



Body Style: Chassis Cab:
Regular Cab and Crew Cab

Layout: Longitudinal front engine, 2WD or 4WD

Seat Layout: Regular Cab:
2 or 3, Crew Cab: 2/3 or 3/3

EPA Vehicle Class:
Medium Heavy Duty

Assembly: Saltillo Assembly Plant, Coahuila, Mexico

NEW 2011 DODGE RAM 3500, 4500 AND 5500 CHASSIS CABS DELIVER COMPLETE COMMERCIAL PACKAGE

Dodge continues to enhance its commercial presence with the introduction of a “new crew” of commercial-grade work trucks: the new 2011 Dodge Ram 3500, 4500 and 5500 Chassis Cabs. Led by an all-new crew cab, the new 2011 Dodge Ram 3500, 4500 and 5500 Chassis Cabs are built on a proven frame and chassis and engineered for maximum uptime, optimum performance and enhanced commercial capability.

Dodge Ram 3500, 4500 and 5500 Chassis Cabs compete within the Class 3-5 segments with a Gross Vehicle Weight Rating (GVWR) of 10,200 to 19,500 lbs. and are targeted at small-business tradesmen, fleet customers and traditional chassis cab users.

The 2011 Dodge Ram 3500, 4500 and 5500 Chassis Cabs offer best-in-class fuel economy (Ram 4500/5500), the largest standard fuel tank (52 gallons), largest front-brake rotors (390 mm) and calipers (66 mm) on the 4500/5500, and a standard diesel-exhaust brake.

Offered in regular cab, crew cab, single-rear-wheel (3500 only) and dual-rear-wheel models, four cab-axle lengths (60, 84, 108 and 120 inches) are available for 4500/5500 models and two cab-axle lengths (60 and 84 inches) are offered for the 3500 model. Three trim levels are offered: ST, SLT and Laramie.

The 2011 Ram 3500 models feature two axles with three axle ratios (3.42, 3.73 and 4.10) and 17-inch wheels while Ram 4500/5500 models have one axle with three axle ratios (4.10, 4.44 and 4.88) and 19.5-inch wheels. All Dodge Ram Chassis Cab models are “Job-rated,” meaning they are designed, engineered, tested and built to meet rigid standards of commercial truck buyers.

Improved standard features include a six-speed manual transmission, increased GVWR (13,000 lbs. from 12,500 lbs. on 3500 diesel model), an Electronic Vehicle Information Center (EVIC) integrated into the instrument cluster, four upfitter switches, increased alternator size on diesel (180 amps), automatic headlamps, an upgraded HEMI engine, and second-row headrests and rear heating, ventilation and air conditioning (HVAC) ducts.

(continued on next page)

MODELS / POWERTRAINS

MODEL	ENGINES		TRANSMISSIONS		
	5.7L HEMI V-8	6.7L TURBO DIESEL	5-SPEED AUTO (545RFE)	6-SPEED MANUAL (G56)	6-SPEED AUTO (AISIN-AS68RC)
ST 3500	S	0	S	S*	0*
SLT 3500	S	0	S	S*	0*
Laramie 3500	S	0	S	S*	0*
ST 45/5500	—	S	—	S	0
SLT 45/5500	—	S	—	S	0
Laramie 45/5500	—	S	—	S	0

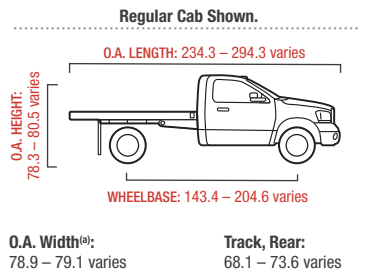
* Diesel

NEW FOR 2011

- All-new crew cab increases leg room six inches
- All-new design and exterior styling
- Largest standard fuel tank (52 gallons)
- Best-in-class fuel economy (Cummins Turbo Diesel – Ram 4500/5500 models)
- Largest front-brake rotors and calipers (Ram 4500/5500 models)
- Standard diesel exhaust brake
- Standard diesel 24,000 lb. Gross Combined Weight Rating (GCWR) and optional 26,000 lb. GCWR package both best-in-class on Ram 3500 model
- All-new optional integrated trailer-brake controller
- Four all-new upfitter switches integrated into the instrument panel
- Ultra-clean 2011 diesel emissions-compliant with new diesel exhaust fluid (DEF) injection based on urea injection Selective Catalyst Reduction (SCR) technology
- Unsurpassed standard diesel engine warranty: 5 years/100,000 miles
- HEMI V-8 with Variable-valve Timing (VVT) improves fuel economy up to 4 percent (Ram 3500)

(continued on next page)

DIMENSIONS, IN.



Track, Front: 68.7 – 76.0 varies

^(a) At GgRP front

2011 RAM 3500 / 4500 / 5500 CHASSIS CABS

2011 DODGE RAM 3500 / 4500 / 5500 CHASSIS CABS OVERVIEW

- Six-speed automatic and manual transmission with Power Take-off (PTO) capability
- Diesel engine base alternator increased to 180 amps from 136 amps
- Comprehensive commercial-grade service and support with Body Builder Guide and hotline support from engineering team
- B20 package available to fleet customers only

SAFETY AND SECURITY

More than 25 safety and security features including:

- Anti-lock Brake System (ABS)
- Four-wheel Anti-lock-brake System (ABS)
- Interior Head-impact Protection
- Multi-stage Air Bag System
- Safety Cage Body Structure
- Side-guard Door Beams

Optional features include electronic gear select for improved towing performance, best-in-class GCWR of 26,000 lbs on Ram 3500, heated and ventilated seats, heated second-row seats, heated steering wheel, one-touch front windows, signal mirrors with puddle lamps, power inverter, upper and lower glove-box doors, driver and passenger power lumbar, automatic dual-temperature controls, integrated trailer-brake controller, navigation system with traffic-alert feature, soft upper instrument panel, and memory system for seats, radio, mirrors and pedals (3500).

Dodge's "new crew" of trucks are built on a road-tested, proven commercial-grade frame and suspension system with best-in-class frame steel strength (50,000-psi). Maintaining its common architecture for commercial applications, the one-piece C-channel rear-frame rail's riveted crossmembers provide more durability than traditional welds or bolts. In addition, rivets allow for easy removal and/or replacement of components during upfits and modifications.

Maximum upfit-friendliness is achieved with industry-standard 34-inch frame-rail spacing and flat, clean frame rails on a proven one-piece C-channel rear-frame rail boasting 50,000-psi steel strength (best-in-class for 3500 model). All chassis components are below the frame surface allowing easy adaptability and versatility for virtually any upfit application.

Further improving upfitter-friendliness, new 2011 Dodge Ram 3500, 4500 and 5500 Chassis Cabs now feature four all-new upfitter switches integrated on the instrument panel.

Each of these four upfitter switches are linked to an auxiliary Power Distribution Center (PDC) located under the hood, which includes one fused 20-amp battery feed and one fused relay-controlled 20-amp ignition.

A special capped auxiliary fuel line on the fuel tank makes upfitting even easier, facilitating the use of auxiliary equipment running on fuel. The fuel filler is routed through the frame and an optional 22-gallon mid-ship fuel tank frees up more space behind the rear axle for special upfit applications. Fuel and brake lines are routed together on the frame's driver side to make better use of space along the frame, which also provides clearance for rear-exhaust routing.

Both standard and optional fuel tanks feature a through-the-frame fuel filler (external on the mid-ship tank), which allows virtually any upfit without the need for additional modification. In addition, the vehicle's Diesel Exhaust Fluid system (DEF) is smartly placed in unused space, out of the way and under the cab for added upfitter convenience.

The legendary, proven 6.7-liter Cummins High-Output Turbo Diesel is the benchmark for reliability and performance. The engine, optional on Ram 3500 models and standard on 4500 and 5500 models, generates 305 horsepower (227 kW) at 2,900 rpm and 610 lb.-ft. (827 N•m) of torque at 1,600 rpm. Inherently reliable with fewer moving parts than competitive V-8 diesel engines, the Cummins engine delivers best-in-class fuel economy (4500 and 5500 models) and ensures commercial capability, durability and low cost of ownership. With the Cummins 6.7-liter Turbo Diesel, an optional 3.42 axle ratio is available on the 2011 Dodge Ram 3500 Chassis Cab for improved fuel economy. Customers with serious trailer-tow needs will enjoy Ram 3500's new optional 26,000 lb GCWR – on 6.7-liter diesel manual trucks with a 4.10 axle ratio.

The 6.7-liter Cummins features a factory-installed segment-exclusive exhaust brake. The Cummins design works with the Variable Geometry Turbocharger (VGT) and offers multiple benefits including reduced brake wear and longer brake life which may lengthen service intervals, and enhanced safety benefits including increased braking effectiveness and greater control of the vehicle.

The 6.7-liter engine is cleaner with a reduction in particulates and nitrogen oxide (NOx) that comply with both 50-state heavy-duty emission standards and 2010 diesel emissions compliance thanks to an all-new diesel exhaust fluid injection system with urea injection Selective Catalyst Reduction (SCR) technology.

Cummins diesel-equipped chassis cabs are in full compliance with stringent new emissions-at-idle laws, with the distinction that Dodge is the only manufacturer to offer a 50-state emissions package and exterior label allowing drivers to idle without time restrictions in California and other Air Resource Board (ARB) states. This is a no-cost option.

In addition, new 2011 Dodge Ram transmissions include Electronic Range (gear) Select, which enables the driver to manually limit the highest available transmission gear, allowing manual upshifts and downshifts based on road speed and engine speed. A tow/haul-mode switch enhances tow capability while towing.

2011 DODGE RAM 3500 / 4500 / 5500 CHASSIS CABS OVERVIEW

The new 2011 Dodge Ram 3500 Chassis Cab comes standard with a new-generation 5.7-liter HEMI V-8 with Variable-valve Timing (VT) that will appeal to customers who require a gas engine. Providing more power and torque with better fuel economy, the engine incorporates a 9-percent higher compression ratio (10.5:1), Variable-valve Timing and an active intake-manifold. These technologies, combined with engine and powertrain integration improvements, result in a 4-percent improvement in fuel economy, improved idle quality and overall refinement. HEMI-powered 2011 Dodge Ram 3500 Chassis Cabs are rated at 383 horsepower (286 kW) at 5,600 rpm and 400 lb.-ft. (542 N•m) of torque at 4,000 rpm.

Completing the package, Ram 3500, 4500 and 5500 Chassis Cabs offer a proven six-speed Aisin automatic transmission (complete with a 3-year/180,000-mile warranty) with Power Take-Off (PTO) capability or a six-speed manual transmission with PTO capability. The proven commercial-grade six-speed automatic is a completely electronically controlled transmission that features excellent shift quality (using advanced electro-hydraulic clutch-to-clutch control) and close gear ratios with static and mobile PTO capability. With outstanding shift performance and more control, the six-speed manual transmission achieves a high-ratio sixth gear for longer highway cruising. An available electronic-shift transfer case is also offered on SLT and Laramie models.

The Aisin six-speed automatic transmission includes two significant enhancements to the PTO function. The torque converter now locks up in PTO mode for better fuel economy and speed control while using aerial lifts and air compressors. Customers also now have the ability to program a precise engine RPM that is activated immediately when the PTO is engaged. This eliminates the need to toggle up to the desired engine RPM.

For the 2011 Dodge Ram 3500 Chassis Cab, larger front axle U-joints were developed and front GAWR was increased on diesel trucks to 5,500 lbs. from 5,200. This results in increased front-weight carrying capability – allowing the use of larger snowplows.

Engineered to deliver precise feel and response for better handling, the new 2011 Dodge Ram Chassis Cab's steering and suspension system boast superb strength with a focus on improved load capacity, increased durability and refined handling. Two-wheel-drive and four-wheel-drive models feature a recirculating ball system that provides precise response and an on-center steering feel through lower internal friction.

Featuring solid front and rear axles, and a five-link, coil-spring front suspension with solid axle, a front and rear link-type sway bar and heavy-duty tubular shock absorbers are standard. The rear suspension on two- and four-wheel-drive models is equipped with leaf springs and includes standard two-stage springs as part of the design for greater load-carrying capability and better ride with light loads.

Large external mirrors are new for 2011, giving drivers a more useable area while improving aerodynamics and minimizing wind noise. Larger, 7-in. x 11-in. mirrors for trailer towing are standard. Mirrors flip up and out into a vertical configuration for trailer-tow use.

Interior design elements include a balance of work-truck functionality and, as desired, refined, upscale comfort. Interior comfort and convenience features include all-new heated and ventilated seats, heated steering wheel, memory functions, automatic temperature control, express-up/down windows, and upper and lower glove boxes. Redesigned seats are significantly more comfortable with more surface area and improved lumbar and lateral support. Interiors feature soft-feel door bolsters and armrests and one-piece molded door panels. The center stack is designed for optimum placement of controls in the most intuitive and comfortable locations.

Also available are two-tone upholstery with full-width contrasting stitching on the instrument panel; premium seating with heat and ventilation; heated rear seats, heated steering wheel; automatic temperature control; two-tone upholstery; memory seats, radio and mirrors, adjustable pedals; and numerous infotainment options including Uconnect™ Multimedia radio with a 30-gigabyte hard drive and a navigation system with real-time traffic reports.

Storage is top-of-mind for those who use their truck as an office. A new-for-2011 available center console features an upper bin that is large enough to hold a laptop computer (with an accessible power outlet), and a lower bin that accommodates hanging files. In addition, the console offers several other storage compartments.

Other storage locations are built into the instrument panel, front and rear-door panels, and seat backs. Upper and lower glove boxes provide a total of more than 800 cubic-inches of storage.

With a network of more than 400 dealers, Dodge BusinessLink features dedicated commercial account managers and sales teams, priority next-day service and maintenance, extended hours, free loaner vehicles and inventories with a higher mix of work trucks and commercial vehicles. Dodge's "On The Job" program offers discounts on upfits, cash incentives and other customer savings.

In addition, a new national dealer program, Fleet Elite, was created with the goal of providing a world-class dealer experience to Fleet and Fleet Management Company (FMC) accounts and customers. Leveraging the Five-Star certification process, Fleet Elite is a dealership certification program that is designed to ensure that business customers receive enhanced service and support with specialized facilities, staffing and processes to meet specialized needs.

2011 DODGE RAM 3500 / 4500 / 5500 CHASSIS CABS AT A GLANCE

- All-new crew cab increases leg room six inches
- All-new design and exterior styling includes a chromed lean-forward grille, new sheet metal, bumper, mirrors, headlamps and a taller hood for more cooling capacity
- Best-in-class fuel economy (14 percent better than Ford F-550 and 23 percent better than GMC C5500), largest standard fuel tank (52 gallons)
- 4500/5500 largest front-brake rotors (390 mm) and calipers (66 mm)
- Standard diesel exhaust brake, standard diesel 24,000 lb. Gross Combined Weight Rating (GCWR) and optional 26,000 lb. GCWR package are both best-in-class on 3500
- All-new comfort and convenience features include all-new heated and ventilated seats, heated steering wheel, automatic temperature control, memory systems, express-up/down windows and automatic headlamps
- All-new optional integrated trailer-brake controller
- Four all-new upfitter switches integrated into the instrument panel, each capable of running 25-amp loads using 12-gauge wires (continuous) and a dedicated under-hood power distribution center
- Polished 19.5-inch aluminum wheels available on 4500 and 5500 models
- Legendary HEMI® and Cummins powertrains: Cummins Turbo Diesel delivers best-in-class fuel economy (Ram 4500/5500 models)
- Ultra-clean 2011 diesel emissions-compliant with new diesel exhaust fluid (DEF) injection based on urea injection Selective Catalyst Reduction (SCR) technology
- Unsurpassed standard diesel engine warranty: 5 years/100,000 miles
- Powerful HEMI V-8 with Variable-valve Timing (VVT) improves fuel economy up to 4 percent (Ram 3500)
- Six-speed automatic and manual transmission with Power Take-Off (PTO) capability
- Diesel engine base alternator increases to 180 amps from 136 amps
- More than 25 safety and security features
- Comprehensive commercial-grade service and support with Body Builder Guide and hotline support from engineering team
- B20 package available to fleet customers only

2011 DODGE RAM 3500 / 4500 / 5500 CHASSIS CABS SPECIFICATIONS

GENERAL INFORMATION

Body Style	Chassis Cab: Regular Cab and Crew Cab
Assembly Plant	Saltillo, Mexico
EPA Vehicle Class	Medium Heavy Duty

ENGINE: 5.7-LITER HEMI® V-8

Availability	Standard on 3500
Type and Description	Eight-cylinder, 90-degree V-type, liquid-cooled, with Variable-valve Timing (VVT)
Displacement	343 cu. in. (5654 cu. cm)
Bore x Stroke	3.92 x 3.58 (99.5 x 90.9)
Valve System	Pushrod-operated overhead valves, 16 valves, hydraulic lifters with roller followers
Fuel Injection	Sequential, multi-port, electronic, returnless
Construction	Deep-skirt cast-iron block with cross-bolted main bearing caps, aluminum alloy heads with hemispherical combustion chambers
Compression Ratio	9.6:1
Power (SAE net)	383 hp (286 kW) @ 5,600 rpm
Torque (SAE net)	400 lb.-ft. (542 N•m) @ 4,000 rpm
Maximum Engine Speed	5,800 rpm
Fuel Requirement	Unleaded mid-grade, 89 octane (R+M)/2—recommended Unleaded regular, 87 octane (R+M)/2—acceptable
Oil Capacity	7.0 qt. (6.6L)
Coolant Capacity	18.7 qt. (17.7L)
Emission Control	Dual three-way catalytic converters, internal engine features with knock sensors

ENGINE: 6.7-LITER HIGH OUTPUT CUMMINS TURBO DIESEL I-6

Availability	Optional on 3500, Standard on 4500 and 5500
Type and Description	Six-cylinder, inline, liquid-cooled, turbocharged, intercooled
Displacement	408 cu. in. (6690 cu. cm)
Bore x Stroke	4.21 x 4.88 (107 mm x 124 mm)
Valve System	OHV, 24 valves, solid lifters
Fuel Injection	Electronic high-pressure common rail
Construction	Cast-iron block and head
Compression Ratio	17.3:1
Power (SAE net)	305 hp (227 kW) @ 2,900 rpm—high output
Torque (SAE net)	610 lb.-ft. (827 N•m) @ 1,600 rpm—high output
Maximum Engine Speed	3,500 rpm
Fuel Requirement	Ultra-low Sulfur Diesel
Oil Capacity	(Low ash req.) 12.0 qt. (11.3L) with filter
Coolant Capacity	32.7 qt. (30.9L)
Emission Controls	Selective Catalytic Reduction (SCR)

2011 DODGE RAM 3500 / 4500 / 5500 CHASSIS CABS SPECIFICATIONS

ELECTRICAL SYSTEM

Alternator

Availability Standard—Gas 3500

Rating 160 amp

Battery Maintenance-free, 750 CCA

Availability Standard—Diesel 3500, Optional—Gas 3500, Standard 4500 and 5500

Rating 180 amp

Battery Maintenance-free, 750 CCA

Availability Optional—Diesel 3500, 4500 and 5500

Rating 220 amp

Battery Maintenance-free, 750 CCA

Battery

Availability Standard—Gas 3500

Description Group 65, maintenance-free, 750 CCA

Battery Maintenance-free, 750 CCA

Availability Optional—Diesel 3500, Standard—4500 and 5500

Description Dual, Group 65, maintenance-free, 750 CCA

Battery Maintenance-free, 750 CCA

TRANSMISSION: 545RFE-AUTOMATIC FIVE-SPEED

Availability Standard—5.7-liter engine 3500

Description Three planetary gear sets, one overrunning clutch, full electronic control, electronically controlled converter clutch

Gear Ratios

1st 3

2nd 1.67—upshift; 1.50—kickdown

3rd 1

4th 0.75

5th 0.67

Reverse 3

Overall Top-gear 2.50 with 3.73 axle ratio; 2.63 with 4.10 axle ratio

TRANSMISSION: G56-MANUAL SIX-SPEED OVERDRIVE

Availability Standard—Diesel 3500, Standard 4500 and 5500

Description Synchronized in all gears

PTO Capable Six-bolt mounting, left side

Gear Ratios

1st 5.94

2nd 3.28

3rd 1.98

4th 1.3

5th 1

6th 0.74

Reverse 5.42

2011 DODGE RAM 3500 / 4500 / 5500 CHASSIS CABS SPECIFICATIONS

TRANSMISSION: AISIN AS68RC SIX-SPEED

Availability	Optional—3500 Diesel, Optional 4500 and 5500
PTO Capable (35 HP max)	Six-bolt mounting; right side
Description	Electronically controlled overdrive lockout, electronically controlled converter clutch
Gear Ratios	
1st	3.74
2nd	2.00
3rd	1.34
4th	1
5th	0.77
6th	0.63
Reverse	3.54
Overall Top-gear Ratio	2.42 with 3.73 axle ratio; 2.67 with 4.10 axle ratio

TRANSFER CASE: NV273, (NV271)

Availability	Standard (4x4) all models
Type	Part-time
Operating Modes	2WD; 4WD High; Neutral; 4WD Low
Shift Mechanism	NV273—electric (NV271 manual)
Low-range Ratio	2.72
Center Differential	None

2011 DODGE RAM 3500 / 4500 / 5500 CHASSIS CABS SPECIFICATIONS

3500 DIMENSIONS AND CAPACITIES (PRELIMINARY)

REGULAR CAB 143.5"WB 60"CA SRW

	4x2	4x4
Wheelbase	143.4	143.4
Track Width - Front	68.7	68.7
Track Width - Rear	68.1	68.1
Overall Length	234.3	234.3
Overall Width @ Single Ground Reference Point (SgRP) Front	78.9	78.9
Overall Height	78.3	78.3
Suspension or Axle to Ground - Front	9.9	8.4
Suspension or Axle to Ground - Rear	7.5	7.5
Approach Angle	23.8	23.8
Ramp Breakover Angle	21.3	21.3
Departure Angle	29.2	29.2

REGULAR CAB 143.5"WB 60"CA DRW

	4x2	4x4
Wheelbase	143.4	143.4
Track Width - Front	69.6	69.6
Track Width - Rear	68.1	68.1
Overall Length	234.3	234.3
Overall Width @ Single Ground Reference Point (SgRP) Front	78.9	78.9
Overall Height	78.4	78.4
Suspension or Axle to Ground - Front	10.0	8.4
Suspension or Axle to Ground - Rear	7.7	7.7
Approach Angle	23.9	23.9
Ramp Breakover Angle	21.4	21.4
Departure Angle	29.3	29.3

REGULAR CAB 167.5"WB 84"CA DRW

	4x2	4x4
Wheelbase	167.4	167.4
Track Width - Front	69.6	69.6
Track Width - Rear	71.7	71.7
Overall Length	258.3	258.3
Overall Width @ Single Ground Reference Point (SgRP) Front	78.9	78.9
Overall Height	78.0	78.0
Suspension or Axle to Ground - Front	10.0	8.4
Suspension or Axle to Ground - Rear	7.6	7.6
Approach Angle	24.2	24.2
Ramp Breakover Angle	18.4	18.4
Departure Angle	28.4	28.4

2011 DODGE RAM 3500 / 4500 / 5500 CHASSIS CABS SPECIFICATIONS

CREW CAB 172.4"WB 60"CA SRW

	4x2	4x4
Wheelbase	172.3	172.3
Track Width - Front	68.7	68.7
Track Width - Rear	68.1	68.1
Overall Length	263.2	263.2
Overall Width @ Single Ground Reference Point (SgRP) Front	79.1	79.1
Overall Height	78.8	78.8
Suspension or Axle to Ground - Front	9.9	8.3
Suspension or Axle to Ground - Rear	7.5	7.5
Approach Angle	23.9	23.9
Ramp Breakover Angle	18.3	18.3
Departure Angle	29.0	29.0

CREW CAB 172.4"WB 60"CA DRW

	4x2	4x4
Wheelbase	172.3	172.3
Track Width - Front	69.6	69.6
Track Width - Rear	71.7	71.7
Overall Length	263.2	263.2
Overall Width @ Single Ground Reference Point (SgRP) Front	79.1	79.1
Overall Height	78.5	78.5
Suspension or Axle to Ground - Front	9.9	8.4
Suspension or Axle to Ground - Rear	7.5	7.5
Approach Angle	24.3	24.3
Ramp Breakover Angle	18.0	18.0
Departure Angle	28.3	28.3

2011 DODGE RAM 3500 / 4500 / 5500 CHASSIS CABS SPECIFICATIONS

4500/5500 DIMENSIONS AND CAPACITIES (PRELIMINARY)

REGULAR CAB 144.5"WB 60"CA DRW

	4x2	4x4
Wheelbase	144.6	144.6
Track Width - Front	76.0	76.0
Track Width - Rear	73.6	73.6
Overall Length	234.3	234.3
Overall Width @ Single Ground Reference Point (SgRP) Front	78.9	78.9
Overall Height	80.1	80.1
Suspension or Axle to Ground - Front	10.3	8.7
Suspension or Axle to Ground - Rear	8.4	8.4
Approach Angle	28.3	28.3
Ramp Breakover Angle	23.7	23.7
Departure Angle	31.1	31.1

REGULAR CAB 168.5"WB 84"CA DRW

	4x2	4x4
Wheelbase	168.6	168.6
Track Width - Front	76.0	76.0
Track Width - Rear	73.6	73.6
Overall Length	258.3	258.3
Overall Width @ Single Ground Reference Point (SgRP) Front	78.9	78.9
Overall Height	80.0	80.0
Suspension or Axle to Ground - Front	10.3	8.7
Suspension or Axle to Ground - Rear	8.4	8.4
Approach Angle	28.4	28.4
Ramp Breakover Angle	20.8	20.8
Departure Angle	31.0	31.0

REGULAR CAB 192.5"WB 108"CA DRW

	4x2	4x4
Wheelbase	192.6	192.6
Track Width - Front	76.0	76.0
Track Width - Rear	73.6	73.6
Overall Length	282.3	282.3
Overall Width @ Single Ground Reference Point (SgRP) Front	78.9	78.9
Overall Height	79.9	79.9
Suspension or Axle to Ground - Front	10.3	8.8
Suspension or Axle to Ground - Rear	8.4	8.4
Approach Angle	28.5	28.5
Ramp Breakover Angle	18.2	18.2
Departure Angle	30.9	30.9

2011 DODGE RAM 3500 / 4500 / 5500 CHASSIS CABS SPECIFICATIONS

REGULAR CAB 204.5"WB 120"CA DRW

	4x2	4x4
Wheelbase	204.6	204.6
Track Width - Front	76.0	76.0
Track Width - Rear	73.6	73.6
Overall Length	294.3	294.3
Overall Width @ Single Ground Reference Point (SgRP) Front	78.9	78.9
Overall Height	79.8	79.8
Suspension or Axle to Ground - Front	10.3	8.7
Suspension or Axle to Ground - Rear	8.4	8.4
Approach Angle	28.6	28.6
Ramp Breakover Angle	17.2	17.2
Departure Angle	30.8	30.8

CREW CAB 173.4"WB 60"CA DRW

	4x2	4x4
Wheelbase	173.6	173.6
Track Width - Front	76.0	76.0
Track Width - Rear	73.6	73.6
Overall Length	263.2	263.2
Overall Width @ Single Ground Reference Point (SgRP) Front	79.1	79.1
Overall Height	80.6	80.6
Suspension or Axle to Ground - Front	10.3	8.7
Suspension or Axle to Ground - Rear	8.4	8.4
Approach Angle	28.5	28.5
Ramp Breakover Angle	20.4	20.4
Departure Angle	31.0	31.0

CREW CAB 197.4"WB 84"CA DRW

	4x2	4x4
Wheelbase	197.5	197.5
Track Width - Front	76.0	76.0
Track Width - Rear	73.6	73.6
Overall Length	287.2	287.2
Overall Width @ Single Ground Reference Point (SgRP) Front	79.1	79.1
Overall Height	80.5	80.5
Suspension or Axle to Ground - Front	10.3	8.7
Suspension or Axle to Ground - Rear	8.4	8.4
Approach Angle	28.6	28.6
Ramp Breakover Angle	17.8	17.8
Departure Angle	30.8	30.8

2011 DODGE RAM 3500 / 4500 / 5500 CHASSIS CABS SPECIFICATIONS

2011 DODGE RAM 3500 CHASSIS CAB TOWING CHART

NOTE: BASE WEIGHTS CAN CHANGE

RAM CREW CHASSIS CAB 2WD - ST

DD 3L93 (SRW)

(with sales code AR9)

Engine	Trans Type	Transmission	Emissions	Axle Ratio	GVWR	Payload ⁽¹⁾	Base Wt.	Base Wt. Front	Base Wt. Rear	GAWR Front	GAWR Rear	GCWR	Max Trail ⁽³⁾
6.7L TD DIESEL (ETJ)	M6	DC-G56 6-SPD MANU (DEG)	NAS	3.42	10,200	3,289	6,911	4,297	2,614	5,500	6,200	19,000	11,939
6.7L TD DIESEL (ETJ)	M6	DC-G56 6-SPD MANU (DEG)	NAS	3.73	10,200	3,289	6,911	4,297	2,614	5,500	6,200	24,000	16,939
6.7L TD DIESEL (ETJ)	M6	DC-G56 6-SPD MANU (DEG)	NAS	4.10	10,200	3,289	6,911	4,297	2,614	5,500	6,200	24,000	16,939
6.7L TD DIESEL (ETJ)	A6	AW68R AISIN 6-SPD AUTO (DG3)	NAS	4.10	10,200	3,225	6,975	4,353	2,622	5,500	6,200	24,000	16,875

RAM CREW CHASSIS CAB 2WD - ST

DD 3L93 (DRW)

Engine	Trans Type	Transmission	Emissions	Axle Ratio	GVWR	Payload	Base Wt.	Base Wt. Front	Base Wt. Rear	GAWR Front	GAWR Rear	GCWR	Max Trail
5.7L V8 VCT GAS (EZC)	A5	545RFE 5-SPD AUTO (DGQ)	NAS	4.10	12,500	6,243	6,257	3,344	2,913	5,200	9,350	17,000	10,593
6.7L TD DIESEL (ETJ)	M6	DC-G56 6-SPD MANU (DEG)	NAS	3.42	13,000	5,785	7,215	4,333	2,882	5,500	9,350	19,000	11,635
6.7L TD DIESEL (ETJ)	M6	DC-G56 6-SPD MANU (DEG)	NAS	3.73	13,000	5,785	7,215	4,333	2,882	5,500	9,350	24,000	16,635
6.7L TD DIESEL (ETJ)	M6	DC-G56 6-SPD MANU (DEG)	NAS	4.10	13,000	5,785	7,215	4,333	2,882	5,500	9,350	26,000	18,635
6.7L TD DIESEL (ETJ)	A6	AW68R AISIN 6-SPD AUTO (DG3)	NAS	4.10	13,000	5,721	7,279	4,389	2,890	5,500	9,350	24,000	16,571

RAM REGULAR CHASSIS CAB 2WD - ST

DD 3L63 (SRW)

(with sales code AR9)

Engine	Trans Type	Transmission	Emissions	Axle Ratio	GVWR	Payload	Base Wt.	Base Wt. Front	Base Wt. Rear	GAWR Front	GAWR Rear	GCWR	Max Trail
6.7L TD DIESEL (ETJ)	M6	DC-G56 6-SPD MANU (DEG)	NAS	3.42	10,200	3,793	6,407	3,959	2,449	5,500	6,200	19,000	12,443
6.7L TD DIESEL (ETJ)	M6	DC-G56 6-SPD MANU (DEG)	NAS	3.73	10,200	3,793	6,407	3,959	2,449	5,500	6,200	24,000	17,443
6.7L TD DIESEL (ETJ)	M6	DC-G56 6-SPD MANU (DEG)	NAS	4.10	10,200	3,793	6,407	3,959	2,449	5,500	6,200	24,000	17,443
6.7L TD DIESEL (ETJ)	A6	AW68R AISIN 6-SPD AUTO (DG3)	NAS	4.10	10,200	3,729	6,471	4,014	2,457	5,500	6,200	24,000	17,379

RAM REGULAR CHASSIS CAB 2WD - ST

DD 3L63 (DRW)

Engine	Trans Type	Transmission	Emissions	Axle Ratio	GVWR	Payload	Base Wt.	Base Wt. Front	Base Wt. Rear	GAWR Front	GAWR Rear	GCWR	Max Trail
5.7L V8 VCT GAS (EZC)	A5	545RFE 5-SPD AUTO (DGQ)	NAS	4.10	12,500	6,587	5,913	3,222	2,691	5,200	9,350	17,000	10,937
6.7L TD DIESEL (ETJ)	M6	DC-G56 6-SPD MANU (DEG)	NAS	3.42	13,000	6,320	6,680	3,968	2,712	5,500	9,350	19,000	12,170
6.7L TD DIESEL (ETJ)	M6	DC-G56 6-SPD MANU (DEG)	NAS	3.73	13,000	6,320	6,680	3,968	2,712	5,500	9,350	24,000	17,170
6.7L TD DIESEL (ETJ)	M6	DC-G56 6-SPD MANU (DEG)	NAS	4.10	13,000	6,320	6,680	3,968	2,712	5,500	9,350	26,000	19,170
6.7L TD DIESEL (ETJ)	A6	AW68R AISIN 6-SPD AUTO (DG3)	NAS	4.10	13,000	6,256	6,744	4,024	2,720	5,500	9,350	24,000	17,106

RAM REGULAR CHASSIS CAB 2WD - ST

DD 3L64 (DRW)

Engine	Trans Type	Transmission	Emissions	Axle Ratio	GVWR	Payload	Base Wt.	Base Wt. Front	Base Wt. Rear	GAWR Front	GAWR Rear	GCWR	Max Trail
5.7L V8 VCT GAS (EZC)	A5	545RFE 5-SPD AUTO (DGQ)	NAS	4.10	12,500	6,474	6,026	3,278	2,748	5,200	9,350	17,000	10,824
6.7L TD DIESEL (ETJ)	M6	DC-G56 6-SPD MANU (DEG)	NAS	3.42	13,000	6,169	6,831	4,121	2,710	5,500	9,350	19,000	12,019
6.7L TD DIESEL (ETJ)	M6	DC-G56 6-SPD MANU (DEG)	NAS	3.73	13,000	6,169	6,831	4,121	2,710	5,500	9,350	24,000	17,019
6.7L TD DIESEL (ETJ)	M6	DC-G56 6-SPD MANU (DEG)	NAS	4.10	13,000	6,169	6,831	4,121	2,710	5,500	9,350	26,000	19,019
6.7L TD DIESEL (ETJ)	A6	AW68R AISIN 6-SPD AUTO (DG3)	NAS	4.10	13,000	6,104	6,896	4,177	2,719	5,500	9,350	24,000	16,954

NOTES:

1. Payload is rounded to the nearest 10 lbs. Payload = GVWR - Base Wt.
2. Maximum trailer weights are rounded to the nearest 50 lbs.
Maximum Trailer Weight = GCWR - Curb wt. -150 lbs. (allowance for driver)
3. Maximum Trailer weight must be reduced by the weight of the applied body and optional equipment.

2011 DODGE RAM 3500 / 4500 / 5500 CHASSIS CABS SPECIFICATIONS

RAM CREW CHASSIS CAB 4WD - ST

DD 8L93 (SRW) (with sales code AR9)

Engine	Trans Type	Transmission	Emissions	Axle Ratio	GVWR	Payload ⁽¹⁾	Base Wt.	Base Wt. Front	Base Wt. Rear	GAWR Front	GAWR Rear	GCWR	Max Trail ⁽²⁾
6.7L TD DIESEL (ET.J)	M6	DC-G56 6-SPD MANU (DEG)	NAS	3.42	10,200	3,026	7,174	4,515	2,659	5,500	6,200	19,000	11,676
6.7L TD DIESEL (ET.J)	M6	DC-G56 6-SPD MANU (DEG)	NAS	3.73	10,200	3,026	7,174	4,515	2,659	5,500	6,200	24,000	16,676
6.7L TD DIESEL (ET.J)	M6	DC-G56 6-SPD MANU (DEG)	NAS	4.10	10,200	3,026	7,174	4,515	2,659	5,500	6,200	24,000	16,676
6.7L TD DIESEL (ET.J)	A6	AW68R AISIN 6-SPD AUTO (DG3)	NAS	4.10	10,200	2,962	7,238	4,571	2,667	5,500	6,200	24,000	16,612

RAM CREW CHASSIS CAB 4WD - ST

DD 8L93 (DRW)

Engine	Trans Type	Transmission	Emissions	Axle Ratio	GVWR	Payload	Base Wt.	Base Wt. Front	Base Wt. Rear	GAWR Front	GAWR Rear	GCWR	Max Trail
5.7L V8 VCT GAS (EZC)	A5	545RFE 5-SPD AUTO (DGQ)	NAS	4.10	12,500	5,785	6,715	3,736	2,979	5,200	9,350	17,000	10,135
6.7L TD DIESEL (ET.J)	M6	DC-G56 6-SPD MANU (DEG)	NAS	3.42	13,000	5,525	7,475	4,553	2,922	5,500	9,350	19,000	11,375
6.7L TD DIESEL (ET.J)	M6	DC-G56 6-SPD MANU (DEG)	NAS	3.73	13,000	5,525	7,475	4,553	2,922	5,500	9,350	24,000	16,375
6.7L TD DIESEL (ET.J)	M6	DC-G56 6-SPD MANU (DEG)	NAS	4.10	13,000	5,525	7,475	4,553	2,922	5,500	9,350	26,000	18,375
6.7L TD DIESEL (ET.J)	A6	AW68R AISIN 6-SPD AUTO (DG3)	NAS	4.10	13,000	5,461	7,539	4,609	2,930	5,500	9,350	24,000	16,311

RAM REGULAR CHASSIS CAB 4WD - ST

DD 8L63 (SRW) (with sales code AR9)

Engine	Trans Type	Transmission	Emissions	Axle Ratio	GVWR	Payload	Base Wt.	Base Wt. Front	Base Wt. Rear	GAWR Front	GAWR Rear	GCWR	Max Trail
6.7L TD DIESEL (ET.J)	M6	DC-G56 6-SPD MANU (DEG)	NAS	3.42	10,200	3,566	6,634	4,150	2,484	5,500	6,200	19,000	12,216
6.7L TD DIESEL (ET.J)	M6	DC-G56 6-SPD MANU (DEG)	NAS	3.73	10,200	3,566	6,634	4,150	2,484	5,500	6,200	24,000	17,216
6.7L TD DIESEL (ET.J)	M6	DC-G56 6-SPD MANU (DEG)	NAS	4.10	10,200	3,566	6,634	4,150	2,484	5,500	6,200	24,000	17,216
6.7L TD DIESEL (ET.J)	A6	AW68R AISIN 6-SPD AUTO (DG3)	NAS	4.10	10,200	3,502	6,698	4,206	2,492	5,500	6,200	24,000	17,152

RAM REGULAR CHASSIS CAB 4WD - ST

DD 8L63 (DRW)

Engine	Trans Type	Transmission	Emissions	Axle Ratio	GVWR	Payload	Base Wt.	Base Wt. Front	Base Wt. Rear	GAWR Front	GAWR Rear	GCWR	Max Trail
5.7L V8 VCT GAS (EZC)	A5	545RFE 5-SPD AUTO (DGQ)	NAS	4.10	12,500	6,329	6,171	3,440	2,731	5,200	9,350	17,000	10,679
6.7L TD DIESEL (ET.J)	M6	DC-G56 6-SPD MANU (DEG)	NAS	3.42	13,000	6,060	6,940	4,188	2,752	5,500	9,350	19,000	11,910
6.7L TD DIESEL (ET.J)	M6	DC-G56 6-SPD MANU (DEG)	NAS	3.73	13,000	6,060	6,940	4,188	2,752	5,500	9,350	24,000	16,910
6.7L TD DIESEL (ET.J)	M6	DC-G56 6-SPD MANU (DEG)	NAS	4.10	13,000	6,060	6,940	4,188	2,752	5,500	9,350	26,000	18,910
6.7L TD DIESEL (ET.J)	A6	AW68R AISIN 6-SPD AUTO (DG3)	NAS	4.10	13,000	5,996	7,004	4,244	2,760	5,500	9,350	24,000	16,846

RAM REGULAR CHASSIS CAB 4WD - ST

DD 8L64 (DRW)

Engine	Trans Type	Transmission	Emissions	Axle Ratio	GVWR	Payload	Base Wt.	Base Wt. Front	Base Wt. Rear	GAWR Front	GAWR Rear	GCWR	Max Trail
5.7L V8 VCT GAS (EZC)	A5	545RFE 5-SPD AUTO (DGQ)	NAS	4.10	12,500	6,222	6,278	3,496	2,782	5,200	9,350	17,000	10,572
6.7L TD DIESEL (ET.J)	M6	DC-G56 6-SPD MANU (DEG)	NAS	3.42	13,000	5,909	7,091	4,341	2,750	5,500	9,350	19,000	11,759
6.7L TD DIESEL (ET.J)	M6	DC-G56 6-SPD MANU (DEG)	NAS	3.73	13,000	5,909	7,091	4,341	2,750	5,500	9,350	24,000	16,759
6.7L TD DIESEL (ET.J)	M6	DC-G56 6-SPD MANU (DEG)	NAS	4.10	13,000	5,909	7,091	4,341	2,750	5,500	9,350	26,000	18,759
6.7L TD DIESEL (ET.J)	A6	AW68R AISIN 6-SPD AUTO (DG3)	NAS	4.10	13,000	5,844	7,156	4,397	2,759	5,500	9,350	24,000	16,694

NOTES:

1. Payload is rounded to the nearest 10 lbs. Payload = GVWR - Base Wt.
2. Maximum trailer weights are rounded to the nearest 50 lbs.
Maximum Trailer Weight = GCWR - Curb wt. -150 lbs. (allowance for driver)
3. Maximum Trailer weight must be reduced by the weight of the applied body and optional equipment.

2011 DODGE RAM 3500 / 4500 / 5500 CHASSIS CABS SPECIFICATIONS

2011 DODGE RAM 4500 CHASSIS CAB TOWING CHART

NOTE: BASE WEIGHTS CAN CHANGE

RAM CREW CAB 173.5 WHEELBASE 2WD - ST DP 4L93 (DRW)

Engine	Trans Type	Transmission	Axle Ratio	GVWR ⁽⁴⁾	Payload ⁽¹⁾	Base Wt.	Base Wt. Front	Base Wt. Rear	GAWR Front	GAWR Rear	GCWR	Max Trail ⁽³⁾
6.7L TD DIESEL (ETJ)	M6	G56 6-SPD MANU (DEG)	4.10	16,000	7,750	8,249	4,870	3,379	7,000	12,000	26,000	17,600
6.7L TD DIESEL (ETJ)	M6	G56 6-SPD MANU (DEG)	4.44	16,000	7,750	8,249	4,870	3,379	7,000	12,000	26,000	17,600
6.7L TD DIESEL (ETJ)	M6	G56 6-SPD MANU (DEG)	4.10	15,000	6,750	8,249	4,870	3,379	7,000	12,000	26,000	17,600
6.7L TD DIESEL (ETJ)	M6	G56 6-SPD MANU (DEG)	4.44	15,000	6,750	8,249	4,870	3,379	7,000	12,000	26,000	17,600
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.44	16,000	7,700	8,302	4,917	3,385	7,000	12,000	26,000	17,550
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.88	16,000	7,700	8,302	4,917	3,385	7,000	12,000	26,000	17,550
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.44	15,000	6,700	8,302	4,917	3,385	7,000	12,000	26,000	17,550
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.88	15,000	6,700	8,302	4,917	3,385	7,000	12,000	26,000	17,550

RAM CREW CAB 197.5 WHEELBASE 2WD - ST DP 4L94 (DRW)

Engine	Trans Type	Transmission	Axle Ratio	GVWR	Payload ⁽¹⁾	Base Wt.	Base Wt. Front	Base Wt. Rear	GAWR Front	GAWR Rear	GCWR	Max Trail ⁽³⁾
6.7L TD DIESEL (ETJ)	M6	G56 6-SPD MANU (DEG)	4.10	16,500	8,210	8,293	4,975	3,318	7,000	12,000	26,000	17,550
6.7L TD DIESEL (ETJ)	M6	G56 6-SPD MANU (DEG)	4.44	16,500	8,210	8,293	4,975	3,318	7,000	12,000	26,000	17,550
6.7L TD DIESEL (ETJ)	M6	G56 6-SPD MANU (DEG)	4.10	15,000	6,710	8,293	4,975	3,318	7,000	12,000	26,000	17,550
6.7L TD DIESEL (ETJ)	M6	G56 6-SPD MANU (DEG)	4.44	15,000	6,710	8,293	4,975	3,318	7,000	12,000	26,000	17,550
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.44	16,500	8,150	8,346	5,022	3,324	7,000	12,000	26,000	17,500
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.88	16,500	8,150	8,346	5,022	3,324	7,000	12,000	26,000	17,500
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.44	15,000	6,650	8,346	5,022	3,324	7,000	12,000	26,000	17,500
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.88	15,000	6,650	8,346	5,022	3,324	7,000	12,000	26,000	17,500

RAM REGULAR CAB 144.5 WHEELBASE 2WD - ST DP 4L63 (DRW)

Engine	Trans Type	Transmission	Axle Ratio	GVWR	Payload ⁽¹⁾	Base Wt.	Base Wt. Front	Base Wt. Rear	GAWR Front	GAWR Rear	GCWR	Max Trail ⁽³⁾
6.7L TD DIESEL (ETJ)	M6	G56 6-SPD MANU (DEG)	4.10	16,000	8,440	7,559	4,459	3,101	7,000	12,000	26,000	18,300
6.7L TD DIESEL (ETJ)	M6	G56 6-SPD MANU (DEG)	4.44	16,000	8,440	7,559	4,459	3,101	7,000	12,000	26,000	18,300
6.7L TD DIESEL (ETJ)	M6	G56 6-SPD MANU (DEG)	4.10	15,000	7,440	7,559	4,459	3,101	7,000	12,000	26,000	18,300
6.7L TD DIESEL (ETJ)	M6	G56 6-SPD MANU (DEG)	4.44	15,000	7,440	7,559	4,459	3,101	7,000	12,000	26,000	18,300
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.44	16,000	8,390	7,613	4,506	3,107	7,000	12,000	26,000	18,250
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.88	16,000	8,390	7,613	4,506	3,107	7,000	12,000	26,000	18,250
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.44	15,000	7,390	7,613	4,506	3,107	7,000	12,000	26,000	18,250
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.88	15,000	7,390	7,613	4,506	3,107	7,000	12,000	26,000	18,250

RAM REGULAR CAB 168.5 WHEELBASE 2WD - ST DP 4L64 (DRW)

Engine	Trans Type	Transmission	Axle Ratio	GVWR	Payload ⁽¹⁾	Base Wt.	Base Wt. Front	Base Wt. Rear	GAWR Front	GAWR Rear	GCWR	Max Trail ⁽³⁾
6.7L TD DIESEL (ETJ)	M6	G56 6-SPD MANU (DEG)	4.10	16,500	8,800	7,701	4,631	3,069	7,000	12,000	26,000	18,150
6.7L TD DIESEL (ETJ)	M6	G56 6-SPD MANU (DEG)	4.44	16,500	8,800	7,701	4,631	3,069	7,000	12,000	26,000	18,150
6.7L TD DIESEL (ETJ)	M6	G56 6-SPD MANU (DEG)	4.10	15,000	7,300	7,701	4,631	3,069	7,000	12,000	26,000	18,150
6.7L TD DIESEL (ETJ)	M6	G56 6-SPD MANU (DEG)	4.44	15,000	7,300	7,701	4,631	3,069	7,000	12,000	26,000	18,150
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.44	16,500	8,750	7,754	4,679	3,076	7,000	12,000	26,000	18,100
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.88	16,500	8,750	7,754	4,679	3,076	7,000	12,000	26,000	18,100
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.44	15,000	7,250	7,754	4,679	3,076	7,000	12,000	26,000	18,100
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.88	15,000	7,250	7,754	4,679	3,076	7,000	12,000	26,000	18,100

NOTES:

1. Payload is rounded to the nearest 10 lbs. Payload = GVWR - Base Wt.
2. Maximum trailer weights are rounded to the nearest 50 lbs.
Maximum Trailer Weight = GCWR - Curb wt. -150 lbs. (allowance for driver)
3. Maximum Trailer weight must be reduced by the weight of the applied body and optional equipment.
4. Optional GVWR (sales code Z4B). To determine your vehicle's GVWR, please check the certification label located on the inside (shut face) of the driver side (left front) door.

2011 DODGE RAM 3500 / 4500 / 5500 CHASSIS CABS SPECIFICATIONS

RAM REGULAR CAB 192.5 WHEELBASE 2WD - ST DP 4L65 (DRW)

Engine	Trans Type	Transmission	Axle Ratio	GVWR	Payload ⁽¹⁾	Base Wt.	Base Wt. Front	Base Wt. Rear	GAWR Front	GAWR Rear	GCWR	Max Trail ⁽²⁾
6.7L TD DIESEL (ET.J)	M6	G56 6-SPD MANU (DEG)	4.10	16,500	8,690	7,806	4,805	3,001	7,000	12,000	26,000	18,050
6.7L TD DIESEL (ET.J)	M6	G56 6-SPD MANU (DEG)	4.44	16,500	8,690	7,806	4,805	3,001	7,000	12,000	26,000	18,050
6.7L TD DIESEL (ET.J)	M6	G56 6-SPD MANU (DEG)	4.10	15,000	7,190	7,806	4,805	3,001	7,000	12,000	26,000	18,050
6.7L TD DIESEL (ET.J)	M6	G56 6-SPD MANU (DEG)	4.44	15,000	7,190	7,806	4,805	3,001	7,000	12,000	26,000	18,050
6.7L TD DIESEL (ET.J)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.44	16,500	8,640	7,859	4,852	3,007	7,000	12,000	26,000	18,000
6.7L TD DIESEL (ET.J)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.88	16,500	8,640	7,859	4,852	3,007	7,000	12,000	26,000	18,000
6.7L TD DIESEL (ET.J)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.44	15,000	7,140	7,859	4,852	3,007	7,000	12,000	26,000	18,000
6.7L TD DIESEL (ET.J)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.88	15,000	7,140	7,859	4,852	3,007	7,000	12,000	26,000	18,000

RAM REGULAR CAB 204.5 WHEELBASE 2WD - ST DP 4L66 (DRW)

Engine	Trans Type	Transmission	Axle Ratio	GVWR	Payload ⁽¹⁾	Base Wt.	Base Wt. Front	Base Wt. Rear	GAWR Front	GAWR Rear	GCWR	Max Trail ⁽²⁾
6.7L TD DIESEL (ET.J)	M6	G56 6-SPD MANU (DEG)	4.10	16,500	8,670	7,832	4,820	3,013	7,000	12,000	26,000	18,000
6.7L TD DIESEL (ET.J)	M6	G56 6-SPD MANU (DEG)	4.44	16,500	8,670	7,832	4,820	3,013	7,000	12,000	26,000	18,000
6.7L TD DIESEL (ET.J)	M6	G56 6-SPD MANU (DEG)	4.10	15,000	7,170	7,832	4,820	3,013	7,000	12,000	26,000	18,000
6.7L TD DIESEL (ET.J)	M6	G56 6-SPD MANU (DEG)	4.44	15,000	7,170	7,832	4,820	3,013	7,000	12,000	26,000	18,000
6.7L TD DIESEL (ET.J)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.44	16,500	8,610	7,886	4,867	3,019	7,000	12,000	26,000	17,950
6.7L TD DIESEL (ET.J)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.88	16,500	8,610	7,886	4,867	3,019	7,000	12,000	26,000	17,950
6.7L TD DIESEL (ET.J)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.44	15,000	7,110	7,886	4,867	3,019	7,000	12,000	26,000	17,950
6.7L TD DIESEL (ET.J)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.88	15,000	7,110	7,886	4,867	3,019	7,000	12,000	26,000	17,950

RAM CREW CAB 173.5 WHEELBASE 4WD - ST DP 9L93 (DRW)

Engine	Trans Type	Transmission	Axle Ratio	GVWR	Payload ⁽¹⁾	Base Wt.	Base Wt. Front	Base Wt. Rear	GAWR Front	GAWR Rear	GCWR	Max Trail ⁽²⁾
6.7L TD DIESEL (ET.J)	M6	G56 6-SPD MANU (DEG)	4.10	16,000	7,460	8,537	5,160	3,377	7,000	12,000	26,000	17,300
6.7L TD DIESEL (ET.J)	M6	G56 6-SPD MANU (DEG)	4.44	16,000	7,460	8,537	5,160	3,377	7,000	12,000	26,000	17,300
6.7L TD DIESEL (ET.J)	M6	G56 6-SPD MANU (DEG)	4.10	15,000	6,460	8,537	5,160	3,377	7,000	12,000	26,000	17,300
6.7L TD DIESEL (ET.J)	M6	G56 6-SPD MANU (DEG)	4.44	15,000	6,460	8,537	5,160	3,377	7,000	12,000	26,000	17,300
6.7L TD DIESEL (ET.J)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.44	16,000	7,400	8,602	5,217	3,385	7,000	12,000	26,000	17,250
6.7L TD DIESEL (ET.J)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.88	16,000	7,400	8,602	5,217	3,385	7,000	12,000	26,000	17,250
6.7L TD DIESEL (ET.J)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.44	15,000	6,400	8,602	5,217	3,385	7,000	12,000	26,000	17,250
6.7L TD DIESEL (ET.J)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.88	15,000	6,400	8,602	5,217	3,385	7,000	12,000	26,000	17,250

RAM CREW CAB 197.5 WHEELBASE 4WD - ST DP 9L94 (DRW)

Engine	Trans Type	Transmission	Axle Ratio	GVWR	Payload ⁽¹⁾	Base Wt.	Base Wt. Front	Base Wt. Rear	GAWR Front	GAWR Rear	GCWR	Max Trail ⁽²⁾
6.7L TD DIESEL (ET.J)	M6	G56 6-SPD MANU (DEG)	4.10	16,500	7,880	8,624	5,244	3,380	7,000	12,000	26,000	17,250
6.7L TD DIESEL (ET.J)	M6	G56 6-SPD MANU (DEG)	4.44	16,500	7,880	8,624	5,244	3,380	7,000	12,000	26,000	17,250
6.7L TD DIESEL (ET.J)	M6	G56 6-SPD MANU (DEG)	4.10	15,000	6,380	8,624	5,244	3,380	7,000	12,000	26,000	17,250
6.7L TD DIESEL (ET.J)	M6	G56 6-SPD MANU (DEG)	4.44	15,000	6,380	8,624	5,244	3,380	7,000	12,000	26,000	17,250
6.7L TD DIESEL (ET.J)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.44	16,500	7,810	8,690	5,301	3,388	7,000	12,000	26,000	17,150
6.7L TD DIESEL (ET.J)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.88	16,500	7,810	8,690	5,301	3,388	7,000	12,000	26,000	17,150
6.7L TD DIESEL (ET.J)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.44	15,000	6,310	8,690	5,301	3,388	7,000	12,000	26,000	17,150
6.7L TD DIESEL (ET.J)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.88	15,000	6,310	8,690	5,301	3,388	7,000	12,000	26,000	17,150

NOTES:

1. Payload is rounded to the nearest 10 lbs. Payload = GVWR - Base Wt.
2. Maximum trailer weights are rounded to the nearest 50 lbs.
Maximum Trailer Weight = GCWR - Curb wt. -150 lbs. (allowance for driver)
3. Maximum Trailer weight must be reduced by the weight of the applied body and optional equipment.
4. Optional GVWR (sales code Z9B). To determine your vehicle's GVWR, please check the certification label located on the inside (shut face) of the driver side (left front) door.

2011 DODGE RAM 3500 / 4500 / 5500 CHASSIS CABS SPECIFICATIONS

RAM REGULAR CAB 144.5 WHEELBASE 4WD - ST DP 9L63 (DRW)

Engine	Trans Type	Transmission	Axle Ratio	GVWR	Payload ⁽¹⁾	Base Wt.	Base Wt. Front	Base Wt. Rear	GAWR Front	GAWR Rear	GCWR	Max Trail ⁽³⁾
6.7L TD DIESEL (ETJ)	M6	G56 6-SPD MANU (DEG)	4.10	16,000	8,110	7,887	4,798	3,090	7,000	12,000	26,000	17,950
6.7L TD DIESEL (ETJ)	M6	G56 6-SPD MANU (DEG)	4.44	16,000	8,110	7,887	4,798	3,090	7,000	12,000	26,000	17,950
6.7L TD DIESEL (ETJ)	M6	G56 6-SPD MANU (DEG)	4.10	15,000	7,110	7,887	4,798	3,090	7,000	12,000	26,000	17,950
6.7L TD DIESEL (ETJ)	M6	G56 6-SPD MANU (DEG)	4.44	15,000	7,110	7,887	4,798	3,090	7,000	12,000	26,000	17,950
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.44	16,000	8,050	7,953	4,855	3,098	7,000	12,000	26,000	17,900
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.88	16,000	8,050	7,953	4,855	3,098	7,000	12,000	26,000	17,900
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.44	15,000	7,050	7,953	4,855	3,098	7,000	12,000	26,000	17,900
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.88	15,000	7,050	7,953	4,855	3,098	7,000	12,000	26,000	17,900

RAM REGULAR CAB 168.5 WHEELBASE 4WD - ST DP 9L64 (DRW)

Engine	Trans Type	Transmission	Axle Ratio	GVWR	Payload ⁽¹⁾	Base Wt.	Base Wt. Front	Base Wt. Rear	GAWR Front	GAWR Rear	GCWR	Max Trail ⁽³⁾
6.7L TD DIESEL (ETJ)	M6	G56 6-SPD MANU (DEG)	4.10	16,500	8,440	8,063	4,954	3,110	7,000	12,000	26,000	17,800
6.7L TD DIESEL (ETJ)	M6	G56 6-SPD MANU (DEG)	4.44	16,500	8,440	8,063	4,954	3,110	7,000	12,000	26,000	17,800
6.7L TD DIESEL (ETJ)	M6	G56 6-SPD MANU (DEG)	4.10	15,000	6,940	8,063	4,954	3,110	7,000	12,000	26,000	17,800
6.7L TD DIESEL (ETJ)	M6	G56 6-SPD MANU (DEG)	4.44	15,000	6,940	8,063	4,954	3,110	7,000	12,000	26,000	17,800
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.44	16,500	8,370	8,128	5,011	3,118	7,000	12,000	26,000	17,700
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.88	16,500	8,370	8,128	5,011	3,118	7,000	12,000	26,000	17,700
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.44	15,000	6,870	8,128	5,011	3,118	7,000	12,000	26,000	17,700
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.88	15,000	6,870	8,128	5,011	3,118	7,000	12,000	26,000	17,700

RAM REGULAR CAB 192.5 WHEELBASE 4WD - ST DP 9L65 (DRW)

Engine	Trans Type	Transmission	Axle Ratio	GVWR	Payload ⁽¹⁾	Base Wt.	Base Wt. Front	Base Wt. Rear	GAWR Front	GAWR Rear	GCWR	Max Trail ⁽³⁾
6.7L TD DIESEL (ETJ)	M6	G56 6-SPD MANU (DEG)	4.10	16,500	8,340	8,159	5,009	3,150	7,000	12,000	26,000	17,700
6.7L TD DIESEL (ETJ)	M6	G56 6-SPD MANU (DEG)	4.44	16,500	8,340	8,159	5,009	3,150	7,000	12,000	26,000	17,700
6.7L TD DIESEL (ETJ)	M6	G56 6-SPD MANU (DEG)	4.10	15,000	6,840	8,159	5,009	3,150	7,000	12,000	26,000	17,700
6.7L TD DIESEL (ETJ)	M6	G56 6-SPD MANU (DEG)	4.44	15,000	6,840	8,159	5,009	3,150	7,000	12,000	26,000	17,700
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.44	16,500	8,280	8,224	5,066	3,158	7,000	12,000	26,000	17,650
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.88	16,500	8,280	8,224	5,066	3,158	7,000	12,000	26,000	17,650
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.44	15,000	6,780	8,224	5,066	3,158	7,000	12,000	26,000	17,650
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.88	15,000	6,780	8,224	5,066	3,158	7,000	12,000	26,000	17,650

RAM REGULAR CAB 204.5 WHEELBASE 4WD - ST DP 9L66 (DRW)

Engine	Trans Type	Transmission	Axle Ratio	GVWR	Payload ⁽¹⁾	Base Wt.	Base Wt. Front	Base Wt. Rear	GAWR Front	GAWR Rear	GCWR	Max Trail ⁽³⁾
6.7L TD DIESEL (ETJ)	M6	G56 6-SPD MANU (DEG)	4.10	16,500	8,350	8,154	5,094	3,060	7,000	12,000	26,000	17,700
6.7L TD DIESEL (ETJ)	M6	G56 6-SPD MANU (DEG)	4.44	16,500	8,350	8,154	5,094	3,060	7,000	12,000	26,000	17,700
6.7L TD DIESEL (ETJ)	M6	G56 6-SPD MANU (DEG)	4.10	15,000	6,850	8,154	5,094	3,060	7,000	12,000	26,000	17,700
6.7L TD DIESEL (ETJ)	M6	G56 6-SPD MANU (DEG)	4.44	15,000	6,850	8,154	5,094	3,060	7,000	12,000	26,000	17,700
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.44	16,500	8,280	8,219	5,151	3,068	7,000	12,000	26,000	17,650
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.88	16,500	8,280	8,219	5,151	3,068	7,000	12,000	26,000	17,650
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.44	15,000	6,780	8,219	5,151	3,068	7,000	12,000	26,000	17,650
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.88	15,000	6,780	8,219	5,151	3,068	7,000	12,000	26,000	17,650

NOTES:

1. Payload is rounded to the nearest 10 lbs. Payload = GVWR - Base Wt.
2. Maximum trailer weights are rounded to the nearest 50 lbs.
Maximum Trailer Weight = GCWR - Curb wt. -150 lbs. (allowance for driver)
3. Maximum Trailer weight must be reduced by the weight of the applied body and optional equipment.
4. Optional GVWR (sales code Z9B). To determine your vehicle's GVWR, please check the certification label located on the inside (shut face) of the driver side (left front) door.

2011 DODGE RAM 3500 / 4500 / 5500 CHASSIS CABS SPECIFICATIONS

2011 DODGE RAM 5500 CHASSIS CAB TOWING CHART

NOTE: BASE WEIGHTS CAN CHANGE

RAM CREW CAB 173.5 WHEELBASE 2WD - ST DP 5L93 (DRW)

Engine	Trans Type	Transmission	Axle Ratio	GVWR	Payload ⁽¹⁾	Base Wt.	Base Wt. Front	Base Wt. Rear	GAWR Front	GAWR Rear	GCWR	Max Trail ⁽²⁾
6.7L TD DIESEL (ETJ)	M6	DC-G56 6-SPD MANU (DEG)	4.44	18,750	10,460	8,291	4,886	3,404	7,000	13,500	26,000	17,550
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.88	18,750	10,410	8,344	4,934	3,410	7,000	13,500	26,000	17,500

RAM CREW CAB 197.5 WHEELBASE 2WD - ST DP 5L94 (DRW)

Engine	Trans Type	Transmission	Axle Ratio	GVWR	Payload ⁽¹⁾	Base Wt.	Base Wt. Front	Base Wt. Rear	GAWR Front	GAWR Rear	GCWR	Max Trail ⁽²⁾
6.7L TD DIESEL (ETJ)	M6	DC-G56 6-SPD MANU (DEG)	4.44	19,500	11,190	8,314	4,974	3,340	7,000	13,500	26,000	17,550
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.88	19,500	11,130	8,367	5,021	3,346	7,000	13,500	26,000	17,500

RAM REGULAR CAB 144.5 WHEELBASE 2WD - ST DP 5L63 (DRW)

Engine	Trans Type	Transmission	Axle Ratio	GVWR	Payload ⁽¹⁾	Base Wt.	Base Wt. Front	Base Wt. Rear	GAWR Front	GAWR Rear	GCWR	Max Trail ⁽²⁾
6.7L TD DIESEL (ETJ)	M6	DC-G56 6-SPD MANU (DEG)	4.44	18,750	11,160	7,588	4,514	3,074	7,000	13,500	26,000	18,250
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.88	18,750	11,110	7,641	4,561	3,080	7,000	13,500	26,000	18,200

RAM REGULAR CAB 168.5 WHEELBASE 2WD - ST DP 5L64 (DRW)

Engine	Trans Type	Transmission	Axle Ratio	GVWR	Payload ⁽¹⁾	Base Wt.	Base Wt. Front	Base Wt. Rear	GAWR Front	GAWR Rear	GCWR	Max Trail ⁽²⁾
6.7L TD DIESEL (ETJ)	M6	DC-G56 6-SPD MANU (DEG)	4.44	19,500	11,780	7,717	4,652	3,065	7,000	13,500	26,000	18,150
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.88	19,500	11,730	7,771	4,700	3,071	7,000	13,500	26,000	18,100

RAM REGULAR CAB 192.5 WHEELBASE 2WD - ST DP 5L65 (DRW)

Engine	Trans Type	Transmission	Axle Ratio	GVWR	Payload ⁽¹⁾	Base Wt.	Base Wt. Front	Base Wt. Rear	GAWR Front	GAWR Rear	GCWR	Max Trail ⁽²⁾
6.7L TD DIESEL (ETJ)	M6	DC-G56 6-SPD MANU (DEG)	4.44	19,500	11,630	7,868	4,791	3,077	7,000	13,500	26,000	18,000
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.88	19,500	11,580	7,921	4,838	3,083	7,000	13,500	26,000	17,950

RAM REGULAR CAB 204.5 WHEELBASE 2WD - ST DP 5L66 (DRW)

Engine	Trans Type	Transmission	Axle Ratio	GVWR	Payload ⁽¹⁾	Base Wt.	Base Wt. Front	Base Wt. Rear	GAWR Front	GAWR Rear	GCWR	Max Trail ⁽²⁾
6.7L TD DIESEL (ETJ)	M6	DC-G56 6-SPD MANU (DEG)	4.44	19,500	11,610	7,894	4,806	3,089	7,000	13,500	26,000	17,950
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.88	19,500	11,550	7,948	4,853	3,095	7,000	13,500	26,000	17,900

RAM CREW CAB 173.5 WHEELBASE 4WD - ST DP 0L93 (DRW)

Engine	Trans Type	Transmission	Axle Ratio	GVWR	Payload ⁽¹⁾	Base Wt.	Base Wt. Front	Base Wt. Rear	GAWR Front	GAWR Rear	GCWR	Max Trail ⁽²⁾
6.7L TD DIESEL (ETJ)	M6	DC-G56 6-SPD MANU (DEG)	4.44	18,750	10,150	8,601	5,177	3,424	7,000	13,500	26,000	17,250
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.88	18,750	10,100	8,654	5,224	3,430	7,000	13,500	26,000	17,200

NOTES:

1. Payload is rounded to the nearest 10 lbs. Payload = GVWR - Base Wt.
2. Maximum trailer weights are rounded to the nearest 50 lbs.
Maximum Trailer Weight = GCWR - Curb wt. -150 lbs. (allowance for driver)
3. Maximum Trailer weight must be reduced by the weight of the applied body and optional equipment.

2011 DODGE RAM 3500 / 4500 / 5500 CHASSIS CABS SPECIFICATIONS

RAM CREW CAB 197.5 WHEELBASE 4WD - ST DP 0L94 (DRW)

Engine	Trans Type	Transmission	Axle Ratio	GVWR	Payload ⁽¹⁾	Base Wt.	Base Wt. Front	Base Wt. Rear	GAWR Front	GAWR Rear	GCWR	Max Trail ⁽³⁾
6.7L TD DIESEL (ETJ)	M6	DC-G56 6-SPD MANU (DEG)	4.44	19,500	10,820	8,679	5,276	3,403	7,000	13,500	26,000	17,150
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.88	19,500	10,770	8,732	5,323	3,409	7,000	13,500	26,000	17,100

RAM REGULAR CAB 144.5 WHEELBASE 4WD - ST DP 0L63 (DRW)

Engine	Trans Type	Transmission	Axle Ratio	GVWR	Payload ⁽¹⁾	Base Wt.	Base Wt. Front	Base Wt. Rear	GAWR Front	GAWR Rear	GCWR	Max Trail ⁽³⁾
6.7L TD DIESEL (ETJ)	M6	DC-G56 6-SPD MANU (DEG)	4.44	18,750	10,830	7,924	4,809	3,115	7,000	13,500	26,000	17,950
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.88	18,750	10,770	7,977	4,856	3,122	7,000	13,500	26,000	17,850

RAM REGULAR CAB 168.5 WHEELBASE 4WD - ST DP 0L64 (DRW)

Engine	Trans Type	Transmission	Axle Ratio	GVWR	Payload ⁽¹⁾	Base Wt.	Base Wt. Front	Base Wt. Rear	GAWR Front	GAWR Rear	GCWR	Max Trail ⁽³⁾
6.7L TD DIESEL (ETJ)	M6	DC-G56 6-SPD MANU (DEG)	4.44	19,500	11,420	8,076	4,982	3,093	7,000	13,500	26,000	17,750
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.88	19,500	11,370	8,129	5,029	3,100	7,000	13,500	26,000	17,700

RAM REGULAR CAB 192.5 WHEELBASE 4WD - ST DP 0L65 (DRW)

Engine	Trans Type	Transmission	Axle Ratio	GVWR	Payload ⁽¹⁾	Base Wt.	Base Wt. Front	Base Wt. Rear	GAWR Front	GAWR Rear	GCWR	Max Trail ⁽³⁾
6.7L TD DIESEL (ETJ)	M6	DC-G56 6-SPD MANU (DEG)	4.44	19,500	11,330	8,171	5,038	3,134	7,000	13,500	26,000	17,700
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.88	19,500	11,280	8,225	5,085	3,140	7,000	13,500	26,000	17,650

RAM REGULAR CAB 204.5 WHEELBASE 4WD - ST DP 0L66 (DRW)

Engine	Trans Type	Transmission	Axle Ratio	GVWR	Payload ⁽¹⁾	Base Wt.	Base Wt. Front	Base Wt. Rear	GAWR Front	GAWR Rear	GCWR	Max Trail ⁽³⁾
6.7L TD DIESEL (ETJ)	M6	DC-G56 6-SPD MANU (DEG)	4.44	19,500	11,330	8,166	5,138	3,027	7,000	13,500	26,000	17,700
6.7L TD DIESEL (ETJ)	A6	AS68RC AISIN 6-SPD AUTO (DG3)	4.88	19,500	11,280	8,219	5,186	3,034	7,000	13,500	26,000	17,650

NOTES:

1. Payload is rounded to the nearest 10 lbs. Payload = GVWR - Base Wt.
2. Maximum trailer weights are rounded to the nearest 50 lbs.
Maximum Trailer Weight = GCWR - Curb wt. -150 lbs. (allowance for driver)
3. Maximum Trailer weight must be reduced by the weight of the applied body and optional equipment.

2011 DODGE RAM 3500 / 4500 / 5500 CHASSIS CABS FEATURE AVAILABILITY

LEGEND: S = Standard, O = Optional, P = Package, — = Not available, L = Fleet only (limited production option)

Complete package information is listed at the end of the Feature Availability section.

NOTE: Information shown is correct at time of publication and is subject to change.

Typical 2011 Dodge Ram 3500 Crew Cab Chassis Cab. Some unique exceptions showing 4500 and 5500 complexity are included.

	ST	SLT	Laramie
EXTERIOR			
Bumpers/Fascias – Front			
Painted Mineral Gray Front Bumper	S	—	—
Chromed Front Bumper	—	S	S
Fog Lamps			
Fog Lamps	—	O	S
Grille			
Chromed surround with Black Billets	S	S	—
Chromed surround with Chromed Billets	—	—	S
Mirrors – Exterior (7-inch x 11-inch two-position fold-away with convex edge)			
Manual (Black)	S	—	—
Power / Heated / Puddle / Turn (Black)	S (Crew Cab) O (Reg Cab)	S	—
Power / Heated / Puddle / Turn / Memory (Chrome)	—	—	S
Mirrors – Interior			
Day/Night Manual (Optional Delete)	S	S	—
Automatic-Dimming Rearview Day/Night with Uconnect Phone	—	O	S
Sun Visors			
Passenger-side Visor with Mirror	S	S	—
Illuminated Vanity Mirrors	—	O	S
Colors			
Regular Paint			
Bright White			
Mineral Gray Metallic			
Light Graystone			
Inferno Red Crystal			
Deep Water Blue			
Bright Silver Metallic			
Austin Tan			
Rugged Brown			
Brilliant Black Crystal	O	O	O
Specialty Paint			
Bright Red,			
Omaha Orange			
Yellow			
School Bus Yellow			
Detonator Yellow			
Light Green			
Timberline Green			
Light Cream			
Dark Brown			
Black Clear Coat	O	O	O

2011 RAM 3500 / 4500 / 5500 CHASSIS CABS

2011 DODGE RAM 3500 / 4500 / 5500 CHASSIS CABS FEATURE AVAILABILITY

	ST	SLT	Laramie
Remote keyless entry			
Controls for Power Door Locks, Illuminated Entry System, Panic Alarm	S (Crew Cab) 0 (Reg Cab)	S	S
Skid Plate (4X4 Only)			
Transfer Case	0	0	0
Fuel Tank			
52-gallon	S	S	S
22-gallon	0	0	0
Tow Hooks (4X4 Only)			
Tow Hooks (5.7L Gas Engine)	0	0	0
Tow Hooks (6.7L Diesel Engine)	S	S	S
Trailer-tow			
Integrated Trailer-Brake Controller	0	0	0
INTERIOR			
Air Conditioning (Base A/C) S S N/A	S	S	—
Air Conditioning with Dual-Zone Automatic Controls	—	—	S
Console – Floor			
Mini Floor Console (With 6-Speed Manual Transmission Only)	S	S	—
Full-Size Floor Console with Bucket Seats	—	0	0
Console – Overhead	—	S	S
Door Locks			
Power Door Locks	S (Crew Cab) 0 (Reg Cab)	S	S
Floor Covering			
Black Vinyl	S	0	0
Carpet	0	S	S
Floor Mats			
Front, Carpeted	0	S	S
Front and Rear, Carpeted	0	S	S
Memory System			
Seats, Mirrors, Pedals, Radio Presets	—	—	S
Pedals			
Non-Adjustable	S	S	—
Power-Adjustable	—	0	S
Power Outlet			
12-Volt DC Auxiliary (Two Available)	S	S	S
115-Volt AC Auxiliary	—	0	S
Seats			
Vinyl 40/20/40 Manual Split-Bench: Front seat with adjustable head restraints for outboard seating positions, driver and front-passenger recliners and folding center armrest (Crew Cab models include a folding rear bench seat)	S	—	—

2011 DODGE RAM 3500 / 4500 / 5500 CHASSIS CABS FEATURE AVAILABILITY

	ST	SLT	Laramie
Front seat with adjustable head restraints for outboard seating positions, driver and front-passenger recliners and folding center armrest/business console (Crew Cab models include a folding rear bench seat)	0	S	—
Premium Cloth 40/20/40 Power Split-Bench: Front seat with adjustable head restraints for outboard seating positions, driver and front-passenger recliners and folding center armrest/business console (Crew Cab models include 60/40 split-bench folding rear seat)	—	0	—
Premium Cloth Power Bucket: Seats with adjustable head restraints, driver and front-passenger recliners and folding center armrest/business console (Crew Cab models include 60/40 split-bench folding rear seat)	—	0	—
Premium Leather 40/20/40 Power Split-Bench: Front seat with adjustable head restraints for outboard seating positions, heated, front-passenger recliners, and folding center armrest/business console (Crew Cab models include 60/40 split-bench folding rear seat)	—	—	S
Premium Leather High Shoulder Power Bucket: Heated and ventilated with adjustable head restraints, driver and front-passenger recliners, and fixed center console (Crew Cab models include 60/40 heated split-bench folding rear seat)	—	—	0
10-way power driver's seat N/A O N/A	—	0	—
10-way power driver's seat and 6-way power passenger seat	—	—	S
Power lumbar supports (included with all power seats)	—	0	S
Steering Wheel			
Urethane	S	—	—
Leather-wrapped (With Audio Controls)	—	S	S
Leather-wrapped (Heated With Audio Controls)	—	—	0
Steering Column			
Tilt-steering	S	S	S
Speed Control			
Stalk-mounted Control – 5.7L Gas Engine	0	S	S
Stalk-mounted Control – 6.7L Diesel Engine	S	S	S
Storage			
Front, Behind Seat (Regular Cab Only)	S	S	—
Rear, Under-Seat Compartment (Crew Cab Models Only)	S	S	S
Radios			
AM/FM/CD/MP3	S	S	—
AM/FM/CD/DVD/HDD/MP3	—	0	S
AM/FM/CD/NAV/MP3	—	—	—
SIRIUS® Satellite Radio ⁽¹⁾	0	S	S
Two-Speaker System	S	—	—
Six-Speaker System	—	S	S
Seven-Speaker System (Alpine)	—	—	0
Uconnect Phone	—	0	S

2011 RAM 3500 / 4500 / 5500 CHASSIS CABS

2011 DODGE RAM 3500 / 4500 / 5500 CHASSIS CABS FEATURE AVAILABILITY

	ST	SLT	Laramie
SAFETY AND SECURITY			
Airbags			
Advanced Multistage Front Airbags ⁽²⁾	S	S	S
Passenger-side Airbag (Optional Delete)	S	S	S
Door Locks			
Manual (Regular Cab Only)	S	—	—
Power	S (Crew Cab) 0 (Reg Cab)	S	S
Seat Belts			
Front, Height-adjustable Shoulder (Outboard Positions Only)	S	S	S
Security Alarm			
Detects Break-In	—	0	S
Sentry Key [®] Theft Deterrent			
Engine Immobilizer	S	S	S
POWERTRAIN AND CHASSIS			
Alternator			
160 Amp	S	S	S
180 Amp	0	0	0
220 Amp	0	0	0
Axle – Front (4X4 Only)			
9.25-inch Front Axle (3500)	S	S	S
10.8-inch Front Axle (4500 & 5500)	S	S	S
Axle – Rear (Standard Axle is based on powertrain configuration)			
3.42 Ratio (Limited-Slip Differential)	0	0	0
3.73 Ratio (Limited-Slip Differential)	0	0	0
4.10 Ratio (Limited-Slip Differential)	0	0	0
4.44 Ratio (Limited-Slip Differential)	0	0	0
4.88 Ratio (Limited-Slip Differential)	0	0	0
Battery			
730-amp, Maintenance-Free (Two Required For Diesel)	S	S	S
Brakes			
Anti-Lock 4-Wheel Disc Brakes	S	S	S
Engine – 6.7L CUMMINS[®] Turbo Diesel			
6.7L Diesel Engine	0	0	0
6-Speed Manual Transmission (G56)	S	S	S
6-Speed Automatic Transmission (AISIN-AS68RC)	0	0	0
Engine Block Heater	S	S	S
Exhaust Brake	S	S	S
Remote start (Automatic Transmission Only)	—	0	0
Engine – 5.7L HEMI[®]			
5.7L Gas Engine	S	S	S
5-Speed Automatic (545RFE)	S	S	S
Remote start	—	0	0

2011 DODGE RAM 3500 / 4500 / 5500 CHASSIS CABS FEATURE AVAILABILITY

	ST	SLT	Laramie
Engine – Cooling			
5.7L – Heavy-Duty Cooling	S	S	S
6.7L - Cummins Diesel Cooling	S	S	S
Fuel Tank			
52-Gal (198 L) (Rear Fuel Tank)	S	S	S
22-Gal (85 L) (Mid-Ship Fuel Tank)	0	0	0
Steering			
Power Recirculating Ball	S	S	S
Transmissions – 6.7L DIESEL			
6-Speed Manual (G56)	S	S	S
6-Speed Automatic (AISIN-AS68RC)	0	0	0
Transmissions – 5.7L GAS			
5-Speed Automatic (545RFE)	S	S	S
Transfer Cases (4X4 Only)			
Manual Shift-On-The-Fly (NV271)	S	S	—
Electronic Shift-On-The-Fly (NV273)	—	0	S

PACKAGES / EQUIPMENT GROUPS

Ambulance Group (Must Be Equipped With 6.7L Diesel Engine)

Ambulance Group includes the following:

- 220-amp Alternator
- Limited-slip Differential
- Battery Voltage Monitor with Automatic Idle-up Control
- A/C with ST Level Trim
- A/C and Heater Line Taps Tees and Adaptation Kit

0 0 0

Snow Plow Group (3500 Must Be Equipped With 4x4)

Snow Plow Group includes the following:

- 180-amp Alternator (With 5.7L HEMI)
- 220-amp Alternator (With 6.7L Diesel)
- Transfer Case Skid Plate

0 0 0

Power Accessory Group (Regular Cab Only)

Power Accessory Group includes the following:

- Hi Line Door-Trim Panel
- Power Windows (Driver Express Down)
- Power Locks
- Power Mirrors

0 — —

Power and Remote Entry Group (Regular Cab Only)

Power and Remote Entry Group includes the following:

- Sentry Key® Theft Deterrent
- Remote keyless entry
- Power Windows (Driver Express Down)
- Power Locks
- Power Mirrors

0 S S

Legend: S = Standard; 0 = Optional; L= Fleet only (limited production option)

P = Available within package or group; — = Not available

⁽¹⁾ Includes one-year subscription provided by SIRIUS®

⁽²⁾ Certified to the Federal Regulations that allow less forceful front airbags. Always use seat belts. Children 12 and younger can only be in the front seat with the passenger airbag turned off, or in a back seat, correctly using an infant seat child restraint system, or a seat belt positioned correctly for the child's age and weight.

NOTES

Lined area for notes with horizontal dotted lines.

