



RAM

NEWS RELEASE

FASTEST, MOST POWERFUL MASS-PRODUCED TRUCK IN THE WORLD: OFFICIAL RAM 1500 TRX® READY TO RUMBLE



AUSTRALIA'S baddest full-size pick-up truck has officially arrived Down Under.

The all-new, official, RAM TRX® is the apex predator of the truck world and cements RAM Trucks Australia as the segment leader both on and off the road.

Built off America's most awarded light-duty pick-up truck, the Ram 1500 platform, the RAM TRX® is designed to rule the road and dominate the desert.

For the few that will climb up and take the wheel of the all-new RAM TRX®, they'll be stepping into segment-disrupting style, luxury, capability, technology – and performance that other trucks can only dream of.

The RAM TRX® is a halo truck, designed to outperform the competition with its supercharged 6.2-litre V8 HEMI®; massive 523kW and 882Nm; launch control; 0-100km/h in 4.5 seconds; eight different drive modes; Bilstein® Black Hawk® e2 adaptive dampers; the list goes on. And just wait 'till you hear what it sounds like...

RAM Trucks Australia
www.ramtrucks.com.au

RAM Trucks Australia Pty Ltd is a division of the Ateco Group
ABN 17 606 337 508

The RAM TRX® also represents the success of the RAM brand locally since its Australian launch in 2015.

“The TRX® sets new benchmarks for extreme performance trucks and confirms the Australian market as a true success story for RAM Trucks,” said Neville Crichton CNZM, Executive Chairman of the Ateco Group, owners of RAM Trucks Australia.

“From nothing seven years ago to more than 13,000 happy owners now and the largest, most diverse full-size pick-up truck range on offer, what RAM Trucks Australia has achieved is impressive.”

Rated at 523kW (702hp) and 882Nm of torque, the 6.2-litre supercharged HEMI® V8 engine powers the RAM TRX® to a top speed of 190km/h. Combined with a high-torque-capacity TorqueFlite® eight-speed automatic transmission, the RAM TRX® delivers a new level of performance: 0-100km/h in 4.5 seconds and the quarter mile in 12.9 seconds at 173km/h.

A proven and reliable high-performance engine, the 6.2-litre supercharged HEMI® V8 engine delivers top output for extended driving sessions without degradation in performance.

The RAM TRX® also benefits from up to 812mm of water fording ability, up to 3,500kg maximum braked towing, and up to 767kg of payload.

New aesthetic design pairs chiselled form with extreme function

The all-new RAM TRX® features an aggressive stance and an impossibly wide, muscular body wrapped over the top of it. Like a mixed martial arts fighter in a tailored tuxedo, the RAM TRX makes an impactful visual statement with an acute “hourglass” body design that features composite flares and fender wells that have been stretched to cover aggressive 35-inch Goodyear Wrangler® Territory 325/65/R18 All-Terrain tyres.

The RAM TRX® is 203mm wider than the standard RAM 1500 line-up, and the composite flares help to compensate for a 152mm increase in track width. Normally, RAM 1500 features a wheel that is 203mm wide, but the TRX® design team had to accommodate a wheel that is 228mm wide.

The front axle was shifted 20mm forward to accommodate the 35-inch Goodyear Territory All-Terrain tyres that were designed exclusively for TRX®.

The hood scoop is responsible for 50 percent of air entering the 6.2-litre supercharged HEMI® V8 engine while the other 50 percent enters through the grille. Design elements, like the functional hood scoop, are complemented by secondary details, such as the functional air curtain just outboard of the headlamps, relieving high pressure zones at the front corners and allowing air to pass through the fenders.

A unique R-A-M badge, front grille, hood, skid plates and steel bumpers help the TRX® meet extreme functional objectives. The R-A-M badge is bigger when compared to the rest of the Ram 1500 line-up and features a new “flow-through” design that assists with airflow. All-black premium LED headlamps, including twin bi-functional projector headlamps, are standard.

RAM TRX® features new box outers made of steel and are wider than that of a traditional Ram 1500. A bed-mounted spare tyre carrier is available as an accessory in addition to the standard full-size spare tyre that sits underneath the bed, between the rear axle and trailer hitch. Premium LED taillamps are standard

on TRX® and the bezels allow for the Blind Spot Monitoring function to see around the extended box outers. Closing out the rear of the truck, a large R-A-M badge stretches across the tailgate. The new aesthetic is taken to even higher levels of visual impact with oversized tow hooks, found at the front and rear of the truck, and integrated 5-inch dual exhaust ports driving the functional performance objective home.

High-performance-inspired interior with authentic premium materials

The new RAM TRX® combines all-new features, technology and authentic premium materials with extreme performance, class-leading quality, comfort and durability. The interior design team chose premium textures, colours and material, including available hand-wrapped leather instrument panels for unexpected luxury throughout.

The RAM TRX® features premium wrapped leather, suede and carbon fibre accents. With the TR2 Equipment Group, it provides an interior based on the luxurious RAM 1500 Limited and features an all-black colour scheme with leather and suede to give TRX® a unique feel. Heated and ventilated premium Natura Plus leather and suede accents cover the front bucket and rear bench seats. The TR2 Equipment Group comes standard with medium Greystone stitching, Graphite Metallic accents, and carbon fibre accents.

RAM TRX® features new front seats with enhanced upper bolster support and embroidered logos. TR2 Equipment Groups feature a Modular Lightweight Load-bearing Equipment / Pouch Attachment Ladder System (MOLLE/PALS) on the seatback that enables bags and other equipment to be weaved in place.

A new SRT®-signature flat-bottom steering wheel, with enhanced hand grips wrapped in leather with optional suede and carbon fibre accents, enables performance driving. New aluminium paddle shifters stretch above and below the steering wheel spokes, allowing the driver to choose the proper gear with their fingertips.

A console mounted performance floor shifter, which includes a cast metal main grip wrapped with semi-perforated leather, lends itself to spirited performance driving that TRX® was bred for. Both the console and paddle shifters mark the debut of each in a RAM truck.

The Drive Mode selector has been integrated into the dashboard above the transfer case switches and offers different modes of operation, indicated by a TRX® pictogram for select environments: Normal, Wet/Snow, Off-road and Baja. A Launch Control button is easily within reach of the driver, sitting to the right of the transfer case switches, and is standard on TRX®.

A custom specifications plate on the console lid lists details such as engine, supercharger, boost output, horsepower and the vehicle-specific Vehicle Identification Number (VIN).

A new, innovative dual-path induction system enables extreme performance

The new RAM TRX® is designed for class-leading, uncompromising performance in the harshest environments. Stratospheric power and performance numbers were achieved in part through a new, innovative dual-path air induction system that ensures the 6.2-litre supercharged HEMI® V8 engine receives a steady supply of clean, cool air regardless of inbound dirt and debris.

The RAM TRX® uses two paths to draw in outside air and routes it to a large, 29-litre air box that filters out dirt, sand, debris and water before getting anywhere near the engine. The innovative dual-path system

pulls in outside air from a functional scoop in the hood and the upper edge of the grille. Air entering the grille flows to the bottom front of the air box, guided by tailored panels. The hood scoop ducts air to the bottom rear of the air box via ports that seal to the hood when it is closed. An air box support bar is precision-mounted in the engine compartment during vehicle assembly to ensure the hood intake seals to the air box ducts to prevent engine-heated air from entering the system.

Directing incoming air to the bottom of the air box helps dirt and water settle out before the air reaches the filter elements, ensuring that the RAM TRX® continues to perform in the most gruelling environments. A one-way drain in the bottom of the air box evacuates water even when the vehicle is moving. Intake air is drawn upward from the box through twin, heavy-duty air filters that provide 198.4 square inches of filter surface area, four times the dust trapping capacity when compared to the closest competitor, to remove any residual dust or sand before the air is ducted. Unfolded, the filter surface medium covers 13.3 square feet.

The entire RAM TRX® intake system is engineered to minimize power-robbing air restrictions while ensuring only clean, cool air reaches the engine. Industry-standard testing shows that the RAM TRX® far exceeds any competitor in the amount of time it can ingest dirty air and debris before performance is diminished. The RAM TRX®'s air box is mounted at the top of the engine, making it easy to access should the owner choose to field-clean the high-performance filter elements.

From modern muscle cars to high-performance SUVs, the 6.2-litre supercharged HEMI® V8 has earned a reputation as a potent, reliable power source that delivers head-turning power when ordered by the driver's right foot and is a smooth, efficient power plant at cruising speeds.

To best match gear selection and shift points to the driver's demands, the robust TorqueFlite® 8HP95 eight-speed automatic transmission monitors inputs, such as engine torque gradients, throttle kick-down, longitudinal and lateral acceleration, detection of friction, downshifts and road grade. This versatile, well-developed, high-torque-capacity, eight-speed transmission delivers quick acceleration and precise, crisp, quick gear changes, enhancing ride quality to luxury car levels with consistent performance and drivability.

Launch Control is standard with the new RAM TRX® and manages tyre slip while launching the vehicle to give the driver consistent straight-line acceleration. Wheel speed sensors watch for driveline-damaging wheel hop at launch and, in milliseconds, provide inputs to the powertrain control module to modify the engine torque to regain full grip.

The RAM TRX® is also equipped with Jump Detection, which uses wheel-speed and ride-height sensors and accelerometers at each corner to identify when the vehicle is airborne and acts to prevent driveline-damaging power spikes. Acting in milliseconds, Jump Detection modifies engine speed and torque, gear selection, transfer case torque split, damping rates and other powertrain and suspension components through the landing to deliver optimum performance.

Dynamic drive modes

The RAM TRX® uses performance-tuned software to pre-configure and distinguish five dynamic modes – Auto, Sport, Tow, Snow and Custom – enabling drivers to choose a vehicle setting that ideally meets their requirements and ambient conditions. The drive modes separately control the four-wheel-drive system, throttle response, transmission, paddle shifters, suspension and the electric power steering. All modes use active slip control that prevents binding and excessive slip from front to rear.

Custom mode allows the driver to personalise the vehicle's performance with a selectable driving experience, offering a multitude of vehicle system combinations.

Separately, the RAM TRX® features three dynamic off-road modes – Mud/Sand, Rock and Baja – enabling drivers to choose a setting that best fits the terrain around them. Like the on-road modes, the off-road drive modes control several systems, including the four-wheel-drive system, throttle response, transmission, paddle shifters, suspension and steering.

Engineered to handle the most punishing conditions with extreme capability

Designed bolt by bolt to significantly outperform every other truck, the RAM TRX® has been rigorously tested to handle the most punishing conditions with extreme capability and durability.

The RAM TRX®'s frame is composed of thicker, optimally shaped, strategically placed high-strength steel that uses low-torsion attributes to increase durability and stability. Sections of the frame are hydroformed for dimensional accuracy, reducing the need for welding, and the side rails are fully boxed. The front rails use high-strength steel and hydroformed sections to set a strong foundation to better handle the front suspension load. Galvanized frame components provide improved corrosion protection.

The RAM TRX® boasts a ground clearance of 295mm due in part to a 50mm ride height increase when compared with the rest of the 1500 line-up, along with 35-inch tyres. This combination enables TRX® to clear surface obstacles easily and at high speeds.

To protect critical components, including the front axle, transfer case, transmission pan and fuel tank, TRX® employs five skid plates. A separate skid plate sits at the bottom of the front fascia, mitigating potential damage, and doubles as a belly pan. Heavy-duty gauge steel rock sliders are an available accessory.

The use of lightweight, high-strength aluminium closures, including the hood and tailgate, help reduce weight and boost fuel economy. Ram TRX® also uses aluminium engine mounts, front axle centre section, front suspension and transmission cross-members, front upper and lower control arms, front skid plate, transmission skid plate and steering system gear.

An all-new independent front suspension system with active damping uses high-strength aluminium to maintain overall strength and durability. The all-new independent front suspension system includes new front upper and lower control arms made of forged aluminium with special attention paid to the caster and camber angles during suspension cycling. The new, longer, substantially sized front upper and lower control arms are constructed of 80-ksi high-strength steel and designed with a focus on additional wheel travel and axle track width. This new suspension system features upgraded components to provide more performance and improved endurance.

The RAM TRX® uses an all-new rear suspension system with active damping and an exclusive five-link coil system for incredible ride characteristics and durability. The frame's hard points for the five-link suspension system differ when compared to a standard-issue RAM 1500 and allow the Dana 60 rear axle to travel up to 330mm. Overall, rear-wheel travel is increased to more than 330mm from the standard 228mm, or more than 40 percent when compared to the rest of the Ram 1500 line-up.

The RAM TRX® uses the proven five-link coil suspension configuration and provides better articulation over obstacles than a leaf-spring system. This suspension design reduces friction in the spring system and

weighs significantly less than a comparable leaf spring system. At 600mm in length, the robust rear springs are the largest ever applied on a non-commercial production vehicle.

The robust coil springs are more than up to the task of handling a maximum payload of 767kg and 3.5-tonnes max braked towing.

New Bilstein® Black Hawk® e2 adaptive performance shocks use precision-machined, single-piece construction comprised of rigid aluminium to reduce and dissipate heat and continuously adjust damping forces for optimal body control and terrain isolation. The adaptive performance shocks feature robust corrosion protection with a durable finish and directional-machined cooling fins aligned with air flow for more effective cooling.

Dual Electronic Proportional Valves continuously adjust damping forces for precise, independent control of compression and rebound damping. A nitrogen-charged remote reservoir uses a hot-formed, zero-leak tube closure to ensure maximum durability during extreme on- and off-road events.

A pressure-activated Triple Rod seal has been field-tested for long-lasting durability against contamination and leaks. RAM TRX® uses stainless steel braided high-pressure hose to combat corrosion and abrasion while being able to resist up to 5,800 PSI. A high-strength, lightweight rock shield defends the piston rod against incoming rubble with a custom-moulded escape path for debris.

The Bilstein® Black Hawk® e2 adaptive performance shocks have been tuned to demonstrate optimum balance between on-road handling and class-leading off-road capability. Ride comfort, body roll control and handling are significantly improved with the RAM-proprietary Active Terrain Dynamics suspension management system, new shock tuning, hard points and body mount strategy.

In addition to a standard urethane jounce bumper, the internals of the Bilstein® adaptive performance shock feature a Jounce Cut Off to create three zones for progressive bottom-out control during extreme compression events. All modes can reach peak compression damping for the most extreme events.

The RAM TRX® is a high-performance pick-up built to handle the most punishing conditions with extreme capability and durability. To clear the elevated benchmarks and performance figures that TRX® presents, a Dana 60 rear axle with full floating axle shafts is standard equipment and handles the increased torque output, rear electronic locking differential and 35-inch tires. The Dana 60 rear axle uses an axle hop damper that gives improved traction and axle control on rough surfaces. A new rear axle centre section provides balanced performance and a locking differential for increased off-road performance.

The RAM TRX® is equipped with a new BorgWarner 48-13 full-time active transfer case that enables passage through any off-road obstruction or weather condition. This modified transfer case features upgraded internals for improved strength and durability. RAM TRX® features a low range of 2.64:1 for rock crawling and can be flat-towed while in neutral.

Off road, the RAM TRX® will race to 160km/h with ease, and the segment's largest brakes bring the TRX® to a composed halt. RAM TRX® relies on a four-wheel disc brake system and a hydraulic compensation unit to enhance brake pedal feel and performance during emergency manoeuvres. Up front are two-piston monoblock calipers clamping down on 15-inch inverted hat (outboard venting) rotors for improved cooling. The rear uses single piston calipers with 15-inch rotors to provide incredible stopping power. An electronic parking brake holds the truck steady when applied and is standard.

For the RAM TRX®, engineers found that to maximize capability, it would call for a 35-inch tyre. Developed exclusively for the Ram TRX®, 35-inch Goodyear Wrangler® Territory All-Terrain 325/65R/18 tyres, featuring an aggressive tread and sidewall with D-load rating, are assigned the task.

An approach angle of 30.2 degrees, breakover angle of 21.9 degrees, departure angle of 23.5 degrees and a ground clearance of 295mm allow the RAM TRX® to go anywhere.

Most technologically advanced pick-up ever, loaded with innovative, customizable features

Designed to be the most technologically advanced pick-up ever, the new RAM TRX® is loaded with an array of innovative features combined with the award-winning fourth-generation Uconnect® system that offers convenience, keeping RAM truck customers engaged and informed all while keeping their hands on the wheel and eyes on the road or desert path ahead.

The RAM TRX® interior's high-tech centrepiece, the Uconnect® 5C NAV 12-inch fully configurable touchscreen, is standard and allows for even more customisation and personal device integration.

The class-exclusive portrait touchscreen can house one application, such as the navigation map, across the entire 12-inch screen or can be divided in half, for viewing different applications at the same time via the reconfigurable split screen. A multifunction switch bank sits below the touchscreen, giving physical control of specific features.

An audiophile-quality sound system is offered to immerse passengers in the ultimate sound experience, including a class-exclusive 900-watt premium Harman Kardon® audio system with 19 speakers, including a 10-inch subwoofer – the finest and most powerful audio system available in a pick-up truck.

RAM TRX® uses a 7-inch thin-film transistor (TFT) cluster that is exclusive to the model and features a lit TRX® badge, unique TRX® colours and graphics with reconfigurable gauges. The same graphics appear on the 12-inch Uconnect® 5C touchscreen, too. This is the first time that Drive Modes and Off-road Performance Pages are displayed on the 12-inch Uconnect® 5C screen.

Performance Pages

Performance Pages give drivers the tools necessary to become familiar with their vehicle's performance. Real-time vehicle performance information such as, timers (0-100km/h elapsed time), g-force, gauges and engine performance. The introduction of the RAM TRX® marks the first time Performance Pages are available on a RAM.

Off-Road Pages

Off-Road Pages show ride height, the transfer case's position, the pitch and roll of the vehicle and accessory gauges. The app is accessible through the 7-inch TFT cluster or Uconnect® 5C NAV with 12-inch display. The introduction of the RAM TRX® marks the first time Off-Road Pages are available on a RAM.

Forward-facing Camera

As part of the available 360-degree Surround View Camera system, a forward-facing off-road camera allows obstructions ahead on the trail to be easily seen. The front camera sits under the crossbar that dissects TRX®'s grille and can be accessed through the available Off-Road Pages.

Extreme and extensive testing both in the U.S. and in Australia

The new RAM TRX® has undergone extreme environmental testing at various sites, including in the

scorching Arizona heat, the blistering cold of northern Michigan and Minnesota and thousands of feet above sea level in Colorado for weeks at a time. In addition to all laboratory and standardised tests, the new RAM TRX® scaled sand dunes, crawled rocks in Moab, Utah, and traversed two-lane tracks all over the United States.

An all-new high-speed desert durability test track was developed for the RAM TRX® to far exceed the standard pick-up truck requirements. Engineers subjected development trucks to thousands of miles of desert off-road testing to ensure TRX® has the strength, durability and reliability that the extreme off-road customer expects and demands.

The new RAM TRX® then underwent the same Australian design, homologation, and re-manufacture processes that all previous RAM variants took part in – over 50,000 hours of pre-build development hours, 80,000kms of rolling road testing, 50,000km of real-world road driving, and a 20,000km full vehicle durability test.

Australia's biggest and best pick-up truck range starts with the RAM 1500 Express® Crew and Warlock models in the original DS variant, followed by the 1500 Laramie® and 1500 Limited in the recently launched DT model range, and the Heavy Duty 2500 Laramie® and Heavy Duty 3500 Laramie®.

Rounding out the most comprehensive range of official, RAM-authorized, fit-for-purpose full-size pick-up trucks in the country is the all-new RAM TRX®, a powerful new halo model for RAM Trucks Australia. Priced from \$199,950 RRP, the only option will be a full-length panoramic sunroof, at an additional \$10,000 RRP.

“When we first started this brand in Australia people said it couldn't be done,” said Jeff Barber, National Manager, RAM Trucks Australia.

“Our robust planning, development, remanufacturing, and testing programme in conjunction with our local and global partners at Stellantis' RAM Trucks International has produced a range of vehicles which have successfully built-up strong demand for full-size pick-up trucks in Australia and New Zealand.”

RAM Trucks Australia is the world's only RAM-authorized manufacturer of right-hand drive RAM trucks. The relationship with RAM Trucks in the USA began back in 2013 and continues to innovate to deliver a no compromise, full-size pick-up truck that leads in durability, technology and efficiency. All RAM Trucks Australia vehicles are international-spec vehicles, uniquely coded for the Australian market and the local build process.

With some 600+ locally-sourced new parts involved in its transformation journey from left- to right-hand drive, the all-new RAM TRX® sets new benchmarks in performance and cross-country pace for the full-size pick-up truck segment – a segment which RAM Trucks Australia pioneered more than six years ago.

Only RAM Trucks Australia offer the biggest and best range of American pick-up trucks in this country and also across the Tasman in New Zealand.

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ABN 17 606 337 508

For further information:**Oliver Peagam**

RAM Trucks Australia / Ateco Group PR Consultant

E: atecomedia@ateco.com.au

T: +61 2 8577 8000

About RAM

Since its launch as a stand-alone division of Fiat Chrysler Automobiles in 2009, the RAM brand has steadily emerged as an industry leader with one goal: to build the best pick-up trucks and commercial vehicles in the industry. Creating a distinct identity for RAM has allowed the brand to concentrate on core customers and features they find valuable.

The brand continues to invest substantially in its hard-working products. To be the best, it takes a commitment to innovation, capability, efficiency, and durability. RAM invest substantially in its products, infusing them with great looks, refined interiors, durable engines, and exclusive features that further enhance their capabilities.