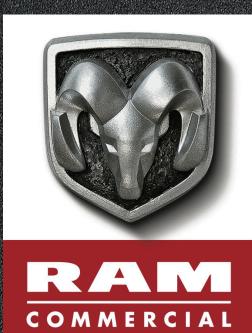


PAYLOAD & TOWING

WEIGHT CAPACITIES

2023 Ram Heavy Duty



POWERTRAINS



6.4L HEMI® V8 WITH FUEL SAVER TECHNOLOGY

- 410 hp/429 lb-ft of torque (6.4L HEMI[®] V8 w/8HP75-LCV 8-speed auto)
- 8-speed 8HP75-LCV automatic with software controls to improve refinement
- On-the-fly shift mapping with more than 40 individual maps to optimize shift quality/points regardless of load or conditions
- Innovative and convenient Rotary E-shifter

6.7L CUMMINS® I6 TURBO DIESEL

 370 hp/850 lb-ft of torque (6.7L Cummins I6 Turbo Diesel w/68RFE 6-speed auto)

Outstanding towing capability with

- TECHNOLOGY
 Multiple Displacement System (MDS) fuel saver cylinder-deactivation technology
- Variable Cam Timing (VCT) helps deliver more consistent power across a wide torque band with greater fuel efficiency
- Interactive Deceleration Fuel Shut Off feature (iDFSO) expands opportunities for turning off fuel to the engine during deceleration
- Unsurpassed 5-Year/60,000-Mile Powertrain Limited Warranty²

ESEL	
•	Forged connecting rods

Forged connecting rods
Light/strong pistons with low-friction ring
2,000-bar fuel rail, supported by a fuel

Maximum Trailer Weight Capacities [*] – SAE J2807 Compliant [*]				Ram 2500 (4x2/4x4)				Ram 3500 (4x2/4x4)			
	Axle	GVWR		Regular Cab	Crew Cab		Mega Cab®	Regular Cab	Crew Cab		Mega Cab®
Engine/Trans	Ratio	(4x2/4x4)	GCWR	8' Bed	6' 4" Bed	8' Bed	6' 4" Bed	8' Bed	6' 4" Bed	8' Bed	6' 4" Bed
	**4.10	8,565	17,800		NA/10,570						
	3.73	9,900	22,000	15,530/15,200	15,170/14,860	15,040/14,700	NA/14,460				
6.4LHEMI® V8/	3.73	10,000	22,000	15,530/15,210	15,180/14,870	15,050/14,690	NA/14,460				
	3.73	10,700/11,000	22,000					15,470/15,120	15,100/14,770		
	3.73	11,100/11,400	22.000							14,930/14,570	NA/14,460
	3.73	14,000	22,600					15,810/15,350		15,170/14,820	NA/14,750
8HP75-LCV	4.10	9,900	24,200	17.730/17.400	17,370/17,060	17.240/16.900	NA/16,660				
	4.10	10,000	24,200		17,380/17,070		NA/16,660				
	4.10	10,700/11,000		17,700/17,410	17,000/17,070	17,200/10,000	11,000	17,670/17,320	17,300/16,970		
								17,070/17,320	17,300/10,370		NA /10 000
	4.10	11,100/11,400								17,130/16,770	NA/16,660
	4.10	14,000	25,000					18,210/17,750		17,570/17,220	NA/17,150
	3.73	***9,680	23,100		NA/14,920						
	3.73	9,900	24,240				NA/15,790				
	3.73	10,000	24,240				NA/15,800				
	3.73	9,900	26,400			NA/18,200					
	3.73	10,000	26,400			NA/18,220					
	3.73	9,900/10,000	27,320	19,980/NA							
	3.73	9,900/10,000	27,650	NA/19,970							
6.7L	3.73	9,900/10,000	27,700		19,980/NA						
	3.73	9,900	27,840			19,970/NA					
TURBO DIESEL/ 68RFE	3.73	10,000	27,840			19,980/NA					
	3.73	9,900	27,980		NA/20,000						
	3.73 3.73		27,980		NA/19,980			20 040/20 540	20 510/20 220		
-		11,500/11,800						20,940/20,540	20,510/20,220		NA (10.000
	3.73	12,000/12,300								20,360/20,010	NA/19,820
	3.73	13,500	28,300					20,660/20,220		20,000/19,670	NA/19,490
	4.10	13,500	30,300					22,660/22,220		22,000/21,670	NA/21,490
	3.73	14,000	28,300					20,660/20,220		20,000/19,670	NA/19,490
	4.10	14,000	30,300					22,660/22,220	24.070/\\4	22,000/21,670	NA/21,490
	3.73	11,500 11,500	32,240					26 000/NA	24,070/NA		
	3.73 3.73	11,500 11,800	34,630 32,580					26,800/NA	NA/23,540		
	3.73	11,800	34,540					NA/25,950	117/20,040		
6.7L	3.73	12,000	33,670					111 20,000		25,540/NA	
	3.73	12,300	32,710								NA/24,070
CUMMINS	3.73	12,300	33,610							NA/25,080	
I6 HIGH- OUTPUT	3.73	13,500	41,600					33,690/33,250		33,050/30,660	NA/29,750
TURBO DIESEL/		13,500	41,955								NA/29,750
AISIN	4.10	13,500	43,000					NA/34,300		33,050/30,660	
	4.10	13,500	45,000					35,250/NA			
	3.73	14,000	41,600					33,690/33,250		33,060/32,700	NA/32,560
	4.10	14,000	41,955								NA/32,920
	4.10	14,000	43,000					NA/34,650		34,460/34,010	
	4.10	14,000	45,000					37,090/NA			



- impressive efficiency
- Compacted graphite iron (CGI)
 cylinder block enhances architectural
 strength and NVH characteristics
- Cylinder head features exhaust valves, springs and rocker arms driven by hollow camshaft
- pump, fuel filter and fuel-line system
 Variable Geometry Turbocharger (VGT) with laminated heat shields bolted to exhaust manifold
- 68RFE 6-speed automatic (standard)
- Combines driver-adaptive shifting, state-of-the-art efficiency features and low NVH

6.7L CUMMINS I6 HIGH-OUTPUT TURBO DIESEL

- 6.7L Cummins Turbo Diesel
 High-Output version paired exclusively
- with the AISIN, AS69RC transmission – 1,075 lb-ft of torque
- Max. towing capability on 3500 pickup models
- Greatest towing and hauling capability ever offered in a Ram Truck
- AISIN 6-speed heavy-duty automatic
 Specifically selected to handle the
- tremendous power output of the Cummins High-Output Turbo Diesel
- Features advanced electro hydraulic clutch-to-clutch control for superb shift quality and close gear ratios
- Unsurpassed 5-Year/100,000-Mile Powertrain Limited Warranty²

BEST CLASS

RAM

EXCLUSIVE

BEST-IN-CLASS¹ FEATURES

- Unsurpassed Powertrain Limited Warranty in its class 5 years/60,000 miles (Gas); 5 years/100,000 miles (Diesel)⁷
- Standard gas horsepower
- Largest available fuel tank in its class

CLASS-EXCLUSIVE¹ FEATURES

- 5-link coil-spring rear suspension (2500)
- Auto-Level rear air suspension (available)
- RamBox[®] Cargo Management System (available)
- Available rear in-floor storage (Crew Cab)
- Most advanced Ram Heavy Duty Pickups ever

KEY FEATURES

Equipment on Tradesman[®]/** Power Wagon/ *** Rebel

Maximum Payload Capacities*				Ram 2500	(4x2/4x4))	Ram 3500 (4x2/4x4)			
		GVWR (4X2/4X4)	Regular Cab Crew Cab		Mega Cab®	Regular Cab	Crew Cab		Mega Cab®	
	Engine/Trans		8' Bed	6' 4" Bed	8' Bed	6' 4" Bed	8' Bed	6' 4" Bed	8' Bed	6' 4" Bed
		**8,565		NA/1,730						
		9,900	3,900/3,570	3,540/3,230	3,410/3,070	NA/2,830				
	6.4L HEMI® V8/	10,000	4,000/3,680	3,650/3,340	3,520/3,160	NA/2,930				
	8HP75-LCV						4,640/4,590	4,270/4,240	4 500/4 440	NA /4 000
-									4,500/4,440	NA/4,330
_		14,000					7,680/7,220		7,040/6,690	NA/6,620
		***9,680		NA/1,980						
smi		9,900	3,030/2,690	2,660/2,390	2,510/2,180	NA/1,930				
Automatic Transmission	6.7L Cummins®	10,000	3,140/2,790	2,760/2,480	2,620/2,290	NA/2,030				
latic	TURBO DIESEL/	11,500/11,800					4,610/4,510	4,180/4,190		
itom	68RFE	12,000/12,300							4,530/4,480	NA/4,290
		13,500					6,330/5,890		5,670/5,340	NA/5,160
		14,000					6,830/6,390		6,170/5,840	NA/5,660
		11,500/11,800					4,490/4,360	4,080/4,000		
	6.7L CUMMINS I6 High-output	12,000/12,300							4,440/4,320	NA/4,130
-	TURBO DIESEL/	13,500					6,060/5,620		5,430/5,070	NA/4,930
	AISIN	14,000					6,560/6,120		5,930/5,570	NA/5,430





NEW FOR 2023

- Digital Rearview Mirror 3.0 (DRVM 3.0) with side camera integration
 Trailer Reverse Steering Control
- Standard Manual Telescoping Next-Gen Trailer-Tow Mirrors with available Power Telescoping, auto-dim, auto-fold and heated-
- convex features
 Trailer-Tow Pages Application for comprehensive trailer monitoring and control
- 12" Digital Cluster freshening with reduced complexity
- Camera System upgrades all improvements included with surround view camera
- Rear Seat Reminder Alert (RSRA)



AVAILABLE SAFETY AND SECURITY FEATURES

- Adaptive Cruise Control (ACC) and Forward Collision Warning Plus⁴ with auto emergency braking (AEB)
- Blind Spot Monitoring⁵ with trailer coverage and Rear Cross Path Detection⁸
- ParkSense[®] Front and Rear Park Assist System⁶
- Lane Keep Assist with Adaptive Steering



360-DEGREE SURROUND VIEW CAMERA AVAILABLE

- Multiple view options from five cameras include front, rear, composite 360-degree and cross-path views⁶
- Gives the driver a complete picture of the surrounding area, with both sides of the trailer displayed on-screen
- Trailer Reverse Guidance and the cargo view camera³ also included



FIFTH-WHEEL/GOOSENECK TOW PREP GROUP AVAILABLE

- Fully integrated factory-installed provisions for 5th-wheel/ gooseneck mounts
- Additional 7-pin wiring harness in the bed and 12-pin connector with auxiliary Mopar_® camera
- Engineered for the vehicle's structure
- Available fifth-wheel/cargo view camera³

Equipment on Tradesman®/** Power Wagon/ *** Rebel

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= Dual Rear Wheel Vehicles. * When properly equipped. All weights given in pounds and rounded to the nearest 10 lb. Trailer Weight and Payload Rating are mutually exclusive. GAWRs, GVWRs and GCWRs should never be exceeded. 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. 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. A 5th-wheel or gooseneck hitch is required for trailers over 18,000 lb. [†]Trailer Weight Rating and Tow Vehicle Trailering Weight are calculated as specified in SAE J2807: Passenger Weight = 300 lb, Options Weight = 100 lb, Trailering Equipment Weight = 75 lb for conventional hitch, 70 lb for gooseneck and 250 lb for 5th-wheel.

¹ Based on the latest competitive information. Class based on 250/2500 and 350/3500 pickups.
²Transferable. Includes towing to nearest dealer. See dealer for copy of limited warranty.
³Always check entire surroundings before backing up.
⁴FCW system is solely an alert system for the front of the vehicle which does not take any actions to change vehicle dynamics to avoid a collision, not a substitute for active driver involvement. The driver must remain aware of traffic conditions and be prepared to use brakes to avoid collisions.
⁵Always check visually for vehicles prior to changing lanes.
⁶Always look before proceeding. Electronic drive aid is not a substitute for conscientious driving. Always be aware of your surroundings.
⁷Visit mopar.com for complete details and a copy Limited Warranty.
⁸Always check entire surroundings visually before backing up.