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## **Ram Heavy Duty Powertrains Combine Proven Performance with Cutting-Edge Innovation**

- New Aisin AS69RC six-speed automatic transmission mated to higher output diesel and offering enhanced power take-off (PTO) capability
- Exclusive dual-inlet "Ram Active Air" in diesel models adjusts induction according to driving conditions and environment for optimal performance
- Ram 3500 now available with 5.7-liter HEMI® V-8
- Unsurpassed powertrain warranty – 5 years/100,000 miles
- Ram reduces operating costs via new selective catalytic reduction (SCR) and diesel exhaust after-treatment to deliver best-in-class 15,000-mile oil-change interval and contributes to a 10 percent fuel-economy gain
- Segment-exclusive six-speed manual transmission refined for optimal performance
- "Smart" exhaust brake delivers smoother ride
- Performance and durability improved with new diesel cooling system
- Segment-exclusive front-axle disconnect works with new transfer cases to boost fuel economy by up to 1 mpg
- Drive shaft design more robust to enhance capability and durability

September 26, 2012, Auburn Hills, Mich. - Ram. Cummins. HEMI®.

Three of the most iconic names in the truck world.

And with the launch of the 2013 Ram 2500 and 3500 Heavy Duty pickups, their stories are entwined more deeply than ever.

As a result, Ram boasts a lineup of trucks that not only deliver, they inspire – with best-in-class performance, new segment-exclusive technology and legendary durability.

"For the 2013 Ram Heavy Duty, we offer two of the most well-known truck engines in the industry – our legendary HEMI V-8 and the proven Cummins 6.7-liter diesel," said Fred Diaz, President and CEO, Ram Truck Brand and Chrysler de Mexico — Chrysler Group LLC. "Both engines, the new six-speed transmissions and an updated driveline are backed by an unsurpassed warranty, instilling confidence and quality."

For 2013, the celebrated 5.7-liter HEMI V-8 makes its debut in Ram 3500 Heavy Duty pickup as standard equipment (single rear wheel). Also standard in the Ram 2500 Heavy Duty, the engine produces 383 horsepower at 5,600 rpm and generates peak torque of 400 lb.-ft. at 3,950 rpm. The HEMI V-8 is mated to a 66RFE six-speed automatic transmission.

Dominating the power charts, the renowned 6.7-liter Cummins Turbo Diesel I-6 is now available in three versions. The first version is paired with Ram's segment exclusive six-speed manual transmission, which features a wear-compensating clutch for lifetime like-new performance and a dual-trunion shift tower to accommodate a compact shift pattern. This combination delivers 350 horsepower at 2,800 rpm and 660 lb.-ft. of torque at 1,500 rpm – a significant boost from the 2012 model-year maximum of 600 lb.-ft.

The second option matches the Cummins to the 68RFE six-speed automatic transmission. The diesel engine cranks

out 370 horsepower at 2,800 rpm with an unsurpassed in ¾-ton trucks 800 lb.-ft. of torque at 1,600 rpm.

Finally, an upgraded 6.7-liter Cummins High-Output Turbo Diesel I-6 for Ram 3500 is paired with a new Aisin six-speed automatic transmission (AS69RC), leaving no doubt to Ram Heavy Duty's capability. In addition to 385 horsepower at 2,800 rpm, the most powerful Cummins generates best-in-class torque of 850 lb.-ft. at 1,600 rpm. The new AS69RC transmission features wide gear ratios that contribute to upgraded shift performance, a gain in transmission efficiency and improved driveability when compared to the previous design.

For 2013, all Ram Heavy Duty diesels benefit from an all-new cooling system. A high-efficiency fan, dual radiators, dual transmission coolers and low-slung charge air cooler afford 25 percent more heat-rejection capacity. Lower operating temperatures deliver improved performance, durability and lower operating costs.

These criteria also kindled development of the industry-exclusive Ram Active Air intake system, triggered by new monitoring capabilities added to the engine controller.

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

The list of 2013 diesel-engine features does not end there. The Cummins powerplants benefit from a larger exhaust-gas recirculation (EGR) cooler, which complements the debut of selective catalytic reduction (SCR) and accommodates a best-in-class oil-change interval of 15,000 miles. Oil life is increased by reducing soot production and reducing fuel dilution of the oil.

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

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

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

Combined with a 10 percent improvement in fuel economy due in part to the engines' high-pressure common-rail fuel system, SCR promises a net reduction in Ram Heavy Duty operating costs.

The SCR-equipped diesels, which can run on B-20 biofuel, also operate cleaner by lowering greenhouse-gas emissions and better managing soot production than Lean NOx Trap (LNT) technology.

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

Cummins' variable-geometry turbocharger also affords more effortless operation at high altitudes, greater

management of EGR flow rates and improved control over exhaust temperatures to accommodate de-sooting.

For the 2013 Ram Heavy Duty, no detail was too small to consider – an approach that inspired the design of a new fuel filter/water separator. The frame-mounted unit delivers best-in-class, 3 micron particulate filtration and water stripping for improved engine performance and durability.

A unique venting system is designed to prevent dirt and water from entering the tank and a warning light illuminates on the truck's instrument cluster when the high-capacity sump requires draining.

Ram targets noise, vibration and harshness (NVH) in earnest for 2013 with actions that include:

- The G56 six-speed manual transmission's dual-mass flywheel
- Covers for the diesel engines' top, front and fuel-rail assembly
- A high-output viscous vibration damper
- A more refined and precise 4x4 front-axle gear

In addition, the rear drive shaft's revolutionary new center bearing design incorporates mechanically trapped isolators to better enable NVH tuning, and a redesigned U-joint reduces launch vibration.

Meanwhile, the Ram Heavy Duty front drive shafts and u-joints are sized larger to align with the truck's new Gross Vehicle Weight Rating (GVWR) and Gross Combination Weight Rating (GCWR).

Capability is high on the priority list for Ram engineers, evidenced by axle upgrades for 2013.

The 2013 Ram 3500 boasts a best-in-class GCWR. A contributor is the 11.8-inch rear axle matched with the high-output diesel engine boasting a 300-mm hypoid gear set, a 4-pinion helical differential and a cooling-fin equipped aluminum differential cover for optimal thermal management – and improved aesthetics.

The Ram Heavy Duty also features a segment-exclusive front axle disconnecting system. When conditions warrant, select drivetrain components are disconnected, improving overall efficiency and enabling a gain in fuel efficiency of up to 1 mpg.

Two new Borg-Warner part-time transfer cases make their debut on the 2013 Ram Heavy Duty. The BW 44-46 is an electric shifting part-time transfer case with 2WD, 4WD High, 4WD Low and Neutral. BW 44-47 is a manual shifting transfer case with 2WD, 4WD High, 4WD Low and Neutral. Both options feature a low-range ratio of 2.64 and locking differential from front to rear.

The 2013 Ram Heavy Duty is backed with an unsurpassed 5-year/100,000-mile Powertrain Limited Warranty. The powertrain-limited warranty covers the cost of all parts and labor needed to repair a covered powertrain component – engine, transmission and drive system. Coverage also includes free towing to the nearest Ram Truck dealer, if necessary. The warranty also is transferable allowing customers who sell their truck during the warranty period to pass the coverage onto the new owner. The standard 3-year/36,000-mile Basic Limited Warranty provides bumper-to-bumper coverage for the Ram Heavy Duty, from the body to the electrical system.

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