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2007 Dodge Ram 3500 Chassis Cab: What's New for 2007

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“WHAT’S NEW FOR 2007”

New Models

- The all-new 2007 Dodge Ram 3500 Chassis Cab is introduced into the Class 3 chassis cab segment with both two-wheel-drive and four-wheel-drive models; two available cab-axle lengths (60 inches and 84 inches); single-rear-wheel and dual-rear-wheel versions; regular cab and quad cab configurations; and three trim lines (ST, SLT and Laramie)
- Distinguishing characteristics:
 - Available new 6.7-liter High Output Cummins Turbo Diesel
 - All-new commercial-grade chassis
 - Upfit-friendly design
 - Exclusive flat, “clean” frame rails with industry-standard 34-inch frame rail spacing
 - Highest standard single-rear-wheel Gross Vehicle Weight Rating (GVWR)—10,200 lbs.
 - Best-in-class standard V-8 power—330-horsepower HEMI®
 - Best-in-class interior room—121.7 cubic feet for Quad Cab® models
 - Best-in-class frame strength—50-ksi steel
 - Largest standard fuel tank—52 gallons

Exterior

- Bold, powerful “Big Rig” Ram styling with bold hood and fender combination
- Regular cab and Quad Cab® configurations
- Four standard doors in Quad Cab models
- Massive crosshair grille
- Large headlamps
- 7-inch by 10-inch trailer tow mirrors — standard
- 17-inch wheels — standard

Interior

- Best-in-class interior room (121.7 cubic feet — Quad Cab models, 64.9 cubic feet — regular cab models)
- Heating, ventilation, air conditioning and audio system controls located in wide center stack
- Available bucket seats with leather trim
- 60/40 folding rear seats in Quad Cab models—seat cushions fold up creating floor-to-ceiling storage
- Optional Quad Cab floor section under back seat folds open to create flat load floor
- Regular cab models provide behind the rear seat storage and significant seat travel and ease in reclining for driver and passenger

Powertrain / Chassis

- 5.7-liter HEMI® V-8 engine (standard on all models)
- New 6.7-liter High Output Cummins Turbo Diesel I-6 (optional on all models)
- G56 manual six-speed overdrive transmission with Power Take Off (PTO) capability (standard on all models)
- 545RFE automatic five-speed transmission (optional with 5.7-liter V-8 engine)

- Aisin AS68RC six-speed automatic transmission with PTO capability (optional with 6.7-liter diesel engine)
- Standard manual NV271 transfer case or optional NV273 electronic transfer case on 4x4 models
- 3.42, 3.73 , and 4.10 rear axle ratios available
- Gross Vehicle Weight Ratings (GVWR): Single-rear-wheel — 10,200 lbs.; Dual-rear-wheel models — 12,500 lbs.; with 6.7-liter Cummins Turbo Diesel, Gross Combined Weight Rating (GCWR) — 23,000 lbs.
- Optional exhaust brake with diesel engine
- Solid-beam front and rear axles
- Front suspension: five-link, coil-spring with beam axle and new shock absorbers
- Rear suspension: standard two-stage leaf springs with three leaves and separate auxiliary leaves for greater load-carrying capability. Enhancements include new springs, shocks, a narrower track and sway bar and jounce bumper
- Front and rear link-type sway bar and heavy-duty tubular shock absorbers — standard
- New track bar and jounce bumpers
- Standard four-wheel disc brakes with anti-lock brake system (ABS)
- Upfit-friendly enhancements:
 - 34-inch frame rail spacing
 - Flat, “clean” frame rails
 - All chassis components below frame surface
 - Bolt-on exhaust hanger brackets
 - Riveted cross-members
 - One-piece C-channel frame
 - 18-inch spaced U-bolt access
 - User-friendly electrical connections
 - Upfitter circuits and electrical schematics identified in body builder guide
 - Optional 22-gallon mid-ship fuel tank

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