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TEST DRIVE

Half Ton, Full Monty

Ram 1500 Limited Tungsten Crew Cab 4x4

DAN LYONS | text
Special to the Times Union

Luxury truck' used to be a contradiction in terms. But, much like SUVs, the pickup truck segment has expanded over the years and now casts a wide shadow. Truck buyers can find everything from stripped down pickem'-ups for work, to fully dressed luxury rides. In Ram-speak, that's Tradesman to Tungsten in the 11-model trim range, and our test drive this week is in the latter.



The Limited Tungsten Edition is the most luxurious model that Ram (nee Dodge) has ever built. Outside, cues are subtle and few. These Rams sport a Sport hood (nonfunctional scoops) and model specific badging, rims, body-color trim and mold-

ing, and RAM lettered grille fashioned from Tungsten Chrome. Inside, the materials would look at home in any premium car. Below the suede headliner, leather covers the seats, steering wheel, instrument panel, cen-

Ram 1500 Limited Tungsten Crew Cab 4x4
MSRP: \$53,595 · As Tested: \$63,870

ter console and door panels. Wood trim and Tungsten badges cap the cabin trim highlights. Front seats are ventilated, both rows are heatable (as is the steering wheel). The pedals are power adjustable as is the 10-way driver's seat (both have memory). If you have to spend a lot of time in your truck, this isn't exactly tough duty. That's particularly true in row two of Crew cab



THE 2018 RAM 1500 Limited Tungsten Crew Cab 4x4 is a luxury hauler outfitted with wood trim and leather seats, steering wheel, center console and door panels. The grille badge (left) is fashioned from Tungsten Chrome.

models, where there's more leg room (40.3 inches) than you'll find in the back seat of most luxury cars — or front, for that matter. Said rear seats swing up to allow for a flat floor in back. That makes for a lockable inside space for large parcels.

It's also a preferred landing spot for a large dog. Mine gave it a (virtual) thumbs-up. He did, however, also point out that like all half-ton four by fours, it's a tall truck, and hence it's a long way up into the cabin.

Running boards are part of the Tungsten package, and they share the shortcoming common to this accessory throughout the industry — they're not wide enough.

If your feet are large (or worse, large and in boots), you're only getting a piece of your foot on the boards.

The Limited Tungsten Edition is the most luxurious model that Ram (Dodge) has ever built.

Up front, controls are generally straight forward and in easy reach. The Uconnect infotainment system on certain trims (including Tungsten) includes an 8.4-inch touchscreen display. Equipped with navigation, radio and backup camera display, the system is compatible with Android Auto and Apple CarPlay for easy access to your favorite smartphone apps. Fellow old schoolers take note — a single-disc CD player is a \$345 option (located in the center console). Uconnect is among the more user-friendly setups you'll find in terms of access, with the one, seasonal vice that the touchscreen in my truck wouldn't respond to input from a winter-gloved hand.

Ram 1500s are available in three cab configurations: Regular (two-doors, seats three), Quad cab (four-doors,

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