

2014 RAM BASE WEIGHTS/GCW/PAYLOAD 2500

10/08/2013

NOTE : BASE WEIGHTS CAN CHANGE

| 2014 DJ TRAILER TOWING CHART | | | | | | | | | | | | | | | |
|---|-------------------------|-----|------------|--------|------------------------|-------------|-------|-------|-------|-------|--------|------------------|--------------------------------|--------------------------------|--|
| Engine | Transmission | Box | Axle Ratio | GVWR | Payload ⁽²⁾ | Base Weight | | | GAWR | | GCWR | Passenger Weight | Options Weights ⁽³⁾ | Trailer + Equipment Max Weight | |
| | | | | | | Total | Front | Rear | Front | Rear | | | | | |
| CREW CAB SHORT BOX 4X2 ST/TRADESMAN | | | | | | | | | | | | | | | |
| 5.7 GAS HEMI - EZC | 6-SPEED AUTOMATIC - DFP | XBS | 3.73 | 9,000 | 2,660 | 6,337 | 3,563 | 2,774 | 5,000 | 6,000 | 18,000 | 150 | 20 | 11,490 | |
| 5.7 GAS HEMI - EZC | 6-SPEED AUTOMATIC - DFP | XBS | 4.10 | 9,000 | 2,660 | 6,337 | 3,563 | 2,774 | 5,000 | 6,000 | 20,000 | 150 | 20 | 13,490 | |
| 6.4 GAS HEMI - ESA | 6-SPEED AUTOMATIC - DFP | XBS | 3.73 | 10,000 | 3,590 | 6,406 | 3,622 | 2,784 | 5,500 | 6,000 | 19,500 | 150 | 20 | 12,920 | |
| 6.4 GAS HEMI - ESA | 6-SPEED AUTOMATIC - DFP | XBS | 4.10 | 10,000 | 3,590 | 6,406 | 3,622 | 2,784 | 5,500 | 6,000 | 22,500 | 150 | 20 | 15,920 | |
| 6.7 DIESEL CUMMINS - ETK | 6-SPEED MANUAL - DEG | XBS | 3.42 | 10,000 | 2,660 | 7,339 | 4,510 | 2,828 | 5,500 | 6,000 | 24,000 | 150 | 20 | 16,490 | |
| 6.7 DIESEL CUMMINS - ETK | 6-SPEED AUTOMATIC - DG7 | XBS | 3.42 | 10,000 | 2,720 | 7,276 | 4,452 | 2,824 | 5,500 | 6,000 | 25,000 | 150 | 20 | 17,550 | |
| CREW CAB SHORT BOX 4X2 ST/TRADESMAN CANADA ONLY | | | | | | | | | | | | | | | |
| 6.4 GAS HEMI - ESA | 6-SPEED AUTOMATIC - DFP | XBS | 3.73 | 9,900 | 3,490 | 6,406 | 3,622 | 2,784 | 5,500 | 6,000 | 19,500 | 150 | 20 | 12,920 | |
| 6.4 GAS HEMI - ESA | 6-SPEED AUTOMATIC - DFP | XBS | 4.10 | 9,900 | 3,490 | 6,406 | 3,622 | 2,784 | 5,500 | 6,000 | 22,500 | 150 | 20 | 15,920 | |
| 6.7 DIESEL CUMMINS - ETK | 6-SPEED MANUAL - DEG | XBS | 3.42 | 9,900 | 2,560 | 7,339 | 4,510 | 2,828 | 5,500 | 6,000 | 24,000 | 150 | 20 | 16,490 | |
| 6.7 DIESEL CUMMINS - ETK | 6-SPEED AUTOMATIC - DG7 | XBS | 3.42 | 9,900 | 2,620 | 7,276 | 4,452 | 2,824 | 5,500 | 6,000 | 25,000 | 150 | 20 | 17,550 | |
| CREW CAB SHORT BOX 4X2 SLT / BIGHORN / LONE STAR CANADA ONLY | | | | | | | | | | | | | | | |
| 6.4 GAS HEMI - ESA | 6-SPEED AUTOMATIC - DFP | XBS | 3.73 | 9,900 | 3,430 | 6,467 | 3,627 | 2,840 | 5,500 | 6,500 | 19,500 | 150 | 20 | 12,860 | |
| 6.4 GAS HEMI - ESA | 6-SPEED AUTOMATIC - DFP | XBS | 4.10 | 9,900 | 3,430 | 6,467 | 3,627 | 2,840 | 5,500 | 6,500 | 22,500 | 150 | 20 | 15,860 | |
| 6.7 DIESEL CUMMINS - ETK | 6-SPEED MANUAL - DEG | XBS | 3.42 | 9,900 | 2,460 | 7,441 | 4,571 | 2,869 | 5,500 | 6,500 | 24,000 | 150 | 20 | 16,390 | |
| 6.7 DIESEL CUMMINS - ETK | 6-SPEED AUTOMATIC - DG7 | XBS | 3.42 | 9,900 | 2,520 | 7,378 | 4,513 | 2,865 | 5,500 | 6,500 | 25,000 | 150 | 20 | 17,450 | |
| CREW CAB SHORT BOX 4X2 SLT / BIGHORN / LONE STAR | | | | | | | | | | | | | | | |
| 5.7 GAS HEMI - EZC | 6-SPEED AUTOMATIC - DFP | XBS | 3.73 | 9,000 | 2,590 | 6,408 | 3,585 | 2,823 | 5,000 | 6,200 | 18,000 | 150 | 20 | 11,420 | |
| 5.7 GAS HEMI - EZC | 6-SPEED AUTOMATIC - DFP | XBS | 4.10 | 9,000 | 2,590 | 6,408 | 3,585 | 2,823 | 5,000 | 6,200 | 20,000 | 150 | 20 | 13,420 | |
| 6.4 GAS HEMI - ESA | 6-SPEED AUTOMATIC - DFP | XBS | 3.73 | 10,000 | 3,530 | 6,467 | 3,627 | 2,840 | 5,500 | 6,500 | 19,500 | 150 | 20 | 12,860 | |
| 6.4 GAS HEMI - ESA | 6-SPEED AUTOMATIC - DFP | XBS | 4.10 | 10,000 | 3,530 | 6,467 | 3,627 | 2,840 | 5,500 | 6,500 | 22,500 | 150 | 20 | 15,860 | |
| 6.7 DIESEL CUMMINS - ETK | 6-SPEED MANUAL - DEG | XBS | 3.42 | 10,000 | 2,560 | 7,441 | 4,571 | 2,869 | 5,500 | 6,500 | 24,000 | 150 | 20 | 16,390 | |
| 6.7 DIESEL CUMMINS - ETK | 6-SPEED AUTOMATIC - DG7 | XBS | 3.42 | 10,000 | 2,620 | 7,378 | 4,513 | 2,865 | 5,500 | 6,500 | 25,000 | 150 | 20 | 17,450 | |

NOTES:

- All weights are shown in pounds unless otherwise stated. Payload and Max Trailer values are rounded to the nearest 10 lbs.
- Payload = GVWR - Base Wt.
- Payload and maximum trailer weight are mutually exclusive.
- GCWR is a defined value from Vehicle Development in lbs.
- Max Trailer = GCW - Base Weight - 170 lbs. (Driver weight +20 lbs. Optional Equipment)
- 9900 GVWR is Fleet only package for Canada.
- The recommended tongue weight for conventional hitch is 10 - 15 percent of the gross trailer weight. However, the maximum tongue weight for Class V (the receiver hitch) is limited to 1700 pounds. Additionally, the GAWR's and GVWR's should never be exceeded.
- The recommended tongue weight for Gooseneck and Fifth Wheel hitch is 20 - 25 percent of the gross trailer weight. However, the maximum tongue weight for Ram 2500 Gooseneck Hitch is limited to 3600 pounds, and the fifth wheel hitch to 5000 pounds. Additionally, the GAWR's and GVWR's should never be exceeded.
- A fifth-wheel or gooseneck hitch is required for trailers over 17,000 pounds.

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2014 DJ TRAILER TOWING CHART

| Engine | Transmission | Box | Axle Ratio | GVWR | Payload ⁽²⁾ | Base Weight | | | GAWR | | GCWR | Passenger Weight | Options Weights ⁽³⁾ | Trailer + Equipment Max Weight |
|--|-------------------------|-----|------------|--------|------------------------|-------------|-------|-------|-------|-------|--------|------------------|--------------------------------|--------------------------------|
| | | | | | | Total | Front | Rear | Front | Rear | | | | |
| CREW CAB SHORT BOX 4X2 LARAMIE CANADA ONLY | | | | | | | | | | | | | | |
| 6.4 GAS HEMI - ESA | 6-SPEED AUTOMATIC - DFP | XBS | 3.73 | 9,900 | 3,390 | 6,507 | 3,664 | 2,843 | 5,500 | 6,500 | 19,500 | 150 | 20 | 12,820 |
| 6.4 GAS HEMI - ESA | 6-SPEED AUTOMATIC - DFP | XBS | 4.10 | 9,900 | 3,390 | 6,507 | 3,664 | 2,843 | 5,500 | 6,500 | 22,500 | 150 | 20 | 15,820 |
| 6.7 DIESEL CUMMINS - ETK | 6-SPEED MANUAL - DEG | XBS | 3.42 | 9,900 | 2,350 | 7,551 | 4,631 | 2,919 | 5,500 | 6,500 | 24,000 | 150 | 20 | 16,280 |
| 6.7 DIESEL CUMMINS - ETK | 6-SPEED AUTOMATIC - DG7 | XBS | 3.42 | 9,900 | 2,420 | 7,484 | 4,572 | 2,912 | 5,500 | 6,500 | 25,000 | 150 | 20 | 17,350 |
| CREW CAB SHORT BOX 4X2 LARAMIE | | | | | | | | | | | | | | |
| 5.7 GAS HEMI - EZC | 6-SPEED AUTOMATIC - DFP | XBS | 3.73 | 9,000 | 2,550 | 6,448 | 3,623 | 2,825 | 5,000 | 6,200 | 18,000 | 150 | 20 | 11,380 |
| 5.7 GAS HEMI - EZC | 6-SPEED AUTOMATIC - DFP | XBS | 4.10 | 9,000 | 2,550 | 6,448 | 3,623 | 2,825 | 5,000 | 6,200 | 20,000 | 150 | 20 | 13,380 |
| 6.4 GAS HEMI - ESA | 6-SPEED AUTOMATIC - DFP | XBS | 3.73 | 10,000 | 3,490 | 6,507 | 3,664 | 2,843 | 5,500 | 6,500 | 19,500 | 150 | 20 | 12,820 |
| 6.4 GAS HEMI - ESA | 6-SPEED AUTOMATIC - DFP | XBS | 4.10 | 10,000 | 3,490 | 6,507 | 3,664 | 2,843 | 5,500 | 6,500 | 22,500 | 150 | 20 | 15,820 |
| 6.7 DIESEL CUMMINS - ETK | 6-SPEED MANUAL - DEG | XBS | 3.42 | 10,000 | 2,450 | 7,551 | 4,631 | 2,919 | 5,500 | 6,500 | 24,000 | 150 | 20 | 16,280 |
| 6.7 DIESEL CUMMINS - ETK | 6-SPEED AUTOMATIC - DG7 | XBS | 3.42 | 10,000 | 2,520 | 7,484 | 4,572 | 2,912 | 5,500 | 6,500 | 25,000 | 150 | 20 | 17,350 |
| CREW CAB SHORT BOX 4X2 LONGHORN CANADA ONLY | | | | | | | | | | | | | | |
| 6.4 GAS HEMI - ESA | 6-SPEED AUTOMATIC - DFP | XBS | 3.73 | 9,900 | 3,260 | 6,638 | 3,724 | 2,914 | 5,500 | 6,500 | 19,500 | 150 | 20 | 12,690 |
| 6.4 GAS HEMI - ESA | 6-SPEED AUTOMATIC - DFP | XBS | 4.10 | 9,900 | 3,260 | 6,638 | 3,724 | 2,914 | 5,500 | 6,500 | 22,500 | 150 | 20 | 15,690 |
| 6.7 DIESEL CUMMINS - ETK | 6-SPEED AUTOMATIC - DG7 | XBS | 3.42 | 9,900 | 2,340 | 7,562 | 4,599 | 2,963 | 5,500 | 6,500 | 25,000 | 150 | 20 | 17,270 |
| CREW CAB SHORT BOX 4X2 LONGHORN | | | | | | | | | | | | | | |
| 5.7 GAS HEMI - EZC | 6-SPEED AUTOMATIC - DFP | XBS | 3.73 | 9,000 | 2,420 | 6,579 | 3,682 | 2,896 | 5,000 | 6,200 | 18,000 | 150 | 20 | 11,250 |
| 5.7 GAS HEMI - EZC | 6-SPEED AUTOMATIC - DFP | XBS | 4.10 | 9,000 | 2,420 | 6,579 | 3,682 | 2,896 | 5,000 | 6,200 | 20,000 | 150 | 20 | 13,250 |
| 6.4 GAS HEMI - ESA | 6-SPEED AUTOMATIC - DFP | XBS | 3.73 | 10,000 | 3,360 | 6,638 | 3,724 | 2,914 | 5,500 | 6,500 | 19,500 | 150 | 20 | 12,690 |
| 6.4 GAS HEMI - ESA | 6-SPEED AUTOMATIC - DFP | XBS | 4.10 | 10,000 | 3,360 | 6,638 | 3,724 | 2,914 | 5,500 | 6,500 | 22,500 | 150 | 20 | 15,690 |
| 6.7 DIESEL CUMMINS - ETK | 6-SPEED AUTOMATIC - DG7 | XBS | 3.42 | 10,000 | 2,440 | 7,562 | 4,599 | 2,963 | 5,500 | 6,500 | 25,000 | 150 | 20 | 17,270 |

NOTES:

- 1 All weights are shown in pounds unless otherwise stated. Payload and Max Trailer values are rounded to the nearest 10 lbs.
- 2 Payload = GVWR - Base Wt.
- 3 Payload and maximum trailer weight are mutually exclusive.
- 4 GCWR is a defined value from Vehicle Development in lbs.
- 5 Max Trailer = GCW - Base Weight - 170 lbs. (Driver weight + 20 lbs. Optional Equipment)
- 6 9900 GVWR is Fleet only package for Canada.
- 7 The recommended tongue weight for conventional hitch is 10 - 15 percent of the gross trailer weight. However, the maximum tongue weight for Class V (the receiver hitch) is limited to 1700 pounds. Additionally, the GAWR's and GVWR's should never be exceeded.
- 8 The recommended tongue weight for Gooseneck and Fifth Wheel hitch is 20 - 25 percent of the gross trailer weight. However, the maximum tongue weight for Ram 2500 Gooseneck Hitch is limited to 3600 pounds, and the fifth wheel hitch to 5000 pounds. Additionally, the GAWR's and GVWR's should never be exceeded.
- 9 A fifth-wheel or gooseneck hitch is required for trailers over 17,000 pounds.

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| 2014 DJ TRAILER TOWING CHART | | | | | | | | | | | | | | |
|--|-------------------------|-----|------------|--------|------------------------|-------------|-------|-------|-------|-------|--------|------------------|--------------------------------|--------------------------------|
| Engine | Transmission | Box | Axle Ratio | GVWR | Payload ⁽²⁾ | Base Weight | | | GAWR | | GCWR | Passenger Weight | Options Weights ⁽³⁾ | Trailer + Equipment Max Weight |
| | | | | | | Total | Front | Rear | Front | Rear | | | | |
| CREW CAB LONG BOX 4X2 ST/TRADESMAN | | | | | | | | | | | | | | |
| 5.7 GAS HEMI - EZC | 6-SPEED AUTOMATIC - DFP | XBS | 3.73 | 9,000 | 2,490 | 6,512 | 3,680 | 2,832 | 5,000 | 6,000 | 18,000 | 150 | 20 | 11,320 |
| 5.7 GAS HEMI - EZC | 6-SPEED AUTOMATIC - DFP | XBS | 4.10 | 9,000 | 2,490 | 6,512 | 3,680 | 2,832 | 5,000 | 6,000 | 20,000 | 150 | 20 | 13,320 |
| 6.4 GAS HEMI - ESA | 6-SPEED AUTOMATIC - DFP | XBS | 3.73 | 10,000 | 3,430 | 6,567 | 3,722 | 2,845 | 5,500 | 6,000 | 19,500 | 150 | 20 | 12,760 |
| 6.4 GAS HEMI - ESA | 6-SPEED AUTOMATIC - DFP | XBS | 4.10 | 10,000 | 3,430 | 6,567 | 3,722 | 2,845 | 5,500 | 6,000 | 22,500 | 150 | 20 | 15,760 |
| 6.7 DIESEL CUMMINS - ETK | 6-SPEED MANUAL - DEG | XBS | 3.42 | 10,000 | 2,460 | 7,539 | 4,671 | 2,869 | 5,500 | 6,000 | 24,000 | 150 | 20 | 16,290 |
| 6.7 DIESEL CUMMINS - ETK | 6-SPEED AUTOMATIC - DG7 | XBS | 3.42 | 10,000 | 2,530 | 7,472 | 4,611 | 2,861 | 5,500 | 6,000 | 25,000 | 150 | 20 | 17,360 |
| CREW CAB LONG BOX 4X2 ST/TRADESMAN CANADA ONLY | | | | | | | | | | | | | | |
| 6.4 GAS HEMI - ESA | 6-SPEED AUTOMATIC - DFP | XBS | 3.73 | 9,900 | 3,330 | 6,567 | 3,722 | 2,845 | 5,500 | 6,000 | 19,500 | 150 | 20 | 12,760 |
| 6.4 GAS HEMI - ESA | 6-SPEED AUTOMATIC - DFP | XBS | 4.10 | 9,900 | 3,330 | 6,567 | 3,722 | 2,845 | 5,500 | 6,000 | 22,500 | 150 | 20 | 15,760 |
| 6.7 DIESEL CUMMINS - ETK | 6-SPEED MANUAL - DEG | XBS | 3.42 | 9,900 | 2,360 | 7,539 | 4,671 | 2,869 | 5,500 | 6,000 | 24,000 | 150 | 20 | 16,290 |
| 6.7 DIESEL CUMMINS - ETK | 6-SPEED AUTOMATIC - DG7 | XBS | 3.42 | 9,900 | 2,430 | 7,472 | 4,611 | 2,861 | 5,500 | 6,000 | 25,000 | 150 | 20 | 17,360 |
| CREW CAB LONG BOX 4X2 SLT / BIGHORN / LONE STAR CANADA ONLY | | | | | | | | | | | | | | |
| 6.4 GAS HEMI - ESA | 6-SPEED AUTOMATIC - DFP | XBS | 3.73 | 9,900 | 3,230 | 6,667 | 3,765 | 2,902 | 5,500 | 6,500 | 19,500 | 150 | 20 | 12,660 |
| 6.4 GAS HEMI - ESA | 6-SPEED AUTOMATIC - DFP | XBS | 4.10 | 9,900 | 3,230 | 6,667 | 3,765 | 2,902 | 5,500 | 6,500 | 22,500 | 150 | 20 | 15,660 |
| 6.7 DIESEL CUMMINS - ETK | 6-SPEED MANUAL - DEG | XBS | 3.42 | 9,900 | 2,320 | 7,578 | 4,694 | 2,884 | 5,500 | 6,500 | 24,000 | 150 | 20 | 16,250 |
| 6.7 DIESEL CUMMINS - ETK | 6-SPEED AUTOMATIC - DG7 | XBS | 3.42 | 9,900 | 2,390 | 7,511 | 4,635 | 2,877 | 5,500 | 6,500 | 25,000 | 150 | 20 | 17,320 |
| CREW CAB LONG BOX 4X2 SLT / BIGHORN / LONE STAR | | | | | | | | | | | | | | |
| 5.7 GAS HEMI - EZC | 6-SPEED AUTOMATIC - DFP | XBS | 3.73 | 9,000 | 2,390 | 6,614 | 3,738 | 2,877 | 5,000 | 6,200 | 18,000 | 150 | 20 | 11,220 |
| 5.7 GAS HEMI - EZC | 6-SPEED AUTOMATIC - DFP | XBS | 4.10 | 9,000 | 2,390 | 6,614 | 3,738 | 2,877 | 5,000 | 6,200 | 20,000 | 150 | 20 | 13,220 |
| 6.4 GAS HEMI - ESA | 6-SPEED AUTOMATIC - DFP | XBS | 3.73 | 10,000 | 3,370 | 6,634 | 3,756 | 2,878 | 5,500 | 6,500 | 19,500 | 150 | 20 | 12,700 |
| 6.4 GAS HEMI - ESA | 6-SPEED AUTOMATIC - DFP | XBS | 4.10 | 10,000 | 3,370 | 6,634 | 3,756 | 2,878 | 5,500 | 6,500 | 22,500 | 150 | 20 | 15,700 |
| 6.7 DIESEL CUMMINS - ETK | 6-SPEED MANUAL - DEG | XBS | 3.42 | 10,000 | 2,420 | 7,578 | 4,694 | 2,884 | 5,500 | 6,500 | 24,000 | 150 | 20 | 16,250 |
| 6.7 DIESEL CUMMINS - ETK | 6-SPEED AUTOMATIC - DG7 | XBS | 3.42 | 10,000 | 2,490 | 7,511 | 4,635 | 2,877 | 5,500 | 6,500 | 25,000 | 150 | 20 | 17,320 |

NOTES:

- 1 All weights are shown in pounds unless otherwise stated. Payload and Max Trailer values are rounded to the nearest 10 lbs.
- 2 Payload = GVWR - Base Wt.
- 3 Payload and maximum trailer weight are mutually exclusive.
- 4 GCWR is a defined value from Vehicle Development in lbs.
- 5 Max Trailer = GCW - Base Weight - 170 lbs. (Driver weight +20 lbs. Optional Equipment)
- 6 9900 GVWR is Fleet only package for Canada.
- 7 The recommended tongue weight for conventional hitch is 10 - 15 percent of the gross trailer weight. However, the maximum tongue weight for Class V (the receiver hitch) is limited to 1700 pounds. Additionally, the GAWR's and GVWR's should never be exceeded.
- 8 The recommended tongue weight for Gooseneck and Fifth Wheel hitch is 20 - 25 percent of the gross trailer weight. However, the maximum tongue weight for Ram 2500 Gooseneck Hitch is limited to 3600 pounds, and the fifth wheel hitch to 5000 pounds. Additionally, the GAWR's and GVWR's should never be exceeded.
- 9 A fifth-wheel or gooseneck hitch is required for trailers over 17,000 pounds.

