

Ram Chassis Cab

3500/4500/5500 (vehicles built after 05/01/2010)

Rear Cab Panel Modification Instructions

*****Standard Cab ONLY*****

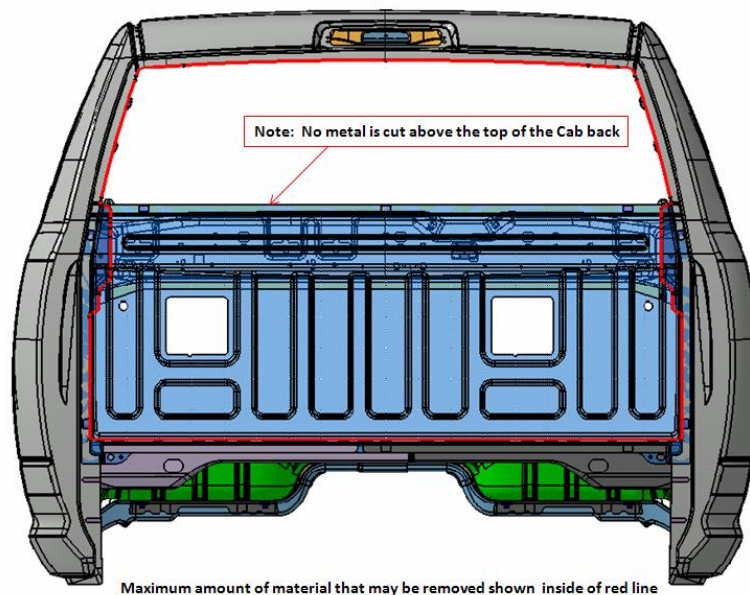
*****No Center Seat*****

- The following procedure/guidelines is for
- Final Stage Manufacturers must follow the procedure below to maintain the durability and compliance performance.
- It is only permissible to modify the cab back panel on the 3500/4500/5500 Cab Chassis vehicle with a STANDARD Cab and NO CENTER SEATING POSITION.
- The attached diagrams show the maximum amount of material that can be removed from the cab back panel (Fig. 1).
- Careful attention is needed to keep the weld flanges intact to maintain the structural integrity of the cab. Failure to do so will compromise the durability and Federal FMVSS 207/210 Compliance performance of the vehicle.
- Do not remove ANY portion of the weld flanges in the window opening or cab back panel to aperture joint.
 - See Fig. 1 for maximum allowable opening.
 - It may be easier to make the cuts from inside the cab in order to more easily follow the weld flange edges.
 - Note: There is a small portion of the cab back panel that is intentional left just above the underbody cross member to create a flange (see Figs. 1 and 4).
- Do not in any fashion cut the underbody cross member. ANY cut of the rear underbody cross member will compromise the durability and Federal FMVSS 207/210 Compliance performance of the vehicle.
- When cutting the cab back panel you must ensure that the cuts do not exceed the dimensions in the following diagrams to maintain the structural integrity of the cab (see Figs. 1-5)

RAM TRUCK CAB BACK CUT OUT INSTRUCTIONS

- While this is the maximum area of the cab back panel to remove, it is acceptable to remove a smaller section of the cab back panel. After ANY portion of the cab back panel has been removed the entire reinforcement package MUST be installed.
- All cut edges of the cab back panel that remains on the vehicle MUST be corrosion protected.
- The reinforcements shown in Figs. 6 and 7 MUST be properly installed after ANY portion of the rear window or cab back is removed. The reinforcement must be made to print. The CAD model is available on the body builder's website.
 - See Fig. 8 through 11 for proper reinforcement positioning and installation. The reinforcement MUST be located entirely on the weld flange.
 - Use the reinforcement as a template for the hole locations.
 - Note: All 42 bolts are M8 grade 10.9
 - Bolts are to be torqued to 20 ft pounds
 - Clearance holes drilled in the cab weld flange are to be 10mm in diameter and corrosion protected
- The connection between the cab and body must be a flexible one that allows independent movement between the cab and applied body. Failure to do so will compromise the durability and Federal FMVSS 207/210 Compliance performance of the vehicle.
- The Final Stage Manufacturer is responsible to certify the vehicle per the incomplete vehicle document agreement from Chrysler.

D Truck Maximum Area Cutout Template



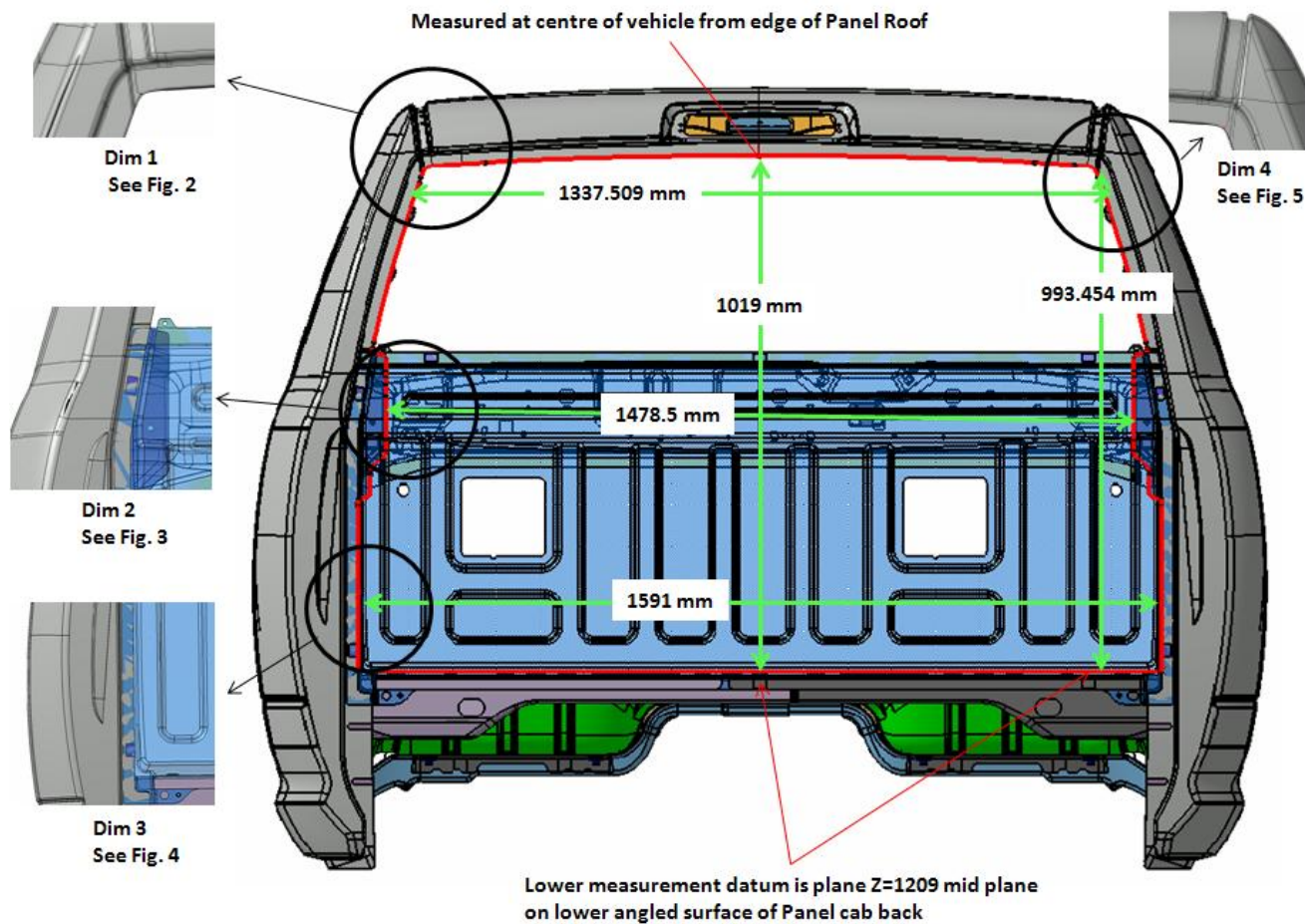


Fig. 1

Dimension 1

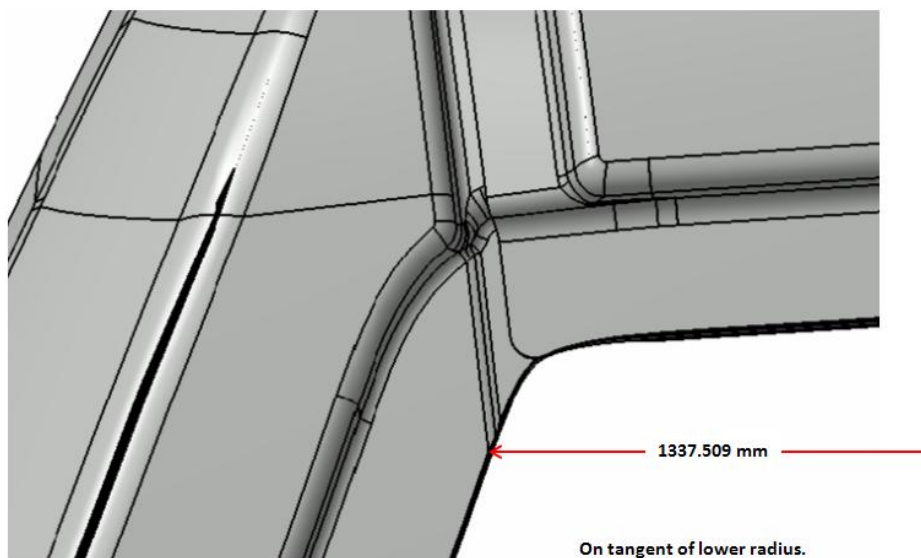


Fig. 2

Dimension 2

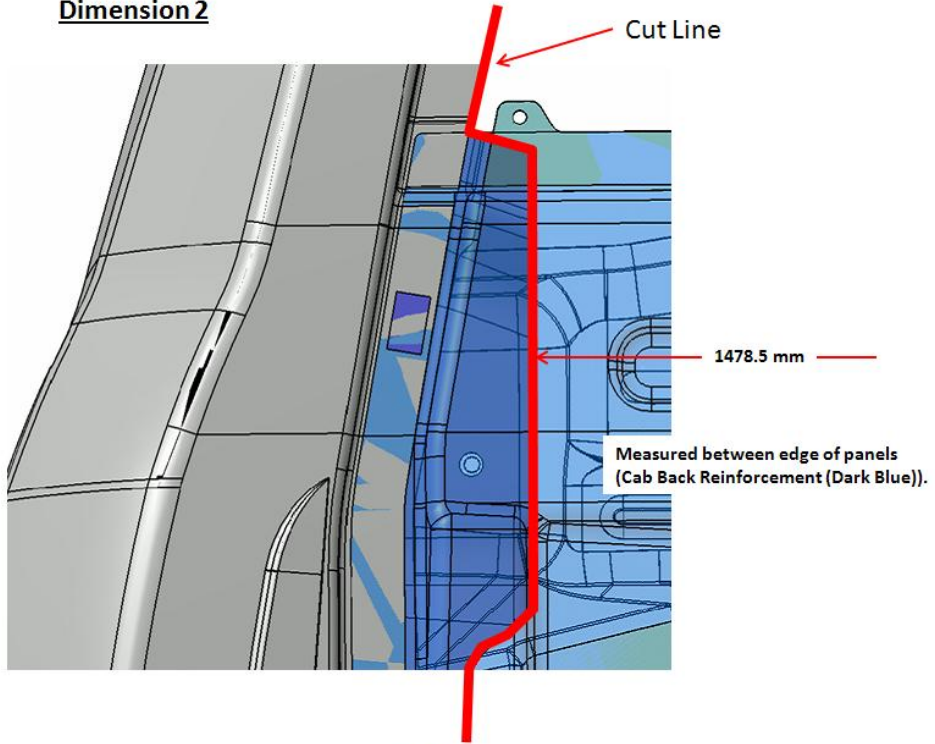


Fig. 3

Dimension 3

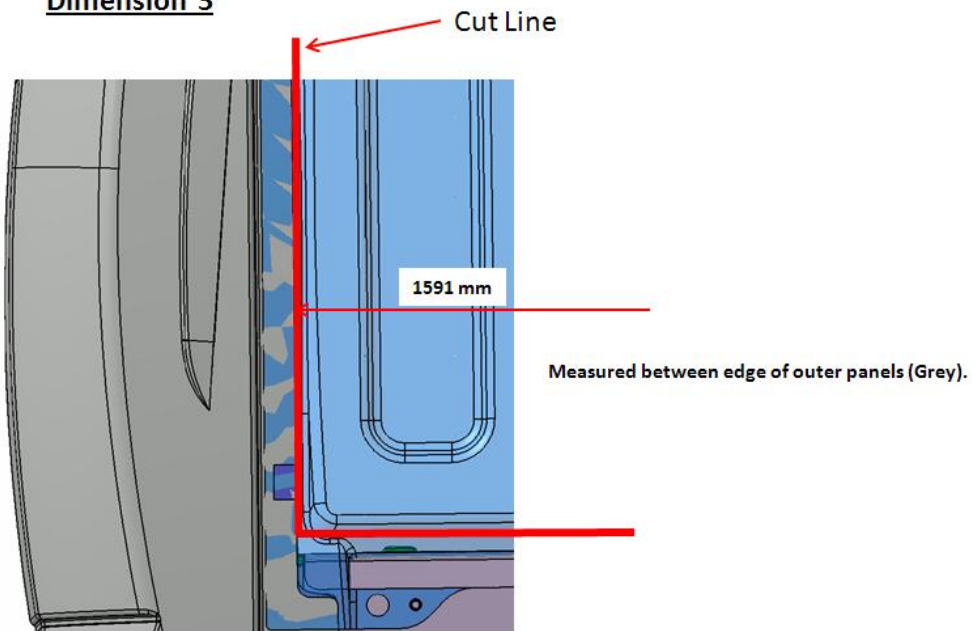
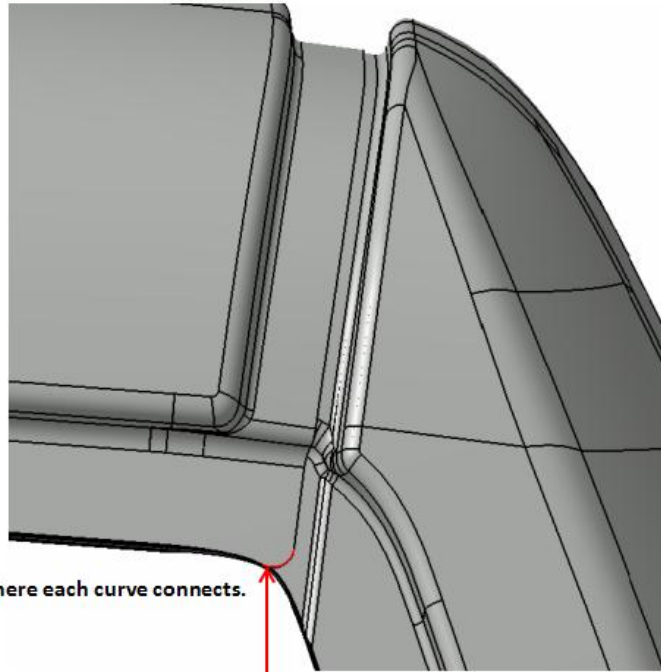


Fig. 4

Dimension 4



Measured at mid-point where each curve connects.

993.454 mm to Lower Horizontal Cut Plane

Fig. 5

Reg Cab Cutout Brackets.

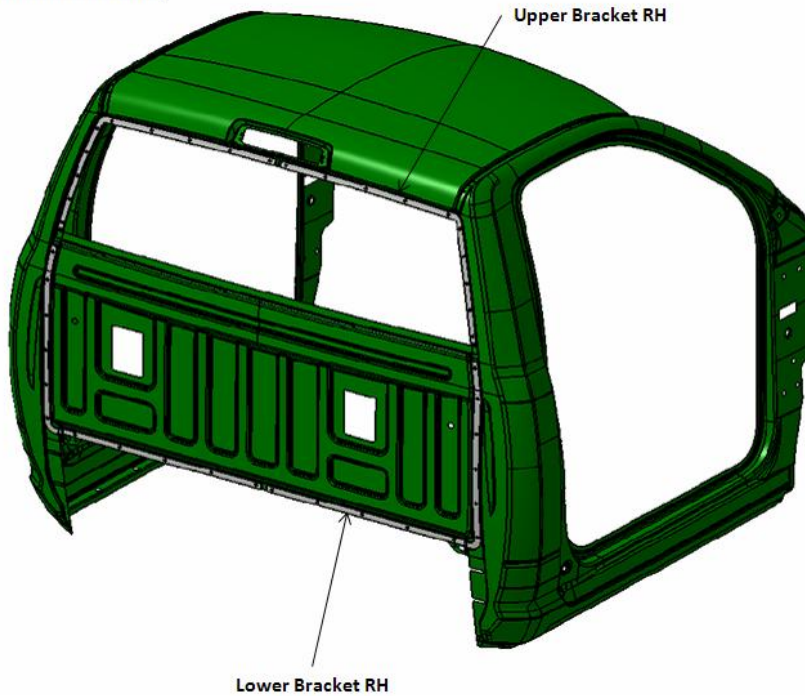


Fig. 6

View from rear.

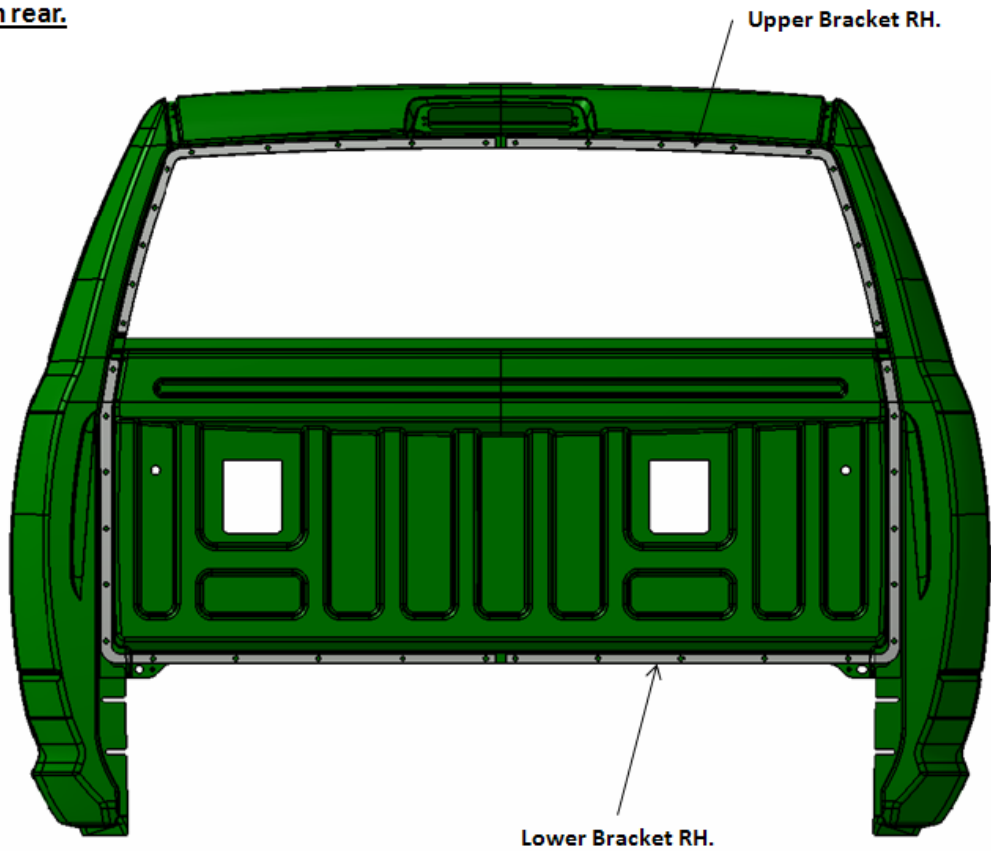


Fig. 7

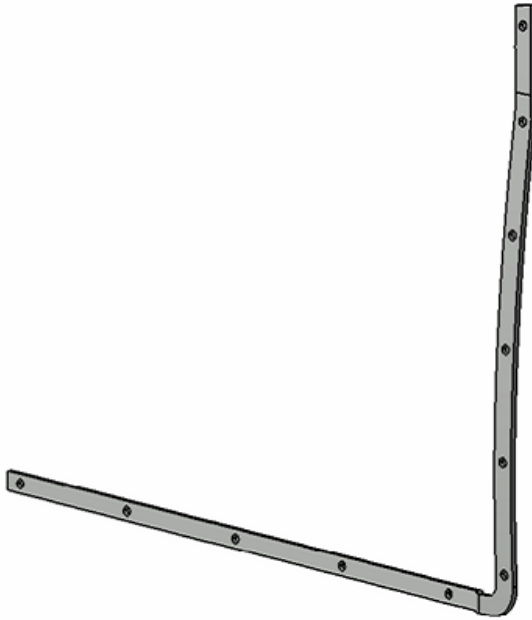
Typical Upper Bracket



Thickness: 5mm thick
Grade: 25KSI or higher

Fig. 8

Typical Lower Bracket



Thickness: 5mm thick
Grade: 25KSI or higher

Fig. 9

Typical Upper Bracket

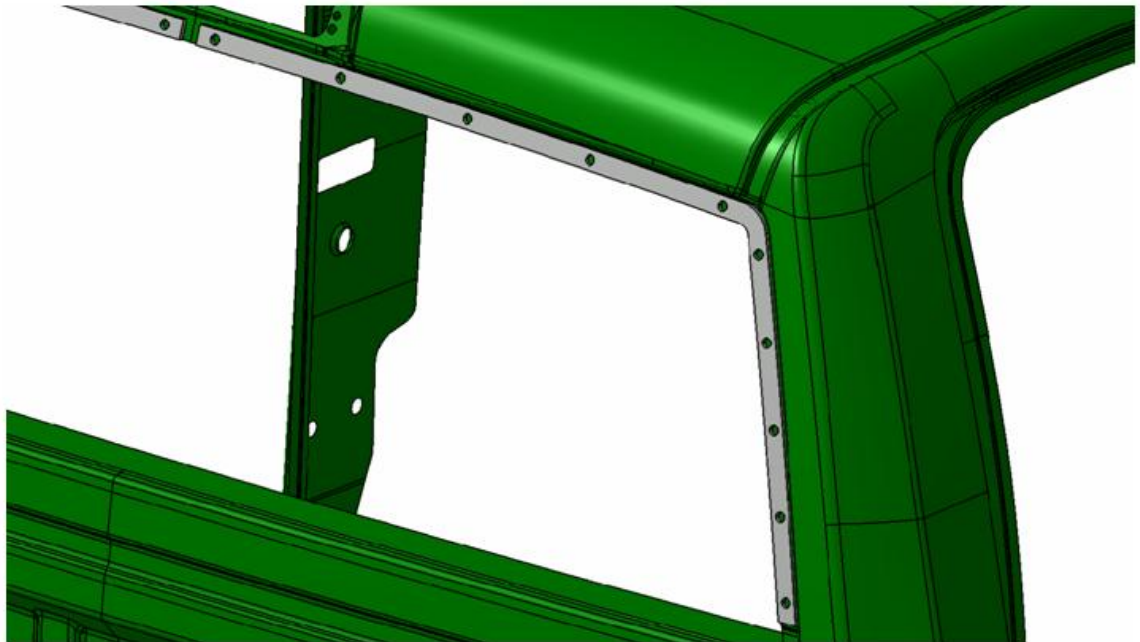


Fig. 10

Typical Lower Bracket

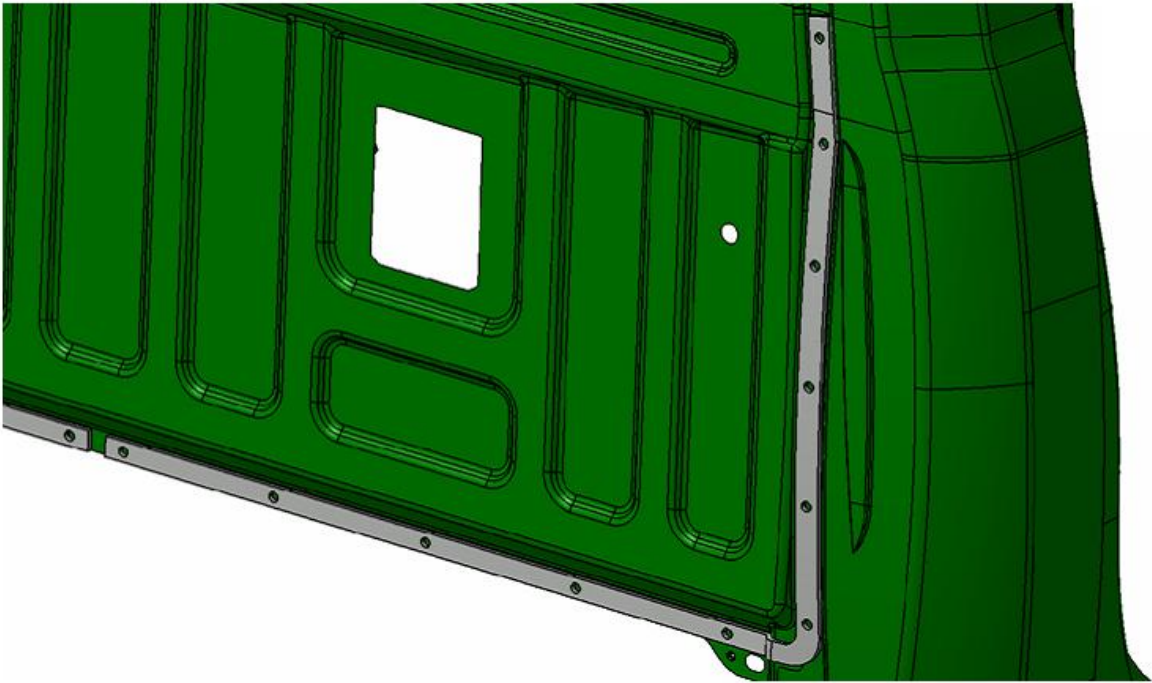
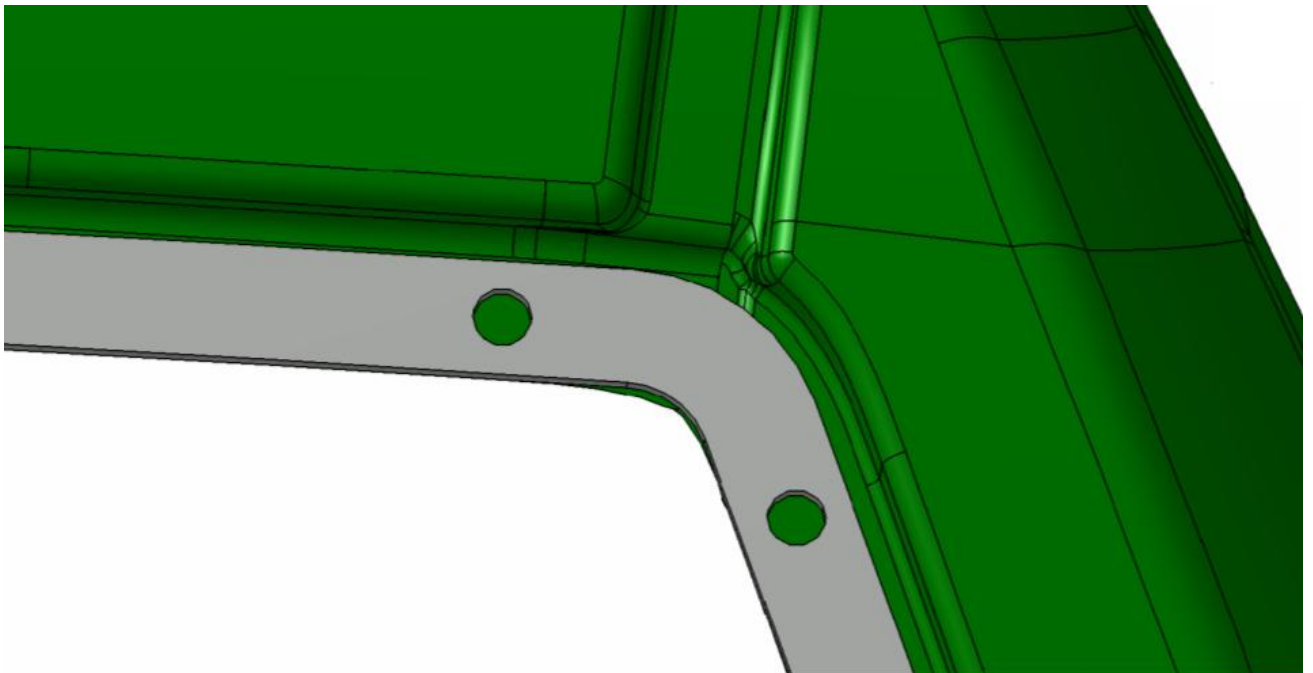


Fig. 11



Typical Upper Corner Detail

Fig. 12

Typical Lower Corner Detail

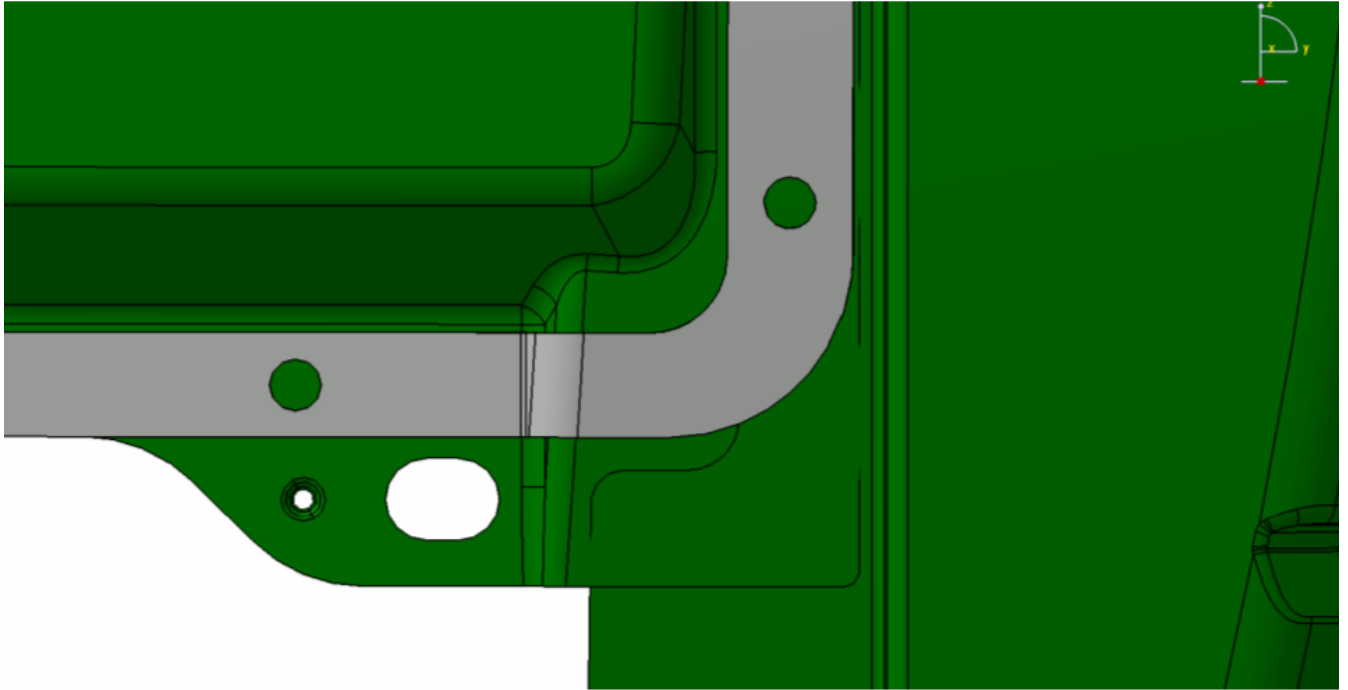


Fig. 13

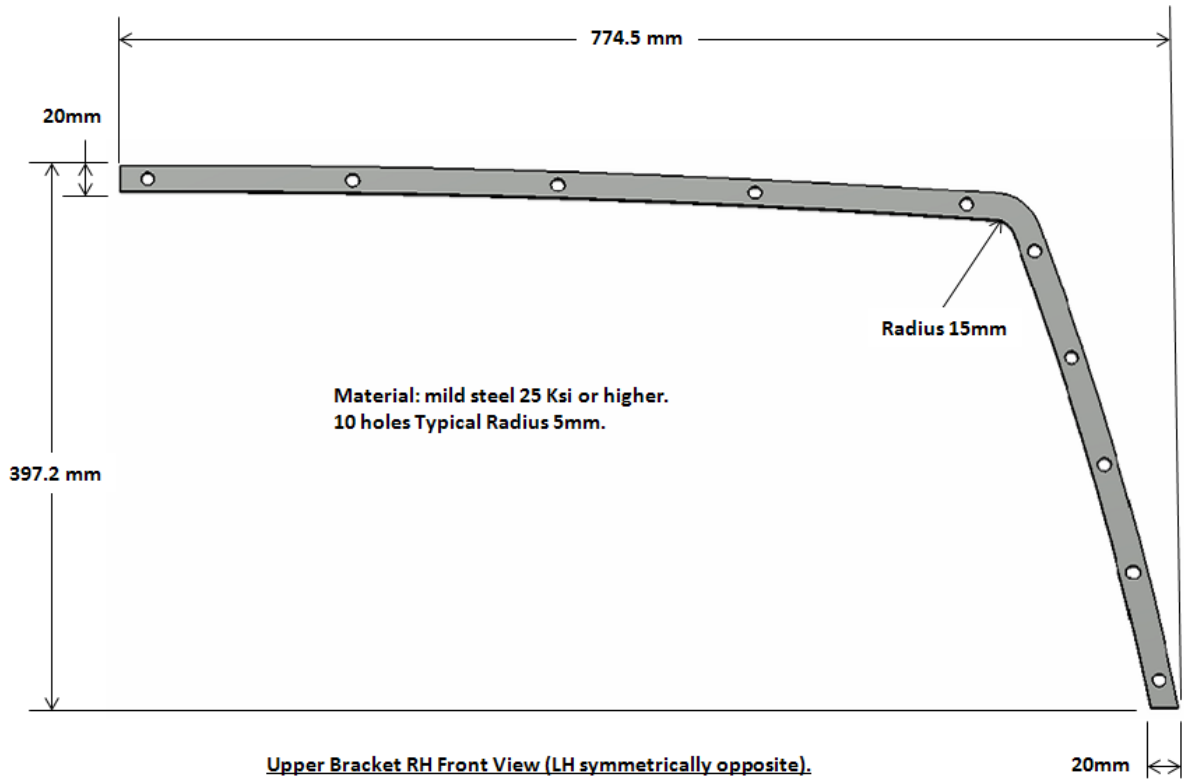
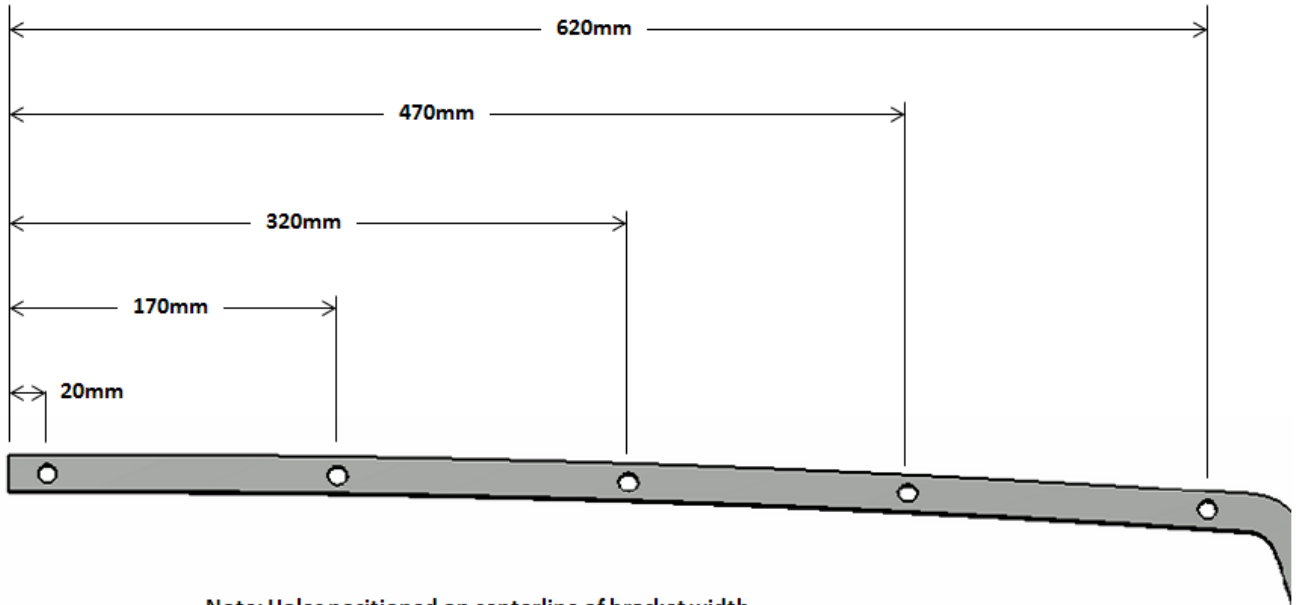


Fig. 14

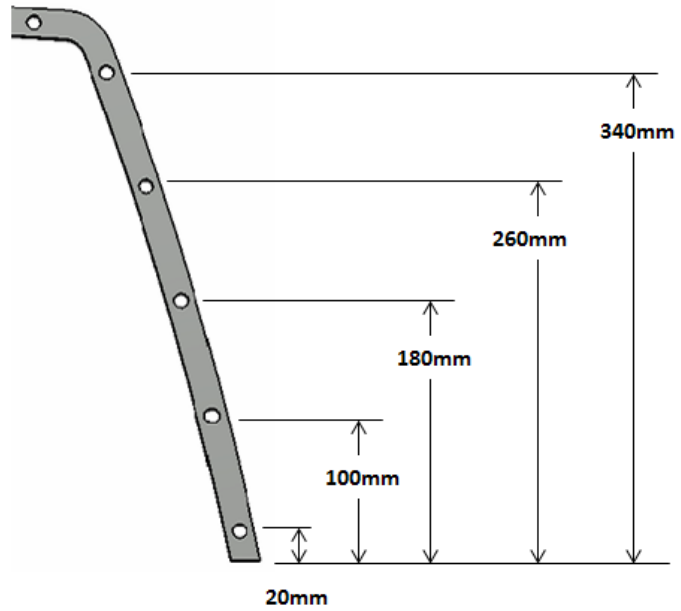
Upper Bracket Upper Hole Details



Note: Holes positioned on centerline of bracket width.

Fig. 15

Upper Bracket Side Hole Details



Note: Holes positioned on centerline of bracket width.

Fig. 16

Upper Bracket RH Side View

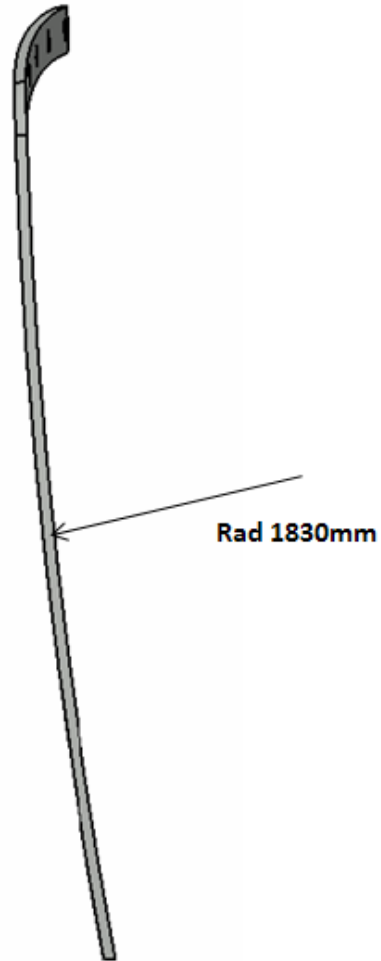


Fig. 17

Upper Bracket Top View

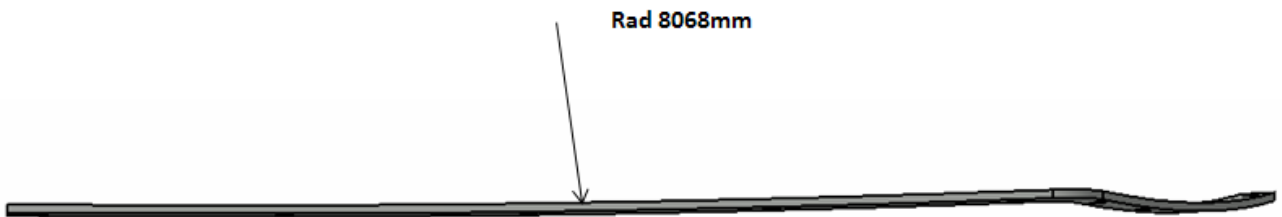


Fig. 18

Lower Bracket RH

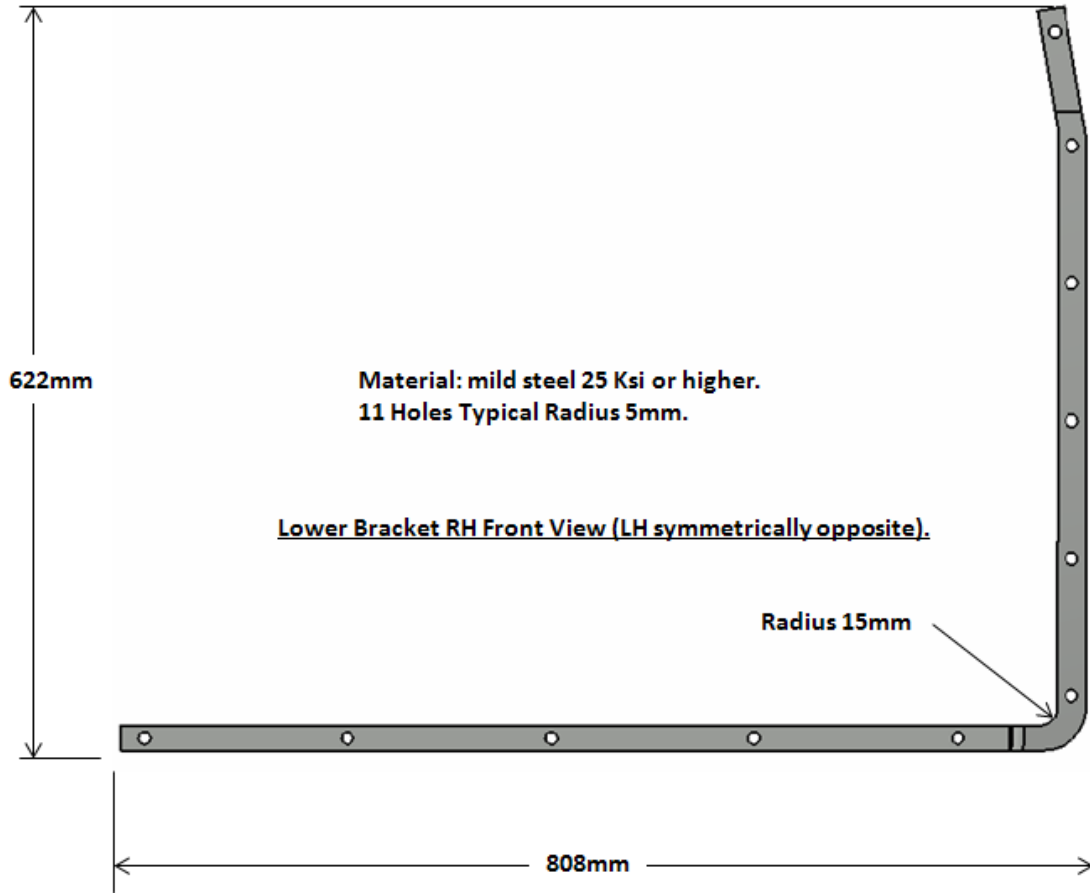
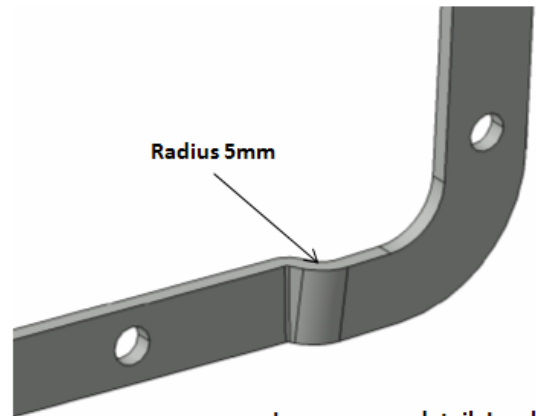
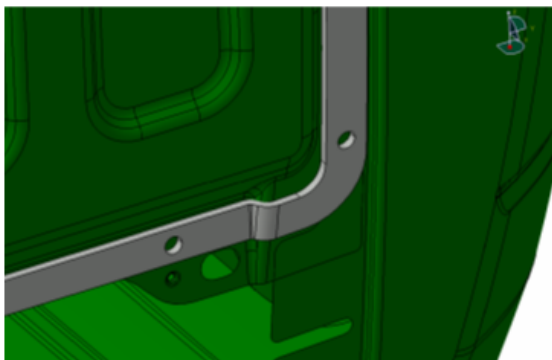


Fig. 19

Lower Bracket Top View



Lower corner detail. Joggle to be determined by final fit to Lower cab back corner.

Fig. 20

Lower Bracket Side View

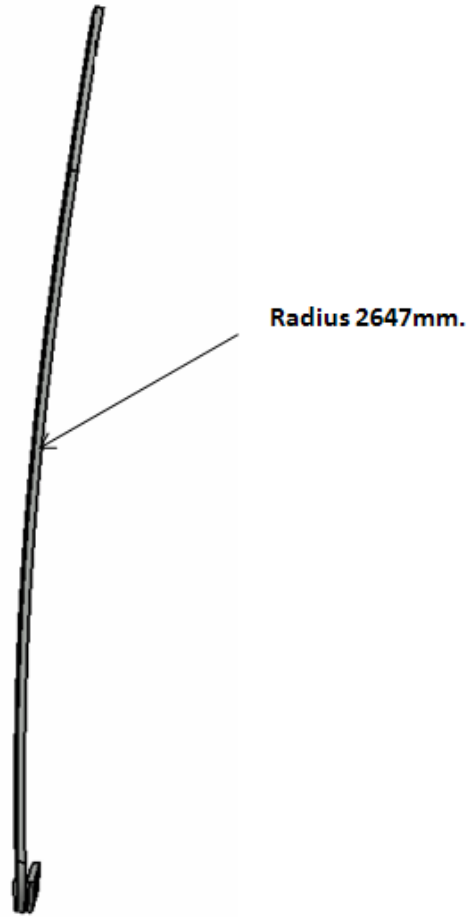
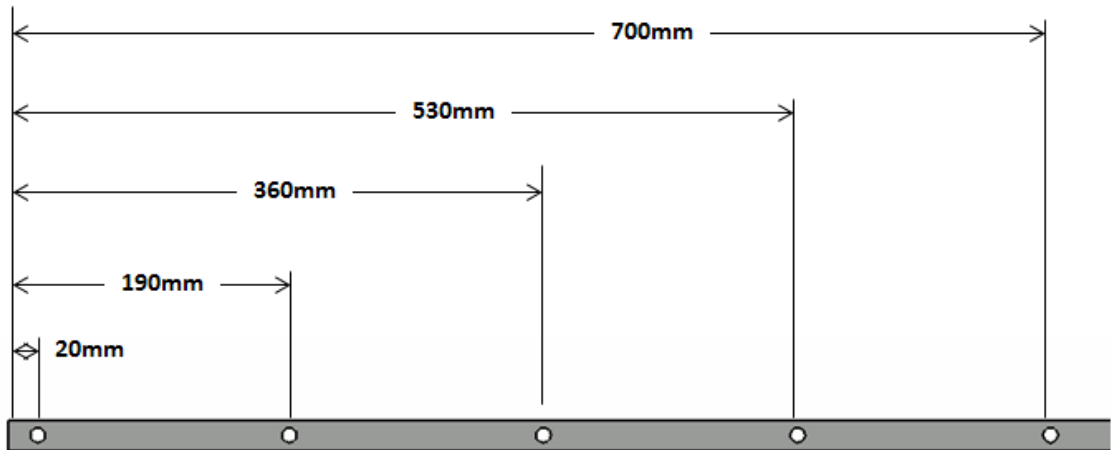


Fig. 21

Lower Bracket Lower Hole Details.



Note: Holes positioned on centerline of bracket width.

Fig. 22

Lower Bracket Side Hole Details.

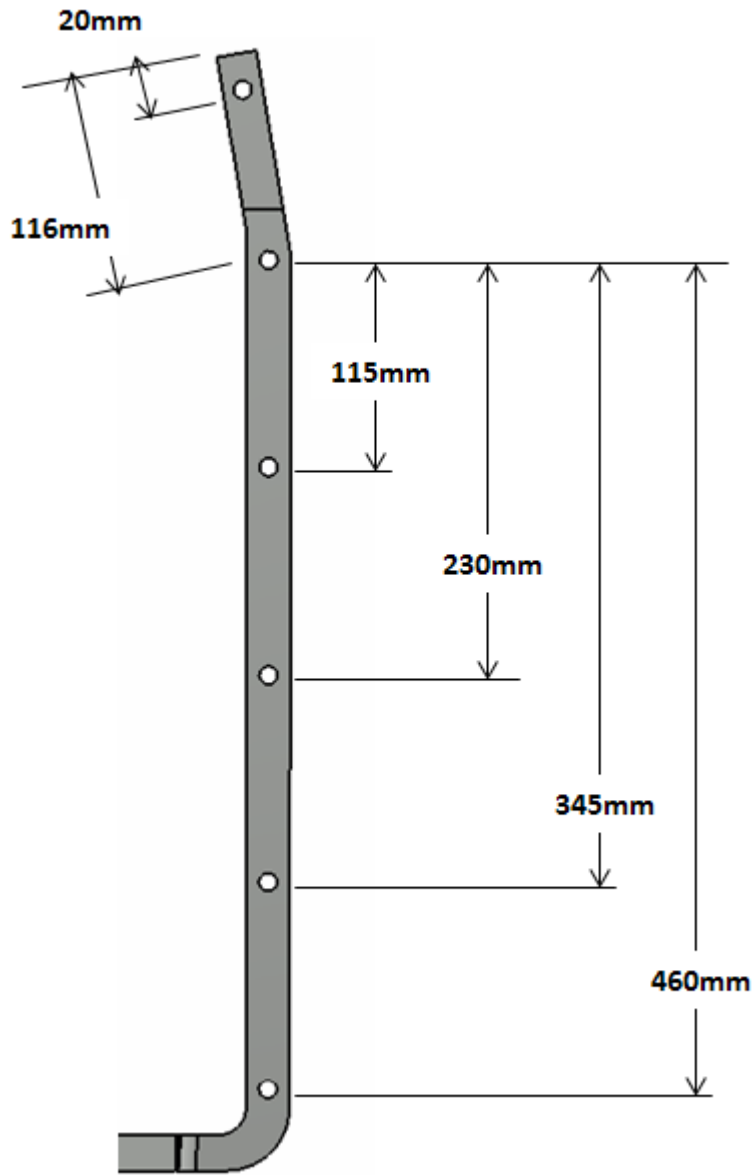


Fig. 23