

2007 3500 CHASSIS CAB PICKUP MODIFIED COMPLETE & CERTIFIED VEHICLES – SAFETY STANDARDS

INFORMATION CONCERNING UNITED STATES AND CANADA SAFETY STANDARDS

The vehicle alterer is responsible for certifying the altered vehicle pursuant to Title 49 of the Code of Federal Regulations 567.7 and 568.8 in the United States or to Section 9 of the Canada Motor Vehicle Safety Regulations in Canada. In the case of 2006 Ram pickup trucks listed in Table A (at end of document), DaimlerChrysler represents that the altered vehicles will conform to the requirements of FMVSS 212 and CMVSR 212 Windshield Mounting, FMVSS 219 and CMVSR 219 Wind-shield Zone Intrusion, and FMVSS 301 and CMVSR 301 Fuel System Integrity, provided the vehicle is altered only by the removal of the pickup box (including optional equipment attached to the pickup box) and rear bumper (if so equipped) and installation of a second body, according to the conditions specified below.

DaimlerChrysler makes no representations with regard to conformity of the altered vehicle to any other Federal or Canada Motor Vehicle Safety Standards or Regulations that may be affected by the vehicle alteration; it is the responsibility of the vehicle alterer to certify that the vehicle conforms to any other standards affected by the vehicle alteration.

A pickup truck listed in Table A (at end of document) will conform to the safety standards noted above provided the following conditions are satisfied:

1. The altered vehicle's unloaded vehicle weight does not exceed the value designated in the table corresponding to the pickup truck's model and engine size. "Unloaded vehicle weight," as defined in Title 49 Code of Federal Regulations, Part 571.3, means "the weight of a vehicle with maximum capacity of all fluids necessary for operation of the vehicle, but without cargo or occupants."
2. These instructions must be followed in the vehicle alteration:
 - Compliance with FMVSS/CMVSR 105/135 (as applicable) Hydraulic Brake Systems will be maintained if:
 - No alterations are made to the service and parking brake systems
 - The GVWRs and GAWRs are not exceeded, and
 - Rear axle must carry at least 37 percent of the vehicle weight when the front seat is ballasted as follows:

Vehicle GVWR	Front Seat
<10,000 lb	400 lb
>10,000 lb	500 lb

- **Ram Pickup** The height above the top of the frame rail datum line of the combined centers of gravity of components, added by the subsequent manufacturer, do not exceed Y_{max} , where:

$$\text{All DR Models} \\ Y_{max} = B - 1.6(X)$$

Note: If the combined C.G. of the added components is behind the rear axle, then $Y_{max} = B + 1.6(X)$

X = horizontal distance in inches from the centerline of the rear axle to the combined center of gravity of all the added components (See B Factors chart in Incomplete Vehicle document for (X) limitations. This document is provided with an Incomplete Vehicle.).

- The following windshield system components, related structural components and hardware as installed by Dodge are not to be removed, relocated, altered or modified in any way:
 - Windshield and windshield mounting system
 - Cab and front-end structural components including the roof, pillars, cowl, cowl reinforcements, hood, doors, fenders, hood restrictors and apron reinforcements, frame and frame reinforcements
 - Door and hood mounting, hinging and latching systems
 - Hood and fender ornamentation
- The second body installed is mounted securely and so designed that, when the altered vehicle is impacted in any manner specified by applicable provisions of FMVSS/CMVSR 212 or FMVSS/CMVSR 219, second body deformation or movement relative to the frame does not result in any separation or loss of body attachment to the frame.
- Any alteration or modification made to the vehicle as manufactured by Dodge and components or structure installed by the vehicle alterer do not result in any loss of windshield retention (as defined in FMVSS/CMVSR 212), or any penetration of the inner surface of the windshield or intrusion into the protected zone (as defined in Standard FMVSS/CMVSR 219), when the vehicle is impacted in any manner specified by applicable provisions of FMVSS/CMVSR 212 or 219.
- None of the following fuel system components as installed by Dodge are to be removed, replaced, relocated, altered or modified in any way:
 - Fuel tank and attachment hardware, including sending unit and vapor valve
 - Fuel lines, routing and attachments, excluding fuel filler cap, filler pipe, filler hose, and filler system attachment hardware
 - Vapor line and carbon canister

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- Fuel pump
- Leak Detection Pump
- Fuel filter and attachment
- Throttle body
- Air cleaner assembly

- No additional fuel tanks may be added.

Any alteration or modification made to the vehicle as Manufactured by DaimlerChrysler, and components or structure installed by the vehicle alterer do not result in penetration, separation, or other damage to the fuel system or any portion thereof when the vehicle is tested in any manner specified by applicable provisions of FMVSS/CMVSR 301.

- The second body installed and the required fuel system components (identified below) are located and mounted as follows:

- Second body components do not contact any fuel system component (other than at the points where the fuel system is permanently attached to the second body)
- Second body deformation or movement relative to the frame does not cause any fuel system component to be penetrated, disconnected or otherwise damaged
- The rear end of the second body (excluding the rear bumper) installed does not extend beyond (overhang) the rear edge of the vehicle frame or frame extension. Any extension of the vehicle frame must be constructed and attached so as to perform as a continuation of the vehicle frame when the altered vehicle is tested in any manner specified by applicable provisions of FMVSS/CMVSR 301
- The fuel filler cap, filler pipe, filler hose and filler system attachment hardware are installed according to the instructions provided in the fuel filler kit and are securely retained to remain intact when the vehicle is tested in any manner specified by applicable provisions of FMVSS/CMVSR 301

- If the front bumper and bumper mounting system are removed temporarily, the front bumper and bumper mounting system must be reinstalled in accordance with the instructions provided in the current *Dodge Truck Service Manual*. If the front bumper and bumper mounting system are replaced, the original front bumper system (beam, brackets, and fascia) must be retained and must not result in any loss of windshield retention (as defined in FMVSS/CMVSR 212), penetration of the inner surface of the windshield or intrusion into the protected zone (as defined in Standard FMVSS/CMVSR 219), or loss of fuel system integrity (as designed in FMVSS/CMVSR 301) when the vehicle is impacted in any manner specified by applicable provisions of FMVSS/CMVSR 212, 219, 301, 303 or 304.

- Since the crash sensing of the air bag system is tuned, in part, to the front bumper. No modifications or additions to the bumper (i.e. bumper-mounted bicycle racks) are permitted.

Lighting Considerations

The as built rear tail lamp lighting configuration separates the stop lamp bulbs from the turn signal bulbs. Most box-off lighting configurations have combined stop and turn functions. If combined stop and turn functions are desired, the Front Control Module must be re-configured to properly control the rear lamps. See your dealer to re-configure the FCM.

After your dealer re-configures the FCM, the turn signal wires in the chassis harness will now support the stop and turn function. The stop lamp wire will no longer be active. See wiring diagrams for as built circuit detail.

SAFETY AND EMISSION REQUIREMENTS 2007 DODGE RAM PICKUP MODELS

INTRODUCTION

DaimlerChrysler has prepared the following information for persons who intend to modify purchased-as-complete 2007 Dodge Ram 2500/3500 4x2 or 2500/3500 4x4 pickup trucks by removing the cargo box and installing a different body.

A number of precautions must be taken during the process of pickup box removal and installation of a different body to ensure that the modified vehicle, when completed, complies with all applicable regulatory requirements. The purpose of the following material is to provide guidelines that the vehicle alterer should follow and thus reduce the magnitude of the determinations which he must make in establishing that the completed vehicle complies.

A vehicle alterer is a person or company who modifies a previously certified vehicle other than by the addition, substitution or removal of readily attachable components. Upon completion of the modified vehicle, the alterer is required by law to certify that it continues to comply with all applicable Federal and Canada Motor Vehicle Safety Standards/Regulations. In addition, the modified vehicle must continue to comply with all applicable Federal, Canada and/or California Emissions regulations. In the United States, sale of a non-complying new vehicle is illegal and is punishable by a fine of up to \$25,000 (Federal) and \$5,000 (California) per vehicle for emissions non-compliance, \$1,000 per vehicle for safety non-compliance, plus recall and other sanctions. Other penalties apply in Canada.

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It should be carefully noted that DaimlerChrysler Corporation does not authorize Dodge truck dealers to remove cargo boxes from received-as-complete pickup trucks and sell the vehicle as a chassis cab model. Such a practice is illegal. Federal regulations require that chassis cab models be labeled as incomplete vehicles and that purchasers of those vehicles are provided with incomplete vehicle documents that describe the degree to which each vehicle complies with applicable safety standards and precautions that the body installer must make in completing the vehicle to ensure continued compliance. DaimlerChrysler Corporation cannot provide the required labels and incomplete vehicle documents for pickup trucks that have been shipped to dealers as complete vehicles and then subsequently converted into chassis cabs by cargo box removal.

The dealer, however, can act as a vehicle alterer, but in so doing he must complete the vehicle modification process by installing the new body, and recertify the vehicle.

This material is for informational purposes only and sets forth some general observations on this subject. Dealers and/or vehicle alterers should seek assistance from the legal counsel of their choice to aid them in understanding their specific obligations. Specific questions concerning compliance and/or certification to safety standards and emissions and related (e.g., fuel economy) regulations should be directed to the vehicle alterer's legal counsel or the United States National Highway Traffic Safety Administration (Federal Motor Vehicle Safety Standards and Federal Fuel Economy Standards and Requirements), the Canada Department of Transport/Transport Canada (Canada Motor Vehicle Safety/Regulations, including emissions and noise regulations), Industry Canada (Interference-Causing Equipment Standards), the United States Environmental Protection Agency (United States emissions and fuel vapor requirements) or the California Air Resources Board (California emissions and fuel vapor requirements).

TOWING WEIGHT CHART

For Maximum Unloaded Vehicle Weight (Base Weight) and Trailer Tow Weights please see Trailer Tow Information by accessing the link below:

TRAILER TOW INFORMATION

Note: For reference, the appropriate pickup box weights are:

- The weight of Ram Pickup Regular and Quad Cab short pickup box (6.5 ft) is 323 lbs.
- The weight of Ram Pickup Regular and Quad Cab (2500 and 3500 SRW only) long pickup box (8.0 ft) is 378 lbs.
- The weight of Ram Pickup Regular and Quad cab (3500 DRW only) long pickup box (8.0 ft SRW and DRW) is 429 lbs.

*The term "second bodies" includes not only the basic body or body structure but also any equipment permanently attached to the vehicle installed by the vehicle alterer.