 18-inch polished aluminum wheels

**Outdoorsman**

This outfit is designed exclusively for the sportsman

- Uconnect® 8.4A AM/FM/Bluetooth® touchscreen system with SiriusXM® Satellite Radio*5*
- Media hub with MP3 auxiliary jack, 1.5-amp and 2.5-amp USB ports, and SD card slot
- 315-volt power outlet
- Premium 6-inch round Multiview display
- Overhead console with Universal Garage Door Opener
- Power sliding rear window
- Two-tone paint with Black front bumper, rear bumper and fender flares
- Body-color grille surround with Black inserts
- Black door handles
- Black, power heated fold-in sideview mirrors with puddle lamps and turn signal indicators
- Fog lamps
- Quad-tube halogen headlamps
- 18-inch polished aluminum wheels
2500/3500 TRIM LEVELS

MECHANICAL
2500 Crew Cab 4x4 only: 6.4L HEMI® V8 with heavy-duty cooling and 66RFE 6-speed automatic transmission • 180-amp alternator • Tow hooks • Skid plates for the fuel tank and transfer case • Electronic disconnecting front stabilizer (or sway) bar • Front and rear electronic locking differentials • Hill Descent Control • 4:10:1 axle ratio • 12,000-lb WARN® winch • 31-gallon fuel tank • Electronic Stability Control (ESC)® System • Manual part-time transfer case

2500 Crew Cab 4x4 only: 6.4L HEMI® V8 with heavy-duty cooling and 66RFE 6-speed automatic transmission • 180-amp alternator • Tow hooks • Skid plates for the fuel tank and transfer case • Electronic disconnecting front stabilizer (or sway) bar • Front and rear electronic locking differentials • Hill Descent Control • 4:10:1 axle ratio • 12,000-lb WARN® winch • 31-gallon fuel tank • Electronic Stability Control (ESC)® System • Manual part-time transfer case

INTERIOR
Vinyl front 40/20/40 bench seat • Vinyl folding rear bench • Tilt steering wheel • Vinyl floor covering • Multistage front air bags[17] • Supplemental side-curtain air bags[17] • Supplemental front-seat side-mounted air bags[17] • Automatic headlamps • Air conditioning • Power windows and door locks • Uconnect® 3.0 AM/FM system • Media hub with MP3 auxiliary jack and 1.5-amp USB port • 3.5-inch Electronic Vehicle Information Center (EVIC) in the instrument panel cluster

EXTERIOR
Monotone paint with chrome front and rear bumpers • Fog lamps • Black grille surround and inserts • Black headlamp filler panel • Black wheel flares • Power Wagon tailgate decal • 17-inch forged aluminum wheels with 33-inch LT All-Terrain tires

SLT POWER WAGON GRAPHICS

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<th>Tailgate Graphic</th>
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25000 TRIM LEVELS

CABs  B E D S  S E A T I N G

Crew Cab 5’5” Box 40/20/40 Bench Seat

2500 TRIM LEVELS

CABs  B E D S  S E A T I N G

Crew Cab 5’5” Box 40/20/40 Bench Seat

2500 Crew Cab SRW: 6’4” Box 40/20/40 Bench Seat

2500 Power Wagon
The traditional Power Wagon: capability to the max

2500 Power Wagon
Built for extreme work—and the extreme off-road

2500 Power Wagon Laramie
The off-road giant gets the sophistication of a Laramie

SLT POWER WAGON GRAPHICS

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Information Provided by
### 2500/3500 Trim Levels

#### 2500
- **CABS**: Crew Cab, Mega Cab
- **BEDS**: 6’4” Box, 8’ Box
- **SEATING**: Bucket Seats, 40/20/40 Bench Seat

#### 2500/3500
- **MECHANICAL**: 5.7L V8 with heavy-duty cooling and 68RFE 6-speed automatic transmission
- **EXTERIOR**: Two-tone paint treatment with lower body and wheel flares in Bright Silver Metallic
- **INTERIOR**: Split-folding rear bench • Carpet floor covering • Premium floor mats with removable inserts • Multistage front air bags
- **TOOLING**: 4- and 7-pin trailer wiring harness/connector • Class V trailer hitch receiver • 17-inch polished aluminum wheels (3500 SRW)

#### 3500 SRW
- **CABS**: Crew Cab, Mega Cab
- **BEDS**: 6’4” Box
- **SEATING**: Bucket Seats, 40/20/40 Bench Seat

#### 3500 DRW
- **MECHANICAL**: 6.4L HEMI V8 with heavy-duty cooling and 66RFE 6-speed automatic transmission
- **EXTERIOR**: 7 x 11-inch power-folding trailer tow mirrors
- **INTERIOR**: Heated and ventilated front seats • Full-floor center console with leather console cover • 115-volt power outlet • Carpet floor covering • Premium floor mats with removable inserts • Multistage front air bags • Exterior leather-wrapped tilt steering wheel with wood accent and audio controls • Automatic headlamps • Automatic Temperature Control (ATC) • Power windows and door locks • Uconnect 8.4AN AM/FM/Bluetooth/NAV/Access

#### 3500 SRW
- **MECHANICAL**: 5.7L V8 with heavy-duty cooling and 66RFE 6-speed automatic transmission
- **EXTERIOR**: Two-tone paint treatment with lower body, wheel flares, front bumper, chrome grille, and Class V 17-inch polished aluminum wheels (3500 SRW)

#### 3500 DRW
- **MECHANICAL**: 6.4L HEMI V8 with heavy-duty cooling and 66RFE 6-speed automatic transmission
- **EXTERIOR**: 7 x 11-inch power-folding trailer tow mirrors
- **INTERIOR**: Heated and ventilated front seats • Full-floor center console with leather console cover • 115-volt power outlet • Carpet floor covering • Premium floor mats with removable inserts • Multistage front air bags • Exterior leather-wrapped tilt steering wheel with wood accent and audio controls • Automatic headlamps • Automatic Temperature Control (ATC) • Power windows and door locks • Uconnect 8.4AN AM/FM/Bluetooth/NAV/Access

#### Laramie Limited
- **EXTERIOR**: Black leather interior sets this trim apart
- **MECHANICAL**: 5.7L HEMI V8 with heavy-duty cooling and 66RFE 6-speed automatic transmission
- **INTERIOR**: Heated and ventilated front seats • Full-floor center console with leather console cover • Premium floor mats with removable inserts • Multistage front air bags • Exterior leather-wrapped tilt steering wheel with wood accent and audio controls • Automatic headlamps • Automatic Temperature Control (ATC) • Power windows and door locks • Uconnect 8.4AN AM/FM/Bluetooth/NAV/Access

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**Note:** The above information is a summary of the trim levels and features available for the 2500/3500 models. For detailed specifications and options, please refer to the manufacturer’s official documentation.
2500/3500 EXTERIOR COLORS

Black
Black Forest Green Pearl
Bright White
Bright Silver Metallic
Blue Streak Pearl
Deep Cherry Red Crystal Pearl
Flame Red
Maximum Steel Metallic
Granite Crystal Metallic
Prairie Pearl
True Blue Pearl
Western Brown Pearl

Shown in Big Horn trim.
2500/3500 INTERIOR FABRICS

- Vinyl
  - Diesel Gray
  - Tradesman and Power Wagon Tradesman

- Ram Work-Grade Vinyl
  - Diesel Gray
  - Tradesman and Power Wagon Tradesman

- Sedoso/Embossed Cloth
  - Diesel Gray
  - Tradesman, Power Wagon Tradesman, SLT and Power Wagon

- Sedoso/Embossed Cloth
  - Canyon Brown
  - SLT and Power Wagon

- Sedoso/Carbide Premium Cloth
  - Diesel Gray
  - SLT, Big Horn/Lone Star, Outdoorsman and Power Wagon

- Sedoso/Carbide Premium Cloth
  - Canyon Brown
  - SLT, Big Horn/Lone Star, Outdoorsman and Power Wagon

- Bristol Leather/Perforated Leather Trim
  - Light Frost Beige
  - Laramie and Power Wagon Laramie

- Bristol Leather/Perforated Leather Trim
  - Black
  - Laramie and Power Wagon Laramie

- Natura Leather/Perforated Leather with Medium Gray Stone Piping and Medium Gray Stone Accent Stitching
  - Black
  - Laramie Limited

- Natura Leather/Perforated Leather with Dark Saddle Piping and Tan Accent Stitching
  - Canyon Brown
  - Laramie Limited
### RAM 2500/3500 BUYER'S GUIDE

**Exterior Features**

- **Body Style**
  - Regular cab 4-door pickup truck
  - Crew cab 4-door pickup truck
  - Mega Cab 4-door pickup truck

- **Body Color**
  - Regular cab: Black, White, Brilliant Black Crystal Pearl
  - Crew cab: Black, White, Brilliant Black Crystal Pearl, True Blue
  - Mega Cab: Black, White, Brilliant Black Crystal Pearl, True Blue

- **Clearance Lamps**
  - Standard on all models

- **Exterior Door Handles**
  - Standard on all models

- **FUEL LAPS**
  - Standard on all models

- **Grille**
  - Black with Badger logo

- **Hood Vents**
  - Standard on all models

- **Power Group**
  - Standard on all models

- **Power Group Options**
  - Manual shift-on-the-fly
  - Automatic transmission with 3.73 and 4.10 axle ratios

- **Remote Start**
  - Standard on all models

- **Tow Package**
  - Standard on all models

- **Traction Control**
  - Standard on all models

**Engineering**

- **Engine**
  - 6.7L Cummins® Turbo Diesel engine / 6-speed manual (G56)
  - 410 hp / 429 lb-ft of torque (367 hp Mega Cab®)

- **Transmissions**
  - 6-speed manual (G56)

- **Tires**
  - 265/70R17 LT tires

**Interiors**

- **Instrument Panel**
  - 7-inch Thin Film Transistor (TFT) (included in Luxury Group)

- **Seating**
  - Front: Leather / cloth, available in various colors

- **Technology**
  - Uconnect 3.0, 5.0

- **Entertainment**
  - SiriusXM® Satellite Radio

- **Safety**
  - Electronic Stability Control

**Features**

- **Exterior Features**
  - Power Group
  - Remote Start

- **Engine**
  - 6.7L Cummins® Turbo Diesel engine / 6-speed manual (G56)

- **Transmission**
  - 6-speed manual (G56)

- **Tires**
  - 265/70R17 LT tires

**Exterior Features**

- **Body Style**
  - Regular cab 4-door pickup truck
  - Crew cab 4-door pickup truck
  - Mega Cab 4-door pickup truck

- **Body Color**
  - Regular cab: Black, White, Brilliant Black Crystal Pearl
  - Crew cab: Black, White, Brilliant Black Crystal Pearl, True Blue
  - Mega Cab: Black, White, Brilliant Black Crystal Pearl, True Blue

- **Clearance Lamps**
  - Standard on all models

- **Exterior Door Handles**
  - Standard on all models

- **FUEL LAPS**
  - Standard on all models

- **Grille**
  - Black with Badger logo

- **Hood Vents**
  - Standard on all models

- **Power Group**
  - Standard on all models

- **Power Group Options**
  - Manual shift-on-the-fly
  - Automatic transmission with 3.73 and 4.10 axle ratios

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- **Technology**
  - Uconnect 3.0, 5.0

- **Entertainment**
  - SiriusXM® Satellite Radio

- **Safety**
  - Electronic Stability Control

**Features**

- **Exterior Features**
  - Power Group
  - Remote Start

- **Engine**
  - 6.7L Cummins® Turbo Diesel engine / 6-speed manual (G56)

- **Transmission**
  - 6-speed manual (G56)

- **Tires**
  - 265/70R17 LT tires

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S = Standard  
D = Optional  
P = Part of package  
N = Not available  
* Note some features and applications may be at additional costs.
LET’S KEEP IT AUTHENTIC.

MOPAR. SUPPORTING YOU AND YOUR RAM—FOR THE LONG HAUL.

Make your new Ram truck the ideal ride—for today, and for years to come.

The Authentic Ram Parts and Accessories by Mopar are engineered by the same experts who designed your Ram, ensuring perfect fit, function and finish. You’ll benefit from trained technicians who know your make and model best and use genuine parts to keep your Ram going strong.

Today, Mopar provides more than just Authentic Accessories for your Ram truck. Our all-inclusive advantages encompass Mopar Express Lane Service to minimize waiting and downtime, Mopar Vehicle Protection® Plans (the only extended protection backed by the manufacturer) and our state-of-the-art Mopar Owner Connect Web site: online access to your service records and vehicle information, with exclusive money-saving offers that give you the best from Mopar—for less. In every way, Mopar support is all about keeping you happy, and your Ram truck at its best. For more, visit us at MOPAR.COM