

**RAM****1500**
SPECIFICATIONS

2014 Ram 1500 SPECIFICATIONS

All dimensions are in inches (millimeters) unless otherwise noted.

GENERAL INFORMATION

Vehicle Type	Regular Cab, Quad Cab, and Crew Cab, 2WD, 4WD
Assembly Plant	Regular Cab: Saltillo Truck Assembly, Saltillo, Mexico Quad Cab: Warren Truck Assembly Plant, Warren, Mich. Crew Cab: Warren Truck Assembly Plant, Warren, Mich.
EPA Vehicle Class	Standard Pickup

BODY/CHASSIS

Layout	2WD — Longitudinal, front engine 4WD — Longitudinal, front engine, transfer case
Construction	2WD — Ladder-type frame, steel cab, double-wall steel pickup box 4WD — Ladder-type frame, steel cab, double-wall steel pickup box

ENGINE: 3.6-LITER 24-VALVE DOHC V-6 E85

Type and Description	60-degree V-type, liquid-cooled
Displacement	220 cu. in. (3604 cu. cm)
Bore x Stroke	3.78 x 3.27 (96.0 x 83.0)
Valve System	Chain-driven DOHC, 24 valves and hydraulic end-pivot roller rockers
Fuel Injection	Sequential, multiport, electronic, returnless
Construction	Aluminum deep-skirt block, aluminum alloy heads
Compression Ratio	10.2:1
Power (SAE net)	305 hp (224 kW) at 6,400 rpm
Torque (SAE net)	269 lb.-ft. (364 N•m) at 4,175 rpm
Max. Engine Speed	6,400 rpm (electronically limited)
Fuel Requirement	Unleaded regular, 87 octane (R+M)/2, E85-compatible
Oil Capacity	6.0 qt. (5.7 liter)
Coolant Capacity	14.0 qt. (13.25 liter)
Emission Controls	Dual three-way catalytic converters, heated oxygen sensors
Estimated EPA Fuel Economy mpg (City/Hwy)	18/25



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ENGINE: 3.0-LITER DOHC ECODIESEL V-6

Type and Description	60-degree V-type, liquid-cooled
Displacement	182 cu. in. (2988 cu. cm)
Bore x Stroke	3.27 x 3.60 (83 x 92)
Valve System	Chain-driven DOHC, 24 valves
Fuel Injection	Common-rail, 2000 bar, Solenoid Injectors
Construction	Cast-iron block, aluminum alloy heads
Compression Ratio	15.5:1
Power (SAE net)	240 hp (179 kW) at 3,600 rpm
Torque (SAE net)	420 lb.-ft. (569 N•m) at 2,000 rpm
Max. Engine Speed	4,800 rpm (electronically limited)
Fuel Requirement	Ultra Low-sulfur diesel
Oil Capacity	8.2 qt. (7.8 liter)
Coolant Capacity	12 qt. (11.4 liter)
Emission Controls	Cooled EGR, Oxidation catalyst, Diesel particulate filter, SCR w/urea injection
Estimated EPA Fuel Economy mpg (city/hwy)	TBA

ENGINE: 5.7-LITER HEMI® 16-VALVE V-8

Type and Description	90-degree V-8, liquid-cooled
Displacement	345 cu. in. (5654 cu. cm)
Bore x Stroke	3.92 x 3.58 (99.5 x 90.9)
Valve System	Variable cam timing, pushrod-operated overhead valves, 16 valves, hydraulic lifters with roller followers
Fuel Injection	Sequential, multiport, electronic, returnless
Construction	Deep-skirt cast-iron block with cross-bolted main bearing caps, aluminum alloy heads with hemispherical combustion chambers
Compression Ratio	10.5:1
Power (SAE net)	395 hp (291 kW) @ 5,600 rpm
Torque (SAE net)	407 lb.-ft. (548 N•m) @ 3,950 rpm
Max. 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. (6.6 liter)
Coolant Capacity	14.0 qt. (13.33 liter)



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Emission Controls	Three-way catalytic converters, heated oxygen sensors and internal engine features
Estimated EPA Fuel Economy mpg (city/hwy) 8-speed automatic	15/22
Estimated EPA Fuel Economy mpg (city/hwy) 6-speed automatic	TBA

TRANSMISSION: 65RFE AUTOMATIC SIX-SPEED

Availability	Available with 5.7-liter V-8 equipped trucks
Description	Three planetary gear sets, one overrunning clutch, full electronic control, electronically controlled converter clutch
Gear Ratios	
1st	3.00
2nd	1.67
3rd	1.50
4th	1.00
5th	0.75
6th	0.67
Reverse	3.00
Final Drive and Overall Top Gear Ratios	2.15 with 3.21 axle; 2.38 with 3.55 axle; 2.63 with 3.92 axle; and 2.75 with 4.10 axle

TRANSMISSION: ZF 8HP45 AUTOMATIC EIGHT-SPEED WITH ELECTRONIC RANGE SELECT (ERS)

Availability	Standard with 3.6-liter Pentastar and 3.0-liter EcoDiesel V-6 equipped trucks
Description	Adaptive electronic control, automatic or Electronic Range Select (ERS) manual control. Five clutch-pack design with only two open clutches in any gear. Torque converter lock with turbine torsional damper for low lock-up speeds in 1st through 8th gear
Gear Ratios	
1st	4.71
2nd	3.14
3rd	2.10
4th	1.67
5th	1.29
6th	1.00
7th	0.84



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8th	0.67
Reverse	3.30
Final Drive and Overall Top Gear Ratios	2.15 with 3.21 axle; 2.38 with 3.55 axle

TRANSMISSION: ZF 8HP70 AUTOMATIC EIGHT-SPEED WITH ELECTRONIC RANGE SELECT (ERS)

Availability	Available with select 5.7-liter V-8 equipped trucks
Description	Adaptive electronic control, automatic or ERS manual control. Five clutch-pack design with only two open clutches in any gear. Torque converter lock with turbine torsional damper for low lock-up speeds in 1st through 8th gear
Gear Ratios	
1st	4.71
2nd	3.14
3rd	2.10
4th	1.67
5th	1.29
6th	1.00
7th	0.84
8th	0.67
Reverse	3.30
Final Drive and Overall Top Gear Ratios	2.15 with 3.21 axle; 2.38 with 3.55 axle; 2.63 with 3.92 axle

TRANSFER CASE: BW 44-45 PART-TIME

Availability	3.6-liter V-6 4x4 and 5.7-liter V-8 4x4
Shift Mechanism	Electric
Available Speeds	2-speed
Operating Modes	2WD High; 4WD High, Locked; Neutral; 4WD Low, Locked
Low-range Ratio	2.64
Center Differential Type	None

TRANSFER CASE: BW 44-44 ON-DEMAND

Availability	3.0-liter V-6 4x4, 5.7-liter V-8 4x4
Shift Mechanism	Electric
Available Speeds	2-speed
Operating Modes	2WD High; 4WD Auto; 4WD High, Locked; Neutral; 4WD Low, Locked
Low-range Ratio	2.64
Center Differential Type	None



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AXLES

Front	ZF 215 mm
Rear	C235 mm (available limited slip)
Available Ratios	3.21, 3.55, 3.92

ELECTRICAL SYSTEM

Architecture	Powernet
Alternator	160-amp, 180-amp, 220-amp (Stop-start and Special Services Package)
Battery	Group 65, low-maintenance 730 CCA (Stop-start features 800 CCA Absorbed Glass Mat)

SUSPENSION

Front	Upper and lower "A" arms, coil springs, twin-tube shock absorbers, stabilizer bar. Optional air suspension replaces twin-tube shock absorbers and coil springs
Rear	Five-link with track bar, coil springs, stabilizer bar, twin-tube shock absorbers, solid axle. Optional air suspension replaces twin-tube shock absorbers and coil springs

