## 2023 Ram Commercial 3500, 4500 & 5500 Chassis Cab

### SPECIFICATIONS

Specifications are based on the latest product information available at the time of publication.
All dimensions are in inches (millimeters) unless otherwise noted.
All dimensions measured at curb weight with standard tires and wheels.

### GENERAL INFORMATION

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle Type</td>
<td>Regular Cab, Crew Cab: 4x2, 4x4</td>
</tr>
<tr>
<td>Assembly Plant</td>
<td>Saltillo Truck Assembly Plant, Coahuila, Mexico</td>
</tr>
</tbody>
</table>

### BODY/CHASSIS

<table>
<thead>
<tr>
<th></th>
<th>4x2</th>
<th>4x4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Model</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Layout</td>
<td>Longitudinal, front engine</td>
<td>Longitudinal, front engine, transfer case</td>
</tr>
<tr>
<td>Construction</td>
<td>Ladder-type frame, steel cab</td>
<td>Ladder-type frame, steel cab</td>
</tr>
</tbody>
</table>

### ENGINE: 6.4-LITER HEMI® V-8 (SIX-SPEED)

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Type and Description</td>
<td>90-degree gasoline V-8 with variable cam timing</td>
</tr>
<tr>
<td>Displacement</td>
<td>392 cu. in. (6,417 cu. cm)</td>
</tr>
<tr>
<td>Bore x Stroke</td>
<td>4.09 x 3.72 (103.9 x 94.6)</td>
</tr>
<tr>
<td>Valve System</td>
<td>Pushrod-operated overhead valves, 16 valves, eight de-activating and eight hydraulic lifters, all with roller followers</td>
</tr>
<tr>
<td>Fuel Injection</td>
<td>Sequential, multiport, electronic, returnless</td>
</tr>
<tr>
<td>Construction</td>
<td>Deep-skirt cast-iron block with cross-bolted main bearing caps, 356 aluminum cylinder heads with hemispherical combustion chambers</td>
</tr>
<tr>
<td>Compression Ratio</td>
<td>10.0:1</td>
</tr>
<tr>
<td>Power</td>
<td>370 hp (306 Kw) @ 5,600 rpm</td>
</tr>
<tr>
<td>Torque</td>
<td>429 lb.-ft. (582 N•m) @ 4,000 rpm</td>
</tr>
<tr>
<td>Maximum Engine Speed</td>
<td>5,800 rpm limited</td>
</tr>
<tr>
<td>Fuel Requirement</td>
<td>Unleaded regular, 87 octane</td>
</tr>
<tr>
<td>Oil Capacity</td>
<td>7.0 quarts (6.6 liters)</td>
</tr>
<tr>
<td>Coolant Capacity</td>
<td>16.6 quarts (15.75 liters)</td>
</tr>
<tr>
<td>Emission Controls</td>
<td>Three-way catalytic converters, heated oxygen sensors, cooled electronic exhaust-gas recirculation (EGR) and individual cylinder fuel control</td>
</tr>
</tbody>
</table>
### ENGINE: 6.4-LITER HEMI V-8 (EIGHT-SPEED)

<table>
<thead>
<tr>
<th>Type and Description</th>
<th>90-degree gasoline V-8 with variable cam timing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Displacement</td>
<td>392 cu. in. (6,417 cu. cm)</td>
</tr>
<tr>
<td>Bore x Stroke</td>
<td>4.09 x 3.72 (103.9 x 94.6)</td>
</tr>
<tr>
<td>Valve System</td>
<td>Pushrod-operated overhead valves, 16 valves, eight de-activating and eight hydraulic lifters, all with roller followers</td>
</tr>
<tr>
<td>Fuel Injection</td>
<td>Sequential, multiport, electronic, returnless</td>
</tr>
<tr>
<td>Construction</td>
<td>Deep-skirt cast-iron block with cross-bolted main bearing caps, 356 aluminum cylinder heads with hemispherical combustion chambers</td>
</tr>
<tr>
<td>Compression Ratio</td>
<td>10.0:1</td>
</tr>
<tr>
<td>Power</td>
<td>370 hp (306 Kw) @ 5,600 rpm</td>
</tr>
<tr>
<td>Torque</td>
<td>429 lb.-ft. (582 N•m) @ 4,000 rpm</td>
</tr>
<tr>
<td>Maximum Engine Speed</td>
<td>5,800 rpm limited</td>
</tr>
<tr>
<td>Fuel Requirement</td>
<td>Unleaded regular, 87 octane (R+M)/2</td>
</tr>
<tr>
<td>Oil Capacity</td>
<td>7.0 quarts (6.6 liters)</td>
</tr>
<tr>
<td>Coolant Capacity</td>
<td>16.6 quarts (15.75 liters)</td>
</tr>
<tr>
<td>Emission Controls</td>
<td>Three-way catalytic converters, heated oxygen sensors, cooled electronic exhaust-gas recirculation (EGR) and individual cylinder fuel control</td>
</tr>
</tbody>
</table>

### ENGINE: 6.7-LITER CUMMINS TURBO DIESEL I-6

<table>
<thead>
<tr>
<th>Type and Description</th>
<th>Inline six-cylinder turbocharged, intercooled diesel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Displacement</td>
<td>408 cu. in. (6,690 cu. cm)</td>
</tr>
<tr>
<td>Bore x Stroke</td>
<td>4.21 x 4.88 (107 x 124)</td>
</tr>
<tr>
<td>Valve System</td>
<td>Pushrod-operated overhead valves, 24 valves, hydraulic lifters</td>
</tr>
<tr>
<td>Fuel Injection</td>
<td>Electronic high-pressure common rail</td>
</tr>
<tr>
<td>Construction</td>
<td>Compacted graphite iron (CGI) block cast-iron head</td>
</tr>
<tr>
<td>Compression Ratio</td>
<td>16.2:1</td>
</tr>
<tr>
<td>Power</td>
<td>360 hp (268 Kw) @ 2,800 rpm</td>
</tr>
<tr>
<td>Torque</td>
<td>800 lb.-ft. (1,084 N•m) @ 1,800 rpm</td>
</tr>
<tr>
<td>Maximum High-Idle Engine Speed</td>
<td>3,200 rpm</td>
</tr>
<tr>
<td>Fuel Requirement</td>
<td>Ultra-low sulfur diesel</td>
</tr>
<tr>
<td>Oil Capacity</td>
<td>12.0 quarts (11.3 liters) with filter</td>
</tr>
<tr>
<td>Coolant Capacity</td>
<td>23.8 quarts (22.50 liters)</td>
</tr>
<tr>
<td>Emission Controls</td>
<td>Selective catalytic reduction (SCR)</td>
</tr>
</tbody>
</table>
## TRANSMISSION: AISIN AS69RC — AUTOMATIC SIX-SPEED

<table>
<thead>
<tr>
<th>Availability</th>
<th>6.7-liter diesel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Description</td>
<td>Three planetary gear sets, full electronic control, electronically controlled converter clutch</td>
</tr>
<tr>
<td>Gear Ratios</td>
<td></td>
</tr>
<tr>
<td>1st</td>
<td>3.75</td>
</tr>
<tr>
<td>2nd</td>
<td>2.00</td>
</tr>
<tr>
<td>3rd</td>
<td>1.34</td>
</tr>
<tr>
<td>4th</td>
<td>1.00</td>
</tr>
<tr>
<td>5th</td>
<td>0.77</td>
</tr>
<tr>
<td>6th</td>
<td>0.63</td>
</tr>
<tr>
<td>Reverse</td>
<td>3.54</td>
</tr>
<tr>
<td>Axle Ratios</td>
<td>3.73, 4.10, 4.44, 4.89</td>
</tr>
<tr>
<td>PTO Capability</td>
<td>Left or right</td>
</tr>
</tbody>
</table>

## TRANSMISSION: ZF 8HP75 — AUTOMATIC EIGHT-SPEED (3500 ONLY)

<table>
<thead>
<tr>
<th>Availability</th>
<th>6.4-liter HEMI V-8</th>
</tr>
</thead>
<tbody>
<tr>
<td>Description</td>
<td>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</td>
</tr>
<tr>
<td>Gear Ratios</td>
<td></td>
</tr>
<tr>
<td>1st</td>
<td>4.71</td>
</tr>
<tr>
<td>2nd</td>
<td>3.14</td>
</tr>
<tr>
<td>3rd</td>
<td>2.10</td>
</tr>
<tr>
<td>4th</td>
<td>1.67</td>
</tr>
<tr>
<td>5th</td>
<td>1.29</td>
</tr>
<tr>
<td>6th</td>
<td>1.00</td>
</tr>
<tr>
<td>7th</td>
<td>0.84</td>
</tr>
<tr>
<td>8th</td>
<td>0.67</td>
</tr>
<tr>
<td>Reverse</td>
<td>3.30</td>
</tr>
<tr>
<td>Axle Gear Ratios</td>
<td>4.10</td>
</tr>
</tbody>
</table>
### TRANSMISSION: AISIN AS66RC — AUTOMATIC SIX-SPEED

<table>
<thead>
<tr>
<th>Availability</th>
<th>6.4-liter HEMI V-8</th>
</tr>
</thead>
<tbody>
<tr>
<td>Description</td>
<td>Three planetary gear-sets, one overrunning clutch, full electronic control, electronically controlled converter clutch</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Gear Ratios</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>3.23</td>
</tr>
<tr>
<td>2nd</td>
<td>1.84</td>
</tr>
<tr>
<td>3rd</td>
<td>1.41</td>
</tr>
<tr>
<td>4th</td>
<td>1.00</td>
</tr>
<tr>
<td>5th</td>
<td>0.82</td>
</tr>
<tr>
<td>6th</td>
<td>0.63</td>
</tr>
<tr>
<td>Reverse</td>
<td>4.44</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Axle Ratios</th>
<th>4.44, 4.89</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>PTO Capability</th>
<th>Left or right</th>
</tr>
</thead>
</table>

### TRANSFER CASE: BW 44-46, BW 44-47

<table>
<thead>
<tr>
<th>Availability</th>
<th>Optional on 6.7-liter diesel and 6.4-liter HEMI V-8</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
<td>Part-time – BW 44-47 manual shift and BW 44-46 electric shift</td>
</tr>
<tr>
<td>Operating Modes</td>
<td>2WD; 4WD High; Neutral; 4WD Low</td>
</tr>
<tr>
<td>Low-Range Ratio</td>
<td>2.64</td>
</tr>
<tr>
<td>Center Differential</td>
<td>None</td>
</tr>
</tbody>
</table>

### TRANSFER CASE: BW 44-48, 44-49

<table>
<thead>
<tr>
<th>Availability</th>
<th>6.7-liter diesel high output</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
<td>44-48 part-time with electric shift, 44-49 part-time manual shift</td>
</tr>
<tr>
<td>Operating Modes</td>
<td>2WD; 4WD High; Neutral; 4WD Low</td>
</tr>
<tr>
<td>Low-Range Ratio</td>
<td>2.64</td>
</tr>
<tr>
<td>Center Differential</td>
<td>None</td>
</tr>
</tbody>
</table>

### AXLES

<table>
<thead>
<tr>
<th>Front (4x4)</th>
<th>AAM 10.5-in. beam front axle with center disconnect</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rear</td>
<td>AAM 12.0-in. beam rear axle</td>
</tr>
</tbody>
</table>
### ELECTRICAL SYSTEM

<table>
<thead>
<tr>
<th>Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Alternator</strong></td>
<td>160-amp included with 6.4-liter HEMI V-8 and 6.7-liter diesel&lt;br&gt;220-amp included with 6.7-liter Laramie and Limited&lt;br&gt;Dual (220 and 160) optional on 6.4-liter HEMI V-8&lt;br&gt;Dual 220-amp optional on 6.7-liter diesel</td>
</tr>
<tr>
<td><strong>Battery</strong></td>
<td>Group 65, maintenance-free, 730 CCA on 6.4-liter HEMI V-8&lt;br&gt;Dual Group 65, maintenance-free, 730 CCA on 6.7-liter diesel</td>
</tr>
</tbody>
</table>

### SUSPENSION 3500 (INCLUDES 10,000 GVWR MODEL)

<table>
<thead>
<tr>
<th>Model</th>
<th>4x2</th>
<th>4x4</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Front</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Three-link with track bar, coil springs, stabilizer bar, solid axle</td>
<td></td>
<td>Three-link with track bar, coil springs, stabilizer bar, solid axle</td>
</tr>
<tr>
<td><strong>Rear</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Two-stage longitudinal leaf solid axle</td>
<td></td>
<td>Two-stage longitudinal leaf solid axle</td>
</tr>
</tbody>
</table>

### SUSPENSION 4500/5500

<table>
<thead>
<tr>
<th>Model</th>
<th>4x2</th>
<th>4x4</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Front</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Five-link with track bar, coil springs, stabilizer bar, solid axle</td>
<td></td>
<td>Five-link with track bar, coil springs, stabilizer bar, solid axle</td>
</tr>
<tr>
<td><strong>Rear</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Two-stage longitudinal leaf solid axle</td>
<td></td>
<td>Two-stage longitudinal leaf solid axle</td>
</tr>
</tbody>
</table>

### BRAKES 3500

<table>
<thead>
<tr>
<th>Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Front</strong></td>
<td>Size and Type 14.17 x 1.54 (359.9 x 39.1) disc with twin-piston pin-slider caliper and ABS</td>
</tr>
<tr>
<td><strong>Rear</strong></td>
<td>Size and Type 14.09 x 1.34 (357.9 x 34.0) disc with twin-piston pin-slider caliper and ABS</td>
</tr>
<tr>
<td><strong>Power-Assist Type</strong></td>
<td>Dual-rate, tandem diaphragm vacuum (gas)&lt;br&gt;Hydro-boost</td>
</tr>
</tbody>
</table>
## BRAKES 4500/5500

Front
- **Size and Type**: 15.35 x 1.54 (390 x 39) disc with twin-piston pin-slider caliper and ABS

Rear
- **Size and Type**: 15.35 x 1.54 (390 x 39) disc with twin-piston pin-slider caliper and ABS
- **Power-Assist Type**: Hydro-boost

## STEERING
- **Power Assist**: Hydraulic Assist

## EXTERIOR DIMENSIONS

### REGULAR CAB 60 CA SRW (3500)

<table>
<thead>
<tr>
<th></th>
<th>4x2</th>
<th>4x4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wheelbase (nominal)</td>
<td>143.3 (3,639)</td>
<td>143.3 (3,639)</td>
</tr>
<tr>
<td>Track Width – Front</td>
<td>67.6 (1,716)</td>
<td>67.6 (1,716)</td>
</tr>
<tr>
<td>Track Width – Rear</td>
<td>67.0 (1,703)</td>
<td>67.0 (1,703)</td>
</tr>
<tr>
<td>Overall Length</td>
<td>235.3 (5,977)</td>
<td>235.3 (5,977)</td>
</tr>
<tr>
<td>Overall Width</td>
<td>82.6 (2,099)</td>
<td>82.6 (2,099)</td>
</tr>
<tr>
<td>Overall Height</td>
<td>80.9 (2,055)</td>
<td>80.9 (2,055)</td>
</tr>
<tr>
<td>Ground Clearance w/o Skid Plate</td>
<td>13.7 (347)</td>
<td>13.7 (347)</td>
</tr>
<tr>
<td>Ground Clearance w/ Skid Plate</td>
<td>N/A</td>
<td>13.7 (347)</td>
</tr>
<tr>
<td>Axle to Ground – Front</td>
<td>9.4 (240)</td>
<td>9.4 (240)</td>
</tr>
<tr>
<td>Axle to Ground – Rear</td>
<td>8.7 (221)</td>
<td>8.7 (221)</td>
</tr>
<tr>
<td>Rear of Frame to Ground</td>
<td>36.3 (922)</td>
<td>36.3 (922)</td>
</tr>
<tr>
<td>Approach Angle (degrees)</td>
<td>22.2</td>
<td>22.2</td>
</tr>
<tr>
<td>Departure Angle (degrees)</td>
<td>27.5</td>
<td>27.5</td>
</tr>
<tr>
<td>Ramp Breakover Angle w/o Skid Plate (degrees)</td>
<td>21.8</td>
<td>21.8</td>
</tr>
<tr>
<td>Ramp Breakover Angle w/ Skid Plate (degrees)</td>
<td>N/A</td>
<td>21.8</td>
</tr>
</tbody>
</table>
### CREW CAB 60 CA SRW (3500)

<table>
<thead>
<tr>
<th></th>
<th>4x2</th>
<th>4x4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crew Cab 60 CA SRW (3500)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wheelbase (nominal)</td>
<td>172.2 (4,373)</td>
<td>172.2 (4,373)</td>
</tr>
<tr>
<td>Track Width – Front</td>
<td>67.6 (1,716)</td>
<td>67.6 (1,716)</td>
</tr>
<tr>
<td>Track Width – Rear</td>
<td>67.0 (1,703)</td>
<td>67.0 (1,703)</td>
</tr>
<tr>
<td>Overall Length</td>
<td>264.2 (6,710)</td>
<td>264.2 (6,710)</td>
</tr>
<tr>
<td>Overall Width</td>
<td>82.6 (2,099)</td>
<td>82.6 (2,099)</td>
</tr>
<tr>
<td>Overall Height</td>
<td>80.6 (2,046)</td>
<td>80.6 (2,046)</td>
</tr>
<tr>
<td>Axle to Ground – Front</td>
<td>9.4 (238)</td>
<td>9.4 (238)</td>
</tr>
<tr>
<td>Axle to Ground – Rear</td>
<td>8.7 (220)</td>
<td>8.7 (220)</td>
</tr>
<tr>
<td>Rear of Frame to Ground</td>
<td>35.7 (906)</td>
<td>35.7 (906)</td>
</tr>
<tr>
<td>Approach Angle (degrees)</td>
<td>22.5</td>
<td>22.5</td>
</tr>
<tr>
<td>Departure Angle (degrees)</td>
<td>26.7</td>
<td>26.7</td>
</tr>
<tr>
<td>Ramp Breakover Angle w/o Skid Plate (degrees)</td>
<td>19.6</td>
<td>19.6</td>
</tr>
<tr>
<td>Ramp Breakover Angle w/ Skid Plate (degrees)</td>
<td>N/A</td>
<td>19.6</td>
</tr>
<tr>
<td>Ground Clearance w/o Skid Plate</td>
<td>13.3 (339)</td>
<td>13.3 (339)</td>
</tr>
<tr>
<td>Ground Clearance w/ Skid Plate</td>
<td>N/A</td>
<td>13.3 (339)</td>
</tr>
</tbody>
</table>

### REGULAR CAB 60 CA DRW (3500)

<table>
<thead>
<tr>
<th></th>
<th>4x2</th>
<th>4x4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regular Cab 60 CA DRW (3500)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wheelbase (nominal)</td>
<td>143.5 (3,645)</td>
<td>143.5 (3,645)</td>
</tr>
<tr>
<td>Track Width – Front</td>
<td>69.6 (1,768)</td>
<td>69.6 (1,768)</td>
</tr>
<tr>
<td>Track Width – Rear</td>
<td>71.9 (1,825)</td>
<td>71.9 (1,825)</td>
</tr>
<tr>
<td>Overall Length</td>
<td>235.3 (5,977)</td>
<td>235.3 (5,977)</td>
</tr>
<tr>
<td>Overall Width</td>
<td>92.2 (2,341)</td>
<td>92.2 (2,341)</td>
</tr>
<tr>
<td>Overall Height</td>
<td>80.2 (2,036)</td>
<td>80.2 (2,036)</td>
</tr>
<tr>
<td>Axle to Ground – Front</td>
<td>8.6 (219)</td>
<td>8.6 (219)</td>
</tr>
<tr>
<td>Axle to Ground – Rear</td>
<td>8.0 (208)</td>
<td>8.0 (208)</td>
</tr>
<tr>
<td>Rear of Frame to Ground</td>
<td>35.9 (911)</td>
<td>35.9 (911)</td>
</tr>
<tr>
<td>Approach Angle (degrees)</td>
<td>20.4</td>
<td>20.4</td>
</tr>
</tbody>
</table>
### Regular Cab 60 CA DRW (3500)

<table>
<thead>
<tr>
<th></th>
<th>4x2</th>
<th>4x4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Departure Angle (degrees)</td>
<td>26.9</td>
<td>26.9</td>
</tr>
<tr>
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<tr>
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### REGULAR CAB 84 CA DRW (3500)

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<td>69.6 (1,768)</td>
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<tr>
<td>Track Width – Rear</td>
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<tr>
<td>Overall Length</td>
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<tr>
<td>Overall Width</td>
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<td>79.9 (2,029)</td>
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<td>Axle to Ground – Rear</td>
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## CREW CAB 60 CA DRW (3500)

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## REGULAR CAB 4x2 AND 4x4 (4500/5500)

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### Crew Cab 4x2 And 4x4 (4500/5500)

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### ACCOMMODATIONS

#### REGULAR CAB 60 CA SRW (3500)

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<tbody>
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<tbody>
<tr>
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<td>39.8 (1.011)</td>
</tr>
<tr>
<td>Legroom</td>
<td>40.9 (1.040)</td>
<td>40.9 (1.040)</td>
</tr>
<tr>
<td>Shoulder Room</td>
<td>65.9 (1.675)</td>
<td>65.9 (1.675)</td>
</tr>
<tr>
<td>Hip Room</td>
<td>62.9 (1.598)</td>
<td>62.9 (1.598)</td>
</tr>
<tr>
<td>Seat Travel</td>
<td>9.1 (230)</td>
<td>9.1 (230)</td>
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<td>Recliner Range (degrees)</td>
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### Interior Volume

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## CREW CAB 60 CA SRW (3500)

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<tr>
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<td>40.9 (1,038)</td>
</tr>
<tr>
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<td>40.9 (1,040)</td>
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<td>65.9 (1,675)</td>
<td>65.9 (1,675)</td>
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<tr>
<td>Hip Room</td>
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<td>62.9 (1,598)</td>
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<tr>
<td><strong>Rear</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Headroom</td>
<td>39.8 (1,011)</td>
<td>39.8 (1,010)</td>
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<tr>
<td>Legroom</td>
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<td>40.2 (1,022)</td>
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<td>65.6 (1,666)</td>
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## REGULAR CAB 60 CA DRW (3500)

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<td>40.9 (1,040)</td>
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<td>65.9 (1,675)</td>
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<td>REGULAR CAB 4x2 AND 4x4 (4500/5500)</td>
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<td></td>
</tr>
<tr>
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<tr>
<td><strong>Regular Cab 4x2 And 4x4 (4500/5500)</strong></td>
<td>60 CA</td>
<td>84 CA</td>
</tr>
<tr>
<td>Seating Capacity, F/R</td>
<td>3/-</td>
<td>3/-</td>
</tr>
<tr>
<td><strong>Front</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Headroom</td>
<td>39.8 (1,011)</td>
<td>38.9 (1,038)</td>
</tr>
<tr>
<td>Legroom</td>
<td>40.9 (1,040)</td>
<td>40.9 (1,040)</td>
</tr>
<tr>
<td>Shoulder Room</td>
<td>65.9 (1,675)</td>
<td>65.9 (1,675)</td>
</tr>
<tr>
<td>Hip Room</td>
<td>62.9 (1,598)</td>
<td>62.9 (1,598)</td>
</tr>
<tr>
<td>Seat Travel</td>
<td>9.1 (230)</td>
<td>9.1 (230)</td>
</tr>
<tr>
<td>Recliner Range (degrees)</td>
<td>59.0</td>
<td>59.0</td>
</tr>
<tr>
<td><strong>Interior Volume</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front – cu. ft. (cu. m)</td>
<td>62.2 (1.8)</td>
<td>62.2 (1.8)</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>REGULAR CAB 4x2 AND 4x4 (4500/5500)</th>
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</thead>
<tbody>
<tr>
<td><strong>Regular Cab 4x2 And 4x4 (4500/5500)</strong></td>
</tr>
<tr>
<td>Seating Capacity, F/R</td>
</tr>
<tr>
<td><strong>Front</strong></td>
</tr>
<tr>
<td>Headroom</td>
</tr>
<tr>
<td>Legroom</td>
</tr>
<tr>
<td>Shoulder Room</td>
</tr>
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<td>Seat Travel</td>
</tr>
<tr>
<td>Recliner Range (degrees)</td>
</tr>
<tr>
<td><strong>Interior Volume</strong></td>
</tr>
<tr>
<td>Front – cu. ft. (cu. m)</td>
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### CREW CAB 4x2 AND 4x4 (4500/5500)

<table>
<thead>
<tr>
<th>Crew Cab 4x2 And 4x4 (4500/5500)</th>
<th>60 CA</th>
<th>84 CA</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Seating Capacity, F/R</strong></td>
<td>3/3</td>
<td>3/3</td>
</tr>
<tr>
<td><strong>Front</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Headroom</td>
<td>40.9 (1,038)</td>
<td>40.9 (1,038)</td>
</tr>
<tr>
<td>Legroom</td>
<td>40.9 (1,040)</td>
<td>40.9 (1,040)</td>
</tr>
<tr>
<td>Shoulder Room</td>
<td>65.9 (1,675)</td>
<td>65.9 (1,675)</td>
</tr>
<tr>
<td>Hip Room</td>
<td>62.9 (1,598)</td>
<td>62.9 (1,598)</td>
</tr>
<tr>
<td>Seat Travel</td>
<td>9.1 (230)</td>
<td>9.1 (230)</td>
</tr>
<tr>
<td>Recliner Range (degrees)</td>
<td>59.0</td>
<td>59.0</td>
</tr>
<tr>
<td><strong>Rear</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Headroom</td>
<td>39.8 (1,010)</td>
<td>39.8 (1,010)</td>
</tr>
<tr>
<td>Legroom</td>
<td>40.2 (1,022)</td>
<td>40.2 (1,022)</td>
</tr>
<tr>
<td>Shoulder Room</td>
<td>65.6 (1,666)</td>
<td>65.6 (1,666)</td>
</tr>
<tr>
<td>Hip Room</td>
<td>62.7 (1,593)</td>
<td>62.7 (1,593)</td>
</tr>
<tr>
<td><strong>Interior Volume</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front – cu. ft. (cu. m)</td>
<td>63.9 (1.8)</td>
<td>63.9 (1.8)</td>
</tr>
<tr>
<td>Rear – cu. ft. (cu. m)</td>
<td>60.7 (1.7)</td>
<td>60.7 (1.7)</td>
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</tbody>
</table>

# # #