THIS IS RAM: COMMERCIAL-GRADE MUSCLE AND KNOW-HOW.

NOW ADD RELIABILITY AND COMFORT.

THE FIGURES ADD UP TO ONE SOLUTION: RAM COMMERCIAL.
You’ve got the work and we’ve got the workforce to get it all done. The Ram Commercial family offers a truly impressive portfolio of Chassis Cabs, Cutaways, Pickups, Vans and Passenger Wagons. Ram has built advantages into our trucks and vans that will give you an advantage on the job site.

Use the most stringent specs to measure Ram capability, and these models measure up. You’ll find dozens of class-exclusive technical advantages. Across this family of vehicles are scores of best-in-class features where they count the most. Ram delivers iron-clad durability backed by an arsenal of powertrain choices carrying superb warranties. There’s more at RAMTRUCKS.COM/COMMERCIAL.
RAM 4500/5500 CHASSIS CAB
INDUSTRIAL LEADER.
AND IT’S ALL AVAILABLE FOR THE TAKING—FROM MAX TRAILER WEIGHTS TO HORSEPOWER AND TORQUE TO GVWR.

RAM 3500 CHASSIS CAB
PTO-FRIENDLY BY DESIGN.
THIS IS THE RIGHT COMBINATION: STELLAR PTO POSSIBILITIES, SUPERB POWER, SMART ELECTRONICS—ALL AWAITING THE UPFIT OF YOUR CHOICE.

RAM 2500/3500 THE HEAVY-DUTY PARTNER.
MEET THE TRUCKS WITH OUTSTANDING TOWING, PAYLOAD, GCWR AND TORQUE.

RAM 1500 INNOVATION MEETS EFFICIENCY.
THE FUEL-SIPPING PERFORMANCE OF THE AVAILABLE 3.0L ECODIESEL V6, PLUS INVALUABLE ASSETS—LIKE THE AVAILABLE RAMBOX® CARGO MANAGEMENT SYSTEM.

RAM PROMASTER® ADAPTABLE. AND CAPABLE.
FIT FOR ALMOST ANY UPFIT, WITH A CHASSIS CAB/CUTAWAY, A WINDOWED VAN AND A CARGO VAN IN THREE SIZES WITH MULTIPLE WHEELBASES.

RAM PROMASTER CITY® RIGHT-SIZED, RIGHT ATTITUDE.
IT’S IMPRESSIVELY SPACIOUS, WITH UNEXPECTED STRENGTHS THROUGHOUT. COUNT ON EXCEPTIONAL PAYLOAD, CARGO CAPACITY, GVWR AND TOWING.
OVERTIME IS RAM TIME.
Properly secure all cargo.
AT A GLANCE: 2016 RAM CHASSIS CABS LEAD, WITH BEST-IN-CLASS [1][2][3] MAX GCWRs AND TOWING.

<table>
<thead>
<tr>
<th>MODEL</th>
<th>MAX GCWR*</th>
<th>DIESEL MAX TOWING*</th>
</tr>
</thead>
<tbody>
<tr>
<td>4500</td>
<td>32,500 lb</td>
<td>24,650 lb</td>
</tr>
<tr>
<td>5500</td>
<td>37,500 lb</td>
<td>29,600 lb</td>
</tr>
</tbody>
</table>

Awesome assignments are best accomplished by the singular strengths that come only from a best-in-class status. The 2016 Ram 4500/5500 Chassis Cabs own it. This is conclusive proof that we’ve got what counts for the biggest tasks.

This is where advantages like best-in-class[^1][^2][^3] max trailer weight ratings[^*] for gas and diesel engines easily outdo the competition. Here, a standard 6.4-liter HEMI® V8 also offers available PTO-activated Multi-Displacement System (MDS) capability (static). Class-exclusive[^3] available V8 gas PTO capability includes available left- or right-side access. And the available 6.7-liter Cummins® High Output Turbo Diesel churns out its best-in-class[^3] 750 lb-ft of torque, along with best-in-class[^1][^3] available max GCWRs.

RAM 4500/5500 CHASSIS CAB
MAX GVWR: 16,500 LB • MAX GCWR: 32,500 LB*

- Best-in-class[^1] diesel max trailer weight rating—up to 24,650 lb*
- Best-in-class[^1] available diesel front GAWR—7,250 lb
- Best-in-class[^3] rear frame steel strength of 50,000 psi

Unsurpassed[^1] max GVWR with the 6.4-liter HEMI V8—up to 16,500 lb
Unsurpassed[^1] max GVWR with the 6.7-liter Cummins Turbo—up to 16,500 lb

RAM 5500 CHASSIS CAB
MAX GVWR: 19,500 LB • MAX GCWR: 37,500 LB*

- Best-in-class[^2] diesel max trailer weight rating—up to 29,600 lb*
- Best-in-class[^3] rear frame steel strength of 50,000 psi
- Best-in-class[^3] available dual fuel tank capacity—74 gallons
- Best-in-class[^3] diesel oil change intervals—up to 15,000 mi

Largest front and rear brake rotors in the class[^3]—over 15 inches in diameter
Unsurpassed[^2] max GVWR with the 6.7-liter Cummins Turbo—up to 19,500 lb

THE GCWR REACHES UP TO 37,500 LB: TOWING CAN ACHIEVE UP TO 29,600 LB: RAM 5500 IS THE WORKER THAT TAKES ON THE TOUGHEST JOBS.
EMPLOY THIS PTO. AND COUNT ON BIG RETURNS.

COMMERCIAL FAMILY PATRIARCH: RAM 4500/5500 CHASSIS CABS.

- BEST-IN-CLASS\(^{[3]}\) MAX GCWR*: RAM 5500. This top-tier performer naturally brings top numbers to the worksite and road: up to 37,500 lb of pure GCWR capability.
- BEST-IN-CLASS\(^{[3]}\) 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\(^{[2]}\) DIESEL 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 2016 Ram 5500 Chassis Cab.
- BEST-IN-CLASS\(^{[3]}\) 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\(^{[3]}\) MAXIMUM FRONT GAWR: DIESEL-POWERED RAM 4500/5500. With the optional Cummins® Turbo, front support rises to a comfortable 7,250 lb.
- LARGEST FRONT AND REAR BRAKE ROTORS IN THE CLASS.\(^{[3]}\) Stopping power is on par with incredible work capability, with huge, over 15-inch rotors fore and aft.

*When properly equipped. Properly secure all cargo.

POWER UP—WITH PHENOMENAL PTO.

THE FOCUS: SUPERB POWER TAKE-OFF. Putting a 2016 Ram Chassis Cab on the job gives you outstanding capability. Here’s where available Power Take-Off functionality works hand in hand with top-tier efficiency in PTO prep technology. The upshot for industry: PTO on 4500/5500 Chassis Cabs delivers 60 horsepower backed with 250 lb-ft of torque.

Your choices for PTO span the gamut. With a Cummins® Turbo Diesel powering your Ram Chassis Cab, count on a class-exclusive\(^{[1]}\) G56 six-speed manual transmission or the AISIN® Heavy-Duty six-speed automatic—also available with the 6.4L HEMI® V8. With both engines, the AISIN can accommodate either right-side or left-side PTO accessibility (left side for 4x2 only).

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) offers easy installation, 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

These PTO sending units are shown here as mounted on the AISIN Heavy-Duty six-speed automatic. Blue unit: Ram 4500 4x2 with left-side-mounted PTO and mechanical componentry. Red unit: on a Ram 4500 Chassis Cab 4x4, a right-side-mounted PTO sending unit, here with hydraulic pump componentry. Each PTO prep option is engineered to solve a wide range of ancillary needs.
ECONOMIES OF OWNERSHIP. SOPHISTICATED ELECTRONICS. THAT’S RAM.


STUNNING: RAM 3500 CHASSIS CAB OFFERS A PREMIUM LEVEL OF ELECTRONICS.

SUSPENSIONS AND BRAKES: THIS IS THE TOTAL PACKAGE.

Your contract with Ram 3500 Chassis Cab models involves some very attractive signing bonuses. On 4x4 models, the front axle disconnect articulates impressive and dynamic capability on the job, while all models employ a tough heavy-duty front suspension (axle shown here). Handling and road manners are outstanding, while further advantages—like huge 14-inch brake rotors—give these workers unmistakable clout.

LOAD IT UP. YOU’RE PUTTING BEST-IN-CLASS[6] 50,000 PSI REAR FRAME STEEL STRENGTH AT YOUR SERVICE. Usually the choice is payload or towing. Not with this Ram. With up to 14K GVWR on Dually models (and 10.5 – 12K on SRW models), you’re now factoring in up to 30,000-lb* GCWR figures to do the job. Which brings us to maximum trailering capability—yet another area of best-in-class[6] superiority. With the 6.4L HEMI V8: up to 17,920 lb.* With the available 6.7L Cummins Turbo Diesel: up to 22,770 lb.* Front GAWRs are just as capable: with the HEMI V8, it’s up to 5,500 lb, while the Cummins is unsurpassed[6] at up to 6,000 lb.


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
Best-in-class[6] available dual fuel tank capacity—74 gallons
Class-exclusive[6] available PTO with the 6.4-liter HEMI V8
Class-exclusive[6] “smart” diesel exhaust brake is included with available 6.7L Cummins Turbo

*When properly equipped. Properly secure all cargo.

Few vehicles in this class can vie with Ram 3500 Chassis Cab. The facts are clear: while the many top-of-the-class figures discussed on this page leave competitive models gasping for air, a Ram 3500 Chassis Cab barely needs to take a breath.

Cases in point: it really is all about the numbers—like best-in-class[6] oil change intervals: for diesel engines, it’s 15,000 miles; for gas, 10,000 miles. Or the best-in-class[6] largest single rear-mounted fuel tank: it’s 52 gallons, and our available dual fuel-tank capacity of 74 gallons is yet another best-in-class[6] honor. These figures were unheard of a decade ago. For a Ram 3500 Chassis Cab, it’s just standard procedure.
IT'S A HEAVY-DUTY ATTITUDE.
THE 2016 RAM HEAVY DUTY TRUCKS: NUMEROUS BEST-IN-CLASS ASSETS LET YOU LEAVE THE OTHERS WOEFULLY BEHIND.

The toughest assignments are best accomplished by best-in-class strengths. The no-nonsense work ethic of the 2016 Ram Heavy Duty 2500/3500 is counterbalanced by total confidence. These trucks prove their mettle with pure capability that shows who rules the jobsite.


RAM 2500/3500 PICKUP

An expanded and proven ladder frame also features a pumped-up front suspension crossmember, hydroformed front and rear sections and roll-formed center rail sections in an outwardly curved position that helps improve rear spring and shock placement.

The Ram Heavy Duty frames provide the 50,000 psi steel strength and eight tough crossmembers contributing to robust towing and hauling. Those hydroformed front and rear sections supply durability and mass efficiencies while rail contours are ideally placed for ancillary mounts.

IT ALL FLOWS AROUND THIS HIGH-STRENGTH STEEL FRAME—THE LIFEBLOOD OF TOWING AND HAULING.

In 2016 Ram Heavy Duty 2500/3500 4x4 models, the front axle disconnect technology is all about capability and convenience. The system automatically disengages the front drive axle when reengaging the two-wheel-drive mode—engineering that helps reduce parasitic losses, and which contributes to improved fuel efficiency.

Look for a unique three-link front suspension on all Ram Heavy Duty models. Our three-link front suspension stands out further by employing a large stabilizer bar to ensure the roll stiffness required by these impressive GVW ratings—up to 10,000 lb for Ram 2500 and up to 14,000 lb for Ram 3500.

FOUR REAR SUSPENSIONS—AND EACH DELIVERS OUTSTANDING COMFORT, CONTROL AND CAPABILITY.

2500: THE REAR FIVE-LINK COIL SPRING SUSPENSION[8] The five-link coil spring rear suspension, standard on Ram 2500, is revolutionary in the heavy-duty pickup segment. It’s engineered to spec, providing outstanding ride/handling characteristics and beyond-dependable hauling and payload capability, irrespective of load.

2500: THE AVAILABLE AUTO-LEVEL REAR AIR SUSPENSION SYSTEM[8] This Ram Heavy Duty adaptation addresses needs specific to the higher GVWRs and GCWRs of the 2500 class. There are two modes: Normal Load-Leveling Mode, which provides a level load profile; and Alternate Ride Height Mode, which keeps an even alignment between the hitch and trailer tongue.

3500: THE STANDARD HOTCHKISS LEAF SPRING REAR SUSPENSION. The Hotchkiss leaf spring rear suspension meets anticipated requirements for payload and occupant comfort. Its heavy-duty engineering is calibrated to the extra performance needs typical to assignments given to 3500 vehicles.

3500: THE AVAILABLE AUTO-LEVEL REAR AIR SUSPENSION SYSTEM[8] 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 2016 Ram 3500 single-rear-wheel and Dually models.

2500:
MAX GVWR: 10,000 LB  •  MAX GCWR: 25,300 LB*
Best-in-class[8] diesel-powered towing—up to 17,980 lb*
Best-in-class[8] gas-powered towing—up to 16,320 lb*
Best-in-class[8] gas horsepower and torque—410 hp/429 lb-ft
Best-in-class[8] diesel oil change intervals—up to 15,000 miles
Best-in-class[8] GCWR—up to 25,300 lb*

Ram: the only full line of pickups to comply with SAE J2807 towing standard[8]

3500:
MAX GVWR: 14,000 LB  •  MAX GCWR: 39,100 LB*
Best-in-class[8] diesel-powered towing—up to 31,210 lb*
Best-in-class[8] gas-powered towing—up to 16,520 lb*
Best-in-class[8] diesel horsepower and torque—410 hp/429 lb-ft
Best-in-class[8] gas horsepower and torque—410 hp/429 lb-ft
Best-in-class[8] diesel oil change intervals—up to 15,000 miles
Best-in-class[8] diesel torque—up to 900 lb-ft

Ram: the only full line of pickups to comply with SAE J2807 towing standard[8]
The objective: raise the bar for what counts in a tough truck. The 2016 Ram Heavy Duty trucks enable impressive towing and hauling, and then add on the fine points to 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, 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**

**DIESEL TOWING**: 31,210 LB.

The objective: raise the bar for what counts in a tough truck. The 2016 Ram Heavy Duty trucks enable impressive towing and hauling, and then add on the fine points to 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, convenience and driver and occupant comfort. No matter what you’re accomplishing with your Ram truck, this is the versatility and control you need.

**COMMERCIAL-GRADE ALL THE WAY—WITH EXTRA CAPABILITY. THAT’S RAM.**

Look at a Ram 3500 pickup and you’re looking at strengths that seriously define capability. 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. Add the available Auto-Level Rear Air Suspension System and you’ve got loads of control and total confidence when hauling.

**BEST-IN-CLASS**

**FOR PAYLOAD**: 7,390 LB.
Properly secure all cargo.
RAM 1500
29 MPG HWY
EcoDiesel HFE

*EPA estimated 21 mpg city / 29 mpg hwy based on Ram 1500 EcoDiesel HFE 4x2. Actual results may vary.
A truck this good doesn’t shirk from competitive analyses—quite the contrary. It invites them. So seriously: compare Ram to other trucks.

Use the parameters that define commercial strengths, and a 2016 Ram 1500 vaults into first-place consideration. Only Ram 1500 provides an available and class-exclusive Active-Level™ Four-Corner Air Suspension System and an innovative, class-exclusive standard multilink coil spring rear suspension. The available 3.0L EcoDiesel V6 (with its 29 mpg hwy* while delivering 420 lb-ft of torque) speaks eloquently about performance and capability, while the available 5.7L HEMI® V8 maintains a class of its own. And when you look at the upper trim levels—both Laramie Longhorn® and Limited offer 100% leather interiors—this truck stands out. And above.

**RAM 1500 PICKUP**

**PIONEERING SUSPENSIONS. INNOVATIVE POWERTRAINS. EXCEPTIONAL FUEL EFFICIENCY. RAM 1500 LEADS.**

**SMOOTH OUT LIFE’S UPS AND DOWNS.**

ACTIVE-LEVEL SUSPENSION: 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 its five distinct modes of operation), Active-Level suspension engineering automatically equalizes your Ram 1500 while under heavy payloads. You’re assured of a correct fore-and-aft vehicle balance, a constant horizontal load plane and an even and level driving profile. Active-Level also properly maintains headlamp-to-road angle for consistent and vision-friendly forward illumination. It’s all controlled by the switch bank, seen here.

FINGERTIP CONTROL THROUGH THE INTEGRATED SWITCH BANK. It actuates the available Active-Level Four-Corner Air Suspension System—and more. The switches let you progress from mode to mode, ensuring the ideal ride height for terrain and conditions. Further controls address a wide variety of standard and available features, including the available Electronic Trailer Brake Controller, the Electronic Stability Control (ESC) System, the Tow/Haul Mode, the heating and ventilation for seats, the heated standard and available features, including the available Electronic Trailer Brake Controller, the Electronic

**THE 3.0L ECO DIESEL V6. THEY NEVER SAW IT COMING.**

We didn’t merely make waves when we introduced the available EcoDiesel V6—we offered a breakthrough component for capable and efficient performance. Given its 420 lb-ft of torque, fuel-efficient performance, and exceptional driving range (up to 754 miles on a single tank), there’s little wonder why this engine has taken the world by storm—reflected in rave reviews and unprecedented demand.

**THE TORQUEFLITE™ 8-SPEED AUTOMATIC. STANDARD ON RAM 1500.**

The objective: provide outstanding shift qualities and impeccable performance from cruising to hauling—while contributing to the superb Ram 1500 fuel efficiency. The TorqueFlite 8-speed does both, utilizing steering wheel-mounted buttons for manual gear range selection for more control. This exceptional transmission is the standard partner with the Pentastar® V6 and the EcoDiesel V6, and is available with the optional 5.7L HEMI V8.

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**IN BUSINESS? RAM IS PULLING FOR YOU.**

Towing is key. These structural rear bumpers are rated for Class III towing, easily handling trailers up to 5,000 lb. Ram 1500 also lets you ramp up your trailer-towing capability with an available factory-installed Class IV hitch receiver. Bolted directly to the frame, it boosts towing up to 10,640 lb.

Standard 4- and 7-pin trailer connectors enable instant trailer hook-ups, and eliminate tedious junctions and adapters when you need to utilize multiple types of trailers.

Reducing weight directly impacts fuel efficiency, and we’re on it. By increasing the use of stronger and more resilient yet lighter steel, you’ve got a full-size, tough truck with the weight savings that help contribute to fuel-sipping performance. The high-strength steel frame is engineered with low-torsion dynamics and accompanies fully boxed side rails. The engineering strengthens the whole package—including our reputation for minimal noise, vibration and harshness (NVH).

The finishing touch is in front: available Active Grille Shutters instantly adapt to speed, load and engine needs to provide ideal engine cooling. The technology reduces aerodynamic drag, helping to improve fuel efficiency.

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**RAM 1500 PICKUP**

**MAX GVWR: 6,950 LB • MAX GCWR: 15,950 LB†**

- **Class-exclusive** available Active-Level™ Four-Corner Air Suspension System
- **Class-exclusive** available RamBox® Cargo Management System

Best fuel economy of any full-size pickup†—up to 29 mpg highway*(EcoDiesel HFE)

Capability: up to 10,640-lb towing*(HEMI V8); up to 9,210-lb towing*(EcoDiesel V6)

Standard Class IV hitch receiver (Tradesman®)

Standard spray-in bedliner (Tradesman)

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*EPA estimated 21 mpg city / 29 mpg hwy based on Ram 1500 EcoDiesel HFE 4x2. Actual results may vary. †EPA estimated 21 mpg city / 29 mpg hwy based on Ram 1500 EcoDiesel HFE 4x2 and 20-gallon fuel tank. Actual results may vary. When properly equipped.
Properly secure all cargo.
It made news when it first appeared, for this innovative advantage delivers practical and secure storing and hauling in your Ram pickup.

The class-exclusive RamBox® Cargo Management System is available for select Ram 1500 and Heavy Duty pickup models with the 5’7” or 6’4” cargo beds. The system consists of two huge cargo bed-side bins, each capable of holding multiple power tools or a full set of golf clubs. The boxes are illuminated, drainable (perfect for keeping iced beverages at the work site) and lockable, including available remote key fob control.

The system also includes a folding bed extender/divider (conveniently stored at the front of the bed when not in use), plus cargo rails with four adjustable cleats. For 2016, we’ve also packaged it with the new LED Bed Lighting. Numerous other Authentic Accessories from Mopar® are custom-designed for the RamBox System, offering further capability and convenience on the job.

Hauling stays where it should: at uncompromising levels of Ram capability. Standard 4x8 sheets of plywood and other building materials still fit between the wheel wells in the cargo bed. There’s more to the story. Get it at RAMTRUCKS.COM/COMMERCIAL.

**ALL-NEW LED BED LIGHTING.**
New for 2016 Ram pickups: available LED Bed Lighting that welcomes working at night and eliminates opening a tonneau cover. Installed right at the factory, this convenient lighting augments the CHMSL-mounted lamp to illuminate the rear area of the cargo bed. With multiple controls—either from the instrument panel-mounted switch or a button on the remote key fob—you have ample illumination on each side of the bed that makes loading and unloading during dark hours easier than ever: conclusive proof that Ram always thinks out of the box.

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.

Properly secure all cargo.
9-1-1
ASSIST
IN EMERGENCIES
IT’S INVALUABLE AND POTENTIALLY LIFE-SAVING. ACCESS 9-1-1 CALLS AND ROADSIDE ASSISTANCE WITH THE TOUCH OF A BUTTON.

SPEAK UP
AND BE HEARD
MAKE AND RECEIVE CALLS, SEND AND GET TEXTS (NOT COMPATIBLE WITH iPHONE)—ALL WHILE DRIVING SAFELY, WITH HANDS-FREE CAPABILITY.

NAVIGATE
YOUR ADVENTURES
GET TURN-BY-TURN DIRECTIONS TO WHEREVER YOU’RE GOING—AND DON’T HESITATE TO EXPLORE ONCE IN A WHILE.

LISTEN TO MUSIC, TALK SHOWS AND SPORTS
ACCESS IT ALL, AND ALL THE TIME. SIRIUSXM SATELLITE RADIO LETS YOU TUNE IN YOUR FAVORITES: ARTISTS, RADIO HOSTS AND (WE HOPE) WINNING TEAMS.

START YOUR RAM FROM AFAR
WARM UP THE ENGINE AND CABIN, UNLOCK YOUR DOORS OR FLASH YOUR HEADLAMPS—JUST BY USING YOUR PHONE.

SEE INTO THE FUTURE
TAKE ADVANTAGE OF WEATHER AND TRAFFIC REPORTS WITH A FIVE-YEAR TRIAL SUBSCRIPTION TO SIRIUSXM TRAFFIC. *AVAILABLE ON SELECT UCONNECT SYSTEMS. SEE DEALER FOR DETAILS.

DRIVER INFORMATION DISPLAY
Your 2016 Ram truck is a rolling powerhouse of knowledge, information and communications technology. And it’s all in your command: available and customizable full-color seven-inch multiview display. Some 34 menu options and graphics conveying instant vehicle data. On select models, a six-ring instrumentation cluster. Available 8.4-inch touchscreen with some of the most state-of-the-art telematics through Uconnect®.

EVERYTHING YOU NEED TO STAY CONNECTED.
DRAG AND DROP
NEW FOR UCONNECT, SELECT FROM A MENU OF APPS AND DRAG YOUR CHOICES INTO PLACE ALONG THE BOTTOM ROW FOR EASY CUSTOMIZATION.

HOST A HOTSPOT
UPLOAD AND DOWNLOAD, POST AND SEARCH. UCONNECT® WITH AVAILABLE WIFI HOTSPOT LETS YOU CONNECT YOUR DEVICES DIRECTLY TO THE WEB. *ADDITIONAL CHARGES APPLY.

LISTEN TO MUSIC, TALK SHOWS AND SPORTS
ACCESS IT ALL, AND ALL THE TIME. SIRIUSXM SATELLITE RADIO LETS YOU TUNE IN YOUR FAVORITES: ARTISTS, RADIO HOSTS AND (WE HOPE) WINNING TEAMS.

START YOUR RAM FROM AFAR
WARM UP THE ENGINE AND CABIN, UNLOCK YOUR DOORS OR FLASH YOUR HEADLAMPS—JUST BY USING YOUR PHONE.
SMART INTERIORS

RAM CHASSIS CABS AND PICKUPS: COMFORT, CONVENIENCE, CONTROL.

We think every worker deserves the respect of an internal performance review. A look at the interior treatments of Ram pickups and Chassis Cabs shows these partners on the job are contributing with top-tier performance.

The Ram interiors turn the tables on conventional thinking, providing assets that take comfort and convenience to the next level. Trailering across town...or across the country? Every model and trim level in the portfolio provides exceptional amenities and storage—features you've come to expect from Ram.

Take the available under-the-seat storage of Ram Quad Cab® and Crew Cab models—an ideal place to stash tools and valuables. And available fold-flat load floor capability is a snap with Quad Cab and Crew Cab—because they're truly flat, with no angled break like other trucks. On Ram Crew Cab pickup models, the in-floor storage bins go beyond safely securing important documents or valuable items; drainable and removable, they're perfect for keeping food and beverages chilled. And the fold-forward rear seating of Mega Cab® also translates into instant cargo-carrying capability.
They were built for years of industrial-grade service. And the interiors step up to the same level of excellence, measuring quality in people-friendly terms: convenience and ease of operation.

This big-rig, cab-forward presence instantly lends itself to pure creature comfort. The interior is spacious by design: count on generous head, shoulder, hip and leg room; controls and knobs are large, with rubberized surrounds that are finger-friendly, even with gloved hands. The low-gloss instrument panel is designed to reduce glare and “hot spots,” the windshield is enormous, instrument clusters and controls are intuitive, and storage is abundant.

Electronics are key: a 12-volt power outlet and 2.5-amp fast-charging USB ports are right at hand. Opt for the multifunctional Uconnect® system, and you’ve got an operations center ready to take care of any business need.

The more we design, the more we offer. Case in point: the interiors of the most recent addition to the Ram Commercial family, ProMaster City. While the initial objective is always comfort and durability, our interior designers took some important extra steps with these models, creating seating and surrounds that plan on decades of use. So the seats offer outstanding comfort, with long-wearing and easy-to-clean fabrics.

But it’s in the area of storage where ProMaster City shows how Ram has evolved. In front, all models feature a standard overhead shelf system, five inches high and seven inches deep, that runs the width of the vehicle. It’s ideal for the everyday items of life and work: gloves, notebooks, ice scrapers all stay out of sight but right at hand. The glove box is oversized, with driver’s-side “trays” to keep things near and neat.

The media center teams up with a center console with cup holders, while the electronics are forward of the shifter. You want it, it’s right here.
WE GET DOWN TO BUSINESS.
High roof
462.8 Max cubic feet

Standard roof
303.7 Max cubic feet

Meets SAE J1100 requirements.

Properly secure all cargo.
Put genius to work—with a 2016 Ram ProMaster. Offering four cab/body styles (Cargo and Windowed Vans, Chassis Cabs and Cutaways), with multiple wheelbases (including an extended floor option for the 159-inch wheelbase) and two roofs (including the High Roof option for Cargo Van, allowing 6’3” workers standing room). Power comes from the award-winning 3.6L Pentastar® V6 and innovative, available 3.0L EcoDiesel I4 powerplants with front-wheel-drive capability across the board. Quality is top-tier by design: Cargo Van lowest load floor height, width between rear wheel wells, standard cargo height and standard V6 horsepower (Pentastar V6) are all best-in-class. 

THIS IS HOW YOU BUILD A REPUTATION.

Properly secure all cargo.
It’s right-sized for all the right reasons—and carries all the right credentials. Featuring an upscale exterior and spacious, versatile interior, Ram ProMaster City models are built on a practical 122.4-inch wheelbase with a total length of 15.6 feet—the length of the typical mid-size sedan. Efficient dimensions translate into outstanding passenger room with space for luggage, or, for Cargo Van models, for numerous upfits or large-scale deliveries.

These models make a powerful statement about quality, with a powerful 4-cylinder engine you would expect from Ram—the 2.4L Tigershark® with MultiAir®2—mated to the class-exclusive
(19) nine-speed automatic, churning out best-in-class
(20) 178 horsepower and 174 lb-ft of torque with standard engine configuration. The 2,000-lb† towing figure is unsurpassed.
(19) And with its standard 16-gallon fuel tank working with this powertrain, you’ve also got a best-in-class
(19) driving range with standard motor: up to 464 miles† on one tank of wallet-friendly 87-octane regular gas.

RAM PROMASTER CITY TRADESMAN® CARGO VAN. Best-in-class
(19) payload works with vertically oriented side walls and a completely flat load floor; count on phenomenal interior space and enormous latitude for customization. The rear 60/40 doors open to a practical 90° and generous 180°. With its low step-in height of only 21.5 inches and expansive interior (including tie-down rings on all models), this multifunction design is ready-made for thousands of uses, and even includes aftermarket Automobile applications.
DELIVERS 29 MPG HWY

*EPA estimated 21 mpg city / 29 mpg hwy. Actual results may vary. Properly secure all cargo.
Properly secure all cargo.

**BEST-IN-CLASS**[^9] **PAYLOAD**

1,883 LB

**BEST-IN-CLASS**[^9] **CARGO WIDTH BETWEEN THE WHEEL WELLS**

48.4 IN

[^9]: Property secure all cargo.
Properly secure all cargo.
FROM CONCEPT TO CONCRETE, IT JUST FLAT-OUT WORKED. The Ram ProMaster City® Passenger Wagon brings you smart flexibility in seating and storage, backed with generous and accessible rear cargo capacity. Whether your business is to shuttle clients or you’re the go-to charter for your neighborhood Little League team, this Wagon is the way to go, with top-of-the-line assets and conveniences.

The Passenger Wagon second row reflects pure practicality and standout versatility. The rear seat is engineered for occupant comfort offering ample room for three passengers, and easy-to-access storage. Key here is a fold-and-tumble design that enables nine different configurations to accommodate virtually any foreseeable transport needs. Dual side doors slide open, while the rear doors feature a 60/40 split design, with the larger door on the driver’s side—a safety feature ideal for curb-side loading.

The best-in-class maximum cargo area width between wheel wells (a huge 48.4 inches) joins long-wearing carpeted floors fore to aft; a full vehicle-length acoustic headliner helps keep things quiet. Front and rear, leg room is abundant. The front bucket seats feature a tubular structure with smart spring seat suspensions for easy in-and-out access; durable fabrics are made to last. Headrests are fully adjustable, seatbacks recline—and you can further opt for manual lumbar support controls for the driver’s seat and heated surfaces for both front seats.

IN-FLOOR TIE-DOWN RINGS help secure cargo, and are standard on every Ram ProMaster City model (6 rings on Cargo Van models; 4 rings on Wagon models).

LEADER OF THE PACKED.

WELCOME TO THE BIG CITY. Packing it up for your vocation...or your vacation? Ram ProMaster City Passenger Wagon, with its fold-and-tumble 60/40-split rear seat, gives you nine practical variations—exactly the versatility needed by shuttles, taxis, companies and families. The rear seat configures for three, two, or a single occupant. Four rear D-type tie-down rings are standard. So think big: maximum cargo room reaches 101.7 cubic feet of usable volume.
2.4L TIGERSHARK MULTIAIR® I4
EFFICIENT POWER WITH A CLASS-EXCLUSIVE NINE-SPEED AUTOMATIC.
Meet the singular and powerful four-cylinder gas powerplant in our arsenal of engines—and the ideal powerhouse for Ram ProMaster City Tradesman® Cargo Van and Passenger Wagon models.

The MultiAir2 technology—long proven in the field—features multiple engineering enhancements for combustion control, improved fuel efficiency and reduced exhaust emissions, all culminating in best-in-class horsepower and torque with standard engine configuration on ProMaster City. Details on its partner—the nine-speed automatic—are on the following pages.

3.6L PENTASTAR V6
INDUSTRIAL-GRADE POWER ACROSS THE BOARD.
This efficient and powerful V6 powerplant has been honored with universal acclaim and multiple awards. Count on commercial-grade reliability, top-tier performance and welcome six-cylinder efficiency.

Powering two of our flagship commercial vehicles, the 3.6L Pentastar V6 is mated with the ideal transmission for each vehicle application. Specific calibrations exclusive to the vehicle are designed to ensure the best in performance and fuel efficiency.

5.7L HEMI® V8
LEGENDARY MUSCLE ACQUIRES INDUSTRIAL STRENGTH.
The 5.7L HEMI V8 with Variable Valve Timing (VVT) is an offshoot of one of the major steps in transportation. (Former HEMI applications have ranged from prototype aircraft to muscle cars; this is an engine with true lineage.) Today, the available 5.7-liter HEMI V8 with Multi-Displacement System (MDS) in a Ram 1500 pickup delivers capable and fuel-efficient performance.

Standard powertrain partners to the 5.7L HEMI V8 are the proven 65RFE 6-speed automatic for Ram 1500 and the 66RFE 6-speed automatic for Ram 2500/3500 HD SRW. The available TorqueFlite 8-speed automatic for Ram 1500 stands alone for performance and fuel efficiency. All transmissions are detailed on the following pages.

6.4L HEMI V8
AWESOME POWER—AND MAJOR PTO SUPPORT FOR CHASSIS CABS.
Standard on Ram Chassis Cabs and available for Heavy Duty pickups, the performance attributes of the large-displacement HEMI V8 include the invaluable Fuel Saver Technology. If dollars count, these stats earn their keep: the 6.4L HEMI V8 delivers up to 410 horsepower and 429 lb-ft of on-demand torque.
## DIESEL POWERTRAINS

### RAM DIESEL ENGINES

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<thead>
<tr>
<th></th>
<th>3.0L EcoDiesel I4</th>
<th>3.0L EcoDiesel V6</th>
<th>6.7L Cummins® Turbo Diesel I6</th>
<th>6.7L Cummins High Output Turbo Diesel I6</th>
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<td><strong>I500 Pickup</strong></td>
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<td><strong>2500 Pickup</strong></td>
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<td><strong>3500 Pickup</strong></td>
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<td><strong>3500 Chassis Cab</strong></td>
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<td><strong>4500 Chassis Cab</strong></td>
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<td><strong>5500 Chassis Cab</strong></td>
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<td><strong>Ram ProMaster City®</strong></td>
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<tr>
<td><strong>Ram ProMaster®</strong></td>
<td></td>
<td>174 HP</td>
<td>295 LB-FT</td>
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### 3.0L ECODIESEL V6

**GROUNDBREAKING DESIGN, STUNNING PERFORMANCE.**
The available 3.0L EcoDiesel V6 gives Ram 1500 exceptional advantages in the light-duty pickup market. The inspiring 420 lb-ft of torque translates into outstanding takeoff from a stop. The impressive driving range (up to 754 miles per full tank) is exceeded by superiority: the engine delivers a best-in-class [21] combination of V6 fuel economy and torque.

This small-displacement high-performing turbo diesel is mated to the TorqueFlite 8-speed automatic. Count on fuel-efficient performance, B20 (biodiesel) capability, 10K oil change intervals and a top-notch (and low-maintenance) Diesel Exhaust Fluid (DEF) System.

### 3.0L ECODIESEL I4

**THE IDEAL DIESEL FOR RAM PROMASTER.**
Keep the displacement, reduce the cylinders—and you’ve got an engine to drive success. This in-line fuel-sipping four-cylinder boasts a powerful heritage: the engine family is typically seen in Class 2 – 4 commercial vehicles. The available ProMaster EcoDiesel I4 uses an electronically controlled high-pressure common-rail Fuel Injection System with a variable geometry turbocharger. It’s mated to our class-exclusive [17] 6-speed automated clutchless manual transmission (Dual Active Drive).

### 6.7L CUMMINS TURBO DIESEL

**MULTIPLE ITERATIONS, INCREDIBLE TORQUE, PROVEN LONGEVITY.**

It gets better: the 6.7L Cummins High Output Turbo Diesel is mated to the formidable AISIN Heavy-Duty 6-speed automatic transmission. Put this available powertrain in a 2016 Ram 3500 Heavy Duty pickup, and you’re talking the highest tow rating in the class [8]—31,210 lb!

Opting for the Cummins in your Ram of choice offers a myriad of assets: available dual alternators (in-tandem 220-amp units for a best-in-class [6] max 440 amps on Chassis Cabs); an invaluable “auto idle-up” to automatically adjust when greater electrical power is needed; and “smart” diesel exhaust brake on all calibrations. And when applied to the upfitter-friendly Ram Chassis Cabs with their specialized transmissions, Ram and Cummins benchmark PTO access and capability. The point that drives it home is proven durability. A Cummins in a Ram Heavy Duty adds up to quality the others can only envy: more than two million trucks in total have featured this work-ready combination.

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*EPA estimated 21 mpg city / 29 mpg hwy based on Ram 1500 EcoDiesel HFE 4x2 and 26-gallon fuel tank. Actual results may vary.

*When properly equipped.
TOUGH PARTNERS EARN YOUR TRUST.

THE DIESEL-DRIVEN RAM PROMASTER®

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

RAM PROMASTER CITY® CARGO VAN AND WAGON

ADVANCEMENTS IN DRIVETRAIN TECHNOLOGY. Count on technical brilliance: 2.4L Tigershark® engine with MultiAir®2 and a superb, class-exclusive[19] 9-speed automatic for pure power and unbelievable economies.

RAM 1500/2500/3500 PICKUPS, 3500 CC (GAS); GAS-POWERED RAM PROMASTER CARGO VAN

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

BUILT-IN VERSATILITY AND CAPABILITY. Smart engineering allows us to adapt this component to specific applications. The 65RFE is standard partner with the optional 5.7L HEMI® V8 for Ram 1500 pickup models. Ideal to the Heavy Duty weight class is the 66RFE, while the Ram ProMaster models use the 62TE transmission. 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 PICKUP

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

AUTOMATIC PARTNER FOR RAM 1500. The objective was manifold: 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. Revolutionizing the transmission field, the TorqueFlite 8-speed with standard Tow/Haul Mode in Ram 1500 is 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.

WORK WITH ROTARY PRECISION. Electronically controlled. Ergonomic design. Dashboard-mounted. The innovative 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-SPEED MANUAL TRANSMISSION (656)

MATED ONLY TO THE 6.7L CUMMINS® TURBO DIESEL, this is the transmission for Ram Heavy Duty pickups and Chassis Cabs equipped with the 660 (on pickups)/650 (on Chassis Cabs) lb-ft versions. On Ram Chassis Cab models, the robust G56 6-speed delivers optional PTO capability. This class-exclusive[13][48] manual transmission is invaluable when you’re looking for the ultimate combination of vehicle control and efficiency.

RAM 2500/3500 HD PICKUPS (DIESEL)

DURABILITY DEFINED: THE 6-SPEED AUTOMATIC TRANSMISSION (68RFE)

Heavy Duty 2500/3500 models with the 370 hp/800 lb-ft calibration of the Cummins employ the 68RFE, a long-standing partner built to handle that output. Standard ERS ensures precise, optimal and quiet shifting of gears for ideal load control while towing and hauling; three planetary gearsets provide capability with precise ratio steps for optimum drivability.

THE INNOVATIVE CLASS-EXCLUSIVE[17] DUAL ACTIVE DRIVE TRANSMISSION

» NO CLUTCH PEDAL, NO PARK. This engineering minimizes internal componentry, with purposeful, time-saving technology from the get-go. The transmission dispenses with the conventional Park mode; instead, just set the Parking brake.

» STANDARD TOW/HAUL MODE offers confident hauling control. The long-life transmission fluid allows up to 60,000 miles between recommended changes.

» 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.

» 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. Designed and constructed for tough towing and robust hauling assignments, with standard Tow/Haul Mode on Ram pickups to facilitate tough jobs and help improve performance and fuel efficiency.

» 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.
UNSTOPPABLE.

TORQUE LEVELS SO IMPRESSIVE, THEY SCOFF AT HARD LABOR.

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

The AISIN Heavy-Duty 6-speed automatic mated to the 6.4L HEMI® V8 is the AS66RC version, delivering exceptional capability. This AISIN version is standard on Ram 4500/5500 models and is available for Ram 3500 Chassis Cabs.

Firmly established in the industrial world is the heavy-duty AISIN that continues to earn accolades—the tough AS69RC calibration. It’s engineered to deliver absolutely peak performance with the available Cummins® High Output versions. (Available for Ram 3500 pickup and 3500/4600/5500 Chassis Cabs.)

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 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 ultra-high-strength planetary gear components—part of the reason for the 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 their respective levels of horsepower, torque and various 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 show the commitment and thought put into these formidable components. Among the industrial-grade assets are: 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.

This engineering is focused on durability and efficient operation. Included are 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. In both iterations, the AISIN AS66RC and the AS69RC deliver superb performance with outstanding vehicle launch ability—an absolute mandate for long-term towing assignments.

RAM CHASSIS CAB: COUNT ON A GAS-POWERED V8 WITH AVAILABLE PTO. Select 2016 Ram Chassis Cabs equipped with the 6.4-liter HEMI V8 deliver it all. The available PTO capability from this powertrain carries true authority, 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 Chassis Cab 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.

Look for exceptionally robust inner components and casings—like this high-strength case that improves durability and reduces noise, vibration and harshness (NVH).
### CONFIGURATIONS

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<th>1500 PICKUPS</th>
<th>2500 AND 3500 PICKUPS</th>
<th>3500, 4500 AND 5500 CHASSIS CABS</th>
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<tr>
<td>SRW</td>
<td>DRW</td>
<td>SRW</td>
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<tr>
<td>REGULAR CAB</td>
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<td>QUAD CAB</td>
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<td>CREW CAB</td>
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<td>MEGA CAB</td>
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**CARGO BED LENGTH**

**CAB-TO-AXLE LENGTH (CA)**

**RAMBOX® SYSTEM AVAILABLE**

SRW = SINGLE REAR WHEEL
DRW = DUAL REAR WHEEL

### RAM PROMASTER®

<table>
<thead>
<tr>
<th>RAM PROMASTER CITY®</th>
<th>RAM PROMASTER® 1500</th>
<th>RAM PROMASTER 2500</th>
<th>RAM PROMASTER 3500</th>
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<tr>
<td>TRADESMAN® CARGO VAN</td>
<td>122.4&quot;</td>
<td>118&quot;</td>
<td>136&quot;</td>
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<tr>
<td>PASSENGER WAGON</td>
<td>122.4&quot;</td>
<td>136&quot;</td>
<td>159&quot;</td>
</tr>
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</table>

**WHEELBASE LENGTH**

**BODY/CHASSIS EXTENDED 14 INCHES**
INCENTIVES FOR SMALL BUSINESSES.

A commercial line of credit from Chrysler Capital is ideal for qualified business customers looking for a flexible, easy way to manage growing vehicle needs. Chrysler Capital streamlines the process—and with prequalification, you’re ready to buy a vehicle when you need it. Ask your BusinessLink dealer for details.

THE DEALER NETWORK FOR YOUR BUSINESS.

Your BusinessLink dealer is committed to providing you, the small business owner, with the vehicle support you need for your business. From servicing your existing vehicle(s), all makes and models, to selling you that right vehicle needed to perform the work that you do. Your BusinessLink dealer provides next-available-bay service because we know downtime is costing you money. Your BusinessLink dealer has sales professionals trained to properly “job-rate” the right vehicle for your work application along with providing commercial finance options. New vehicle sales to qualified small business owners also receive a free alternate transportation contract, in the event your vehicle is in for service.

Membership in the BusinessLink program is complimentary. Membership helps us to identify you as a small business owner so we can provide you with both the service you deserve and update you with offers that can help reduce the cost of doing business. For your free registration, see your BusinessLink dealer today.

THE RAM OUTFITTER

Cool signage. Apparel. Electronics. Tools. Sports gear and business items. With your 2016 Ram, you’ve also got a world of Ram merchandise that’s just a click away. It’s all at Ram Outfitter. Treat yourself. Find the perfect gifts for the Ram enthusiast in your life. The Ram’s Head identity leaves no doubt about the truck that rules it.

Your GO-TO ONLINE SOURCE FOR RAM GEAR: RAMTRUCKERS.COM/OUTFITTER

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*Some restrictions apply. See dealer for details.