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### TEST DRIVE

# Rebel Redefined

## 2019 Ram 1500 Rebel Quad Cab 4x4

DAN LYONS | text and photos  
*Special to the Times Union*

**R**ebel sits roughly at the midpoint of the Ram 1500 pickup lineup. Tradesman and Bighorn are below it on the trim ladder; Laramie, Longhorn and Limited above.

Introduced in 2015, this Ram model wears hiking boots. Specifically, it rolls on 33-inch Goodyear Wrangler DuraTrac tires. Angles of approach, break over and departure are 18.9, 19.9 and 25 degrees, respectively, and running ground clearance measures 8.7 inches. While I've not had the Rebel off road, it's clear that the tire choice was designed with that role in mind — at least in part. Looks also had something to do with it. There's a sort of flannel shirt cool to big, blocky tires on outdoorsy vehicles that people find attractive — even if they never drive on dirt. So while all terrain tires like these are built to tackle trails, the majority of their miles are spent



**2019 Ram 1500 Rebel Quad Cab 4x4**  
MSRP: \$ 31,795 (Tradesman 4x2) · As Tested: \$54,250

on pavement. There — not surprisingly, given their chunky tread — they generate more road noise than do conventional, all season rubber. Behind the Goodyears, the four, Bilstein monotube shock absorbers are specific to Rebel.

The remainder of its off-road gear (skid plates for fuel tank, transfer case, steering system and oil pan; tow hooks, electronic, locking rear differential, one-inch suspension lift and an off-road biased, rear suspension geometry) are available on 4x4 models via the Off Road Group package.

Speaking of 4WD, it's a \$3,500 upcharge over rear-wheel-drive on all Ram half-tons. In the case of Rebel, it's a conventional 4WD setup, with 4x2, 4x4 high and 4x4 low modes.

A 3.6L V-6 (305 h.p., 269 lb.-ft. of torque) is the base motor. My test truck was fitted with a 5.7L Hemi V-8 (\$1,195), which checks in with a healthy 395 horsepower and 410 lb.-ft. of torque. It's one of two available versions of the Hemi V-8. The other (\$2,645) adds eTorque technology (which is also found on the base V-6). Though it has the same power ratings as its 5.7L line mate, the addition of the eTorque mild hybrid



**REBEL IS THE RAM 1500 MODEL** with an off-road stance in mind. It sports 33-inch Goodyear Wrangler DuraTrac tires and a ground clearance of 8.7 inches. Engine options include a 3.6L V-6 and a 5.7L Hemi V-8.

system allows a short duration boost in available torque (90 lb.-ft. in the V-6, 130 lb.-ft. in the Hemi), and adds an engine start/stop function. With this system, the alternator is swapped for a motor generator.

When the engine is running, the generator feeds 48 volt current to an air-cooled, lithium-ion NMC battery pack, which is mounted on the rear wall of the passenger cabin. The eTorque unit spins the engine for restarts, and captures energy during braking and deceleration, channeling that charge to the battery pack.

The Hemi's overabundance of power suits the Rebel nicely, and the eight-speed automatic transmission does a good job of distributing the energy flow. This truck is seriously fast — mid-six second, 0-60 mph —

and with the pickup-typical, light rear end, it's easy to spin the tires. As discussed here a few weeks ago, some judiciously placed weight over the rear wheels helps with winter traction in a 4x4 truck like this. Given the strength of the engine, fuel economy is predictably weak, rated at 15 city/21 highway/17 combined. I averaged 13 miles per gallon, over a week's worth of driving. With the \$400 Trailer Tow package (trailer brake control, retractable towing mirrors), towing capacity ranges from 7,410-11,470

lbs., depending on choice of engine. Rebel was first added to the Ram half ton lineup in 2015. Initially offered only as a full, Crew cab, the 2019 edition can also be had in a smaller, Quad cab. Rebel's

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**Visual cues unique to Rebel include higher stance, blackout trim, fender flares and a bulging, vented hood.**

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