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Parts List Instrumart Parts List Overview 242 DR4500A Truline Circular Chart Recorder With or Without Control Product Manual Release M May 2013 10. Parts List 10.1 Overview Honeywell Products From Graphic Controls Honeywell Products From Graphic Controls.. DR 4500 Truline Thermal.Available charts for Honeywell. Honeywell 12" Classic Circular Chart Recorder DR4500 The DR4500 is a 12" circular chart recorder aimed at applications in food processing, pharmaceuticals, heat. Configuration Interface for DR4500. DR4500 Truline. DR4500 Truline. Shop Now; Download Specs. The DR4500 is a 12" circular chart recorder aimed at applications in food manuals. Refer to 1.2 Modbus RTU Configuration Interface for a list of configuration interface user manuals.. A.2.2 DR4300, DR4500 Chart Record Map. Everclean whirlpool tub manual, Saints of virtue guide, Ahs violet dies episode guide, Cash manual register, Btc 003 manual lawn. Reload to refresh your session. Reload to refresh your session. Post your question here in this forum. Were committed to dealing with such abuse according to the laws in your country of residence. When you submit a report, well investigate it and take the appropriate action. Well get back to you only if we require additional details or have more information to share. Note that email addresses and full names are not considered private information. Please mention this; Therefore, avoid filling in personal details. Please enter your email address. This amount is subject to change until you make payment. For additional information, see the Global Shipping Programme terms and conditions opens in a new window or tab This amount is subject to change until you make payment. If you reside in an EU member state besides UK, import VAT on this purchase is not recoverable.

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All four traces share the same time line reference, which the Truline prints The Honeywell DR4500A range also includes a variety of output, alarms and control options, along with RS485 Modbus RTU comms. Accompanying software offers options for totalization, sterilisation calculations and general maths functions. Our instrumentation engineers are product trained and able to help with instrument selection within the full Honeywell Field Product instrumentation portfolio including their entire range of paper and paperless recorders. Fluidic order directly with the Honeywell factory via an exclusive channel partner web portal and hold stock for some common lines. Please contact either office for more information Glasgow 0141 641 5920 or Warrington 01925 572401. Well assume youre ok with this, but you can optout if you wish. For vehicles named Dodge Ram, see List of vehicles named Dodge Ram. The current fifthgeneration Ram debuted at the 2018 North American International Auto Show in Detroit, Michigan, in January of that year. Just like Ford, Dodge used 150 to indicate a halfton truck, 250 for a threequarterton truck, and 350 for a oneton truck. Externally, the firstgeneration Rams were facelifted versions of the previous generation Dodge D Series pickups introduced in 1972. The new model introduced larger wraparound tail lamps, dual rectangular headlamps, and squaredoff body lines. Engine choices were pared down to the 225 slant6 and 318 and 360 V8s. The interior was updated and included a new bench seat and a completely new dashboard and instrument cluster with an optional threepod design a speedometer in the center, with the two side pods containing an ammeter on the top left, a temperature gauge bottom left, a fuel gauge on the top right and an oil pressure gauge bottom right. Models without the full gauge package had only indicator lights in the place of the temperature and oil pressure gauges.

The fourdoor crew cab and Utiline beds were dropped after the 1985 model year, to make room on the assembly line for the upcoming 1987 Dodge Dakota, and were never reintroduced in this generation. In 1988 the slant6 engine was replaced by a 3.9 L 240 cu in fuelinjected V6 engine. The 5.2 L 318 cu in engine also received electronic fuel injection in 1988. Additionally, the instrument cluster was slightly revised; the ammeter was replaced by a voltmeter while maintaining the 3pod arrangement of the speedometer and gauges. Also in 1990, Dodge reintroduced the Club Cab, equipped with foldout jump seats for the 1991-1993 models. Entry was made through the passenger or drivers doors, as there were no rear doors for this configuration. Part of this was due to the dated cab and chassis design which had been in production since 1972, there was no powerful diesel option until 1989, and there was no bigblock gas V8 option. Additionally, the interior had been given few updates since October 1980 market launch. Additionally, Dodge introduced a new overdrive automatic transmission for reduced fuel consumption. The A727 automatic saw continued use for some 5.2 L engines, all 5.9 L engines, and heavyduty applications. The engines were substantially

upgraded for 1992 3.9 L and 5.2 L 1993 and 1994 5.9 L with multiport fuel injection, new manifolds, and highercompression cylinder heads for noticeably higher output. A heavyduty automatic transmission with overdrive called the A518 was offered with the 5.2 L and 5.9 L engines. As part of Chryslers overhaul of corporate transmission nomenclature, the A500 and A518 were redesignated 42RH and 46RH, respectively, in 1992. The initial 4 signified a 4speed transmission, the second digit identified the transmissions relative torque capacity, the letter R in the third position denoted a rearwheeldrive transmission, and the final letter H signified hydraulic shift control.

The 3speed automatic remained available; the A727 was redesignated 36RH, and the A904, A998, and A999 became the 30RH, 31RH, and 32RH, respectively. The Cummins was coupled with a heavierduty version of the A727 automatic or a 5speed manual transmission and is available on 250 and 350 pickups and pickupbased chassis cab trucks. This diesel engine option was different from the optional diesels in Ford and GM trucks. The Cummins features direct injection, whereas the Ford and GM diesels feature indirect injection; this also means that the Cummins does not have to rely on glowplugs. The Cummins is a straight six engine, whereas the GM and Ford diesel engines are V8 engines. In the late 80s, a light package as well as the large 6x9 mirrors were added to the list of options. By 2001, Ram sales figures were below those of Ford and Chevy trucks. Added to the line up was a new 488 cubic inch 8.0L V10 engine designed as an alternative for those who wanted superior pulling power but did not want a diesel. The new V10 and Cummins turbo diesel could only be had in the 2500 and higher designation models. Models were now the 1500 half ton, 2500 threequarter ton, and 3500 dual rear wheel one ton in both 2 and 4 wheel drive. 1500 Rams offered both 6.5 and 8 foot 2 and 2.4 m, respectively boxes. 2500 Rams offered 6.5 foot 2.0 m boxes with club or quad Cabs. The purpose of the difference between the light duty and heavy duty 2500 trucks was for the heavy duty 2500 to take the place of the discontinued one ton single rear wheel trucks. Rear axles for the light duty 2500 trucks were semifloating, while the heavy duty 2500 rear axles were fullfloating. The dash and gauge cluster were a far cry from the previous model Ram and were far more modern as well. A redesign of the dashboard and instrument cluster was introduced in 1998 along with the introduction of the quad cab, and rounded black plastic sideview mirrors replaced the previous rectangular design.

A 6speed manual transmission was made optional for diesel variants in late 2000 for the 2001 model year. A small percentage of the diesel engines for 1999 and 2000 model years were subject to problems within the water jackets and fuel injectors. The 2000 models became optional with heated leather seats. The braking system was upgraded to dual piston calipers in the front. Part of this delay was due to the then new 5.7 L Hemi engine not being ready for production. An NV5600 was offered in 1999 and 2000 Rams and was the only transmission offered behind the High Output diesel in 2001 and 2002. All are part time and have a low range of 2.721. The 1500 featured a NP231 and NP231HD. The NP241 was standard on V8 2500 Rams. The 2500 and 3500 V10 and diesel featured a NP241DLD from 1993 to 1997. In 1997 the NP241DHD became an option for 2500 Rams and was standard on 3500 Rams from 1998 to 2002. For the front axle of 4x4 Rams, a Dana 44 was used on all 1500 Rams and the early light duty 2500 Rams. However, most of the 2500 and all 3500 Rams use Dana 60 front axles. The 1500 Rams and some early light duty 2500 Rams used a 9.25 Chrysler Spicer axle in the rear. Every 3500 Ram was made with a Dana 80. The front drive axles in these Rams were unique in the fact they did not have locking hubs, but featured a center axle disconnect. The 2002 2500 and 3500 Rams saw the eventual phase out of the Center axle disconnect, in favor of front axles that were permanently locked in. Dodge continued to include front axles like this for their 2500, 3500, 4500, and 5500 trucks until 2013 models. The Cummins B Series engine was switched from the 12 valve to the 24 valve ISB version in the middle of the 1998 model year Dodge Rams due to emissions regulations. The Indy Trucks were available only in blue with white stripes. The crew cab models for this generation were actually Quad Cab trucks that had conventional opening rear doors. This body style drew heavily from the previous generation.

At the same time, both Ford and GM trucks were increasing in sales from a 2001 peak over 850,000 to the 900,000 range. But with 400,543 Rams sold that year, the Rams sales could not keep up with the eleventh generation F150 in 2004. Bluetooth U Connect was now available as an option, and a front facelift was given to all Ram models. SIRIUS Satellite Radio was available, as well as a rear seat DVD entertainment system with wireless headphones. In addition to the 5.7 L 345 cu in, a Cummins 6.7 L 408 cu in diesel rated at 350 hp 261 kW and 650 lbft 881 Nm was also available. Automatic transmissions used were the 545RFE with the 5.7 L 345 cu in and the AS68RC with the 6.7 L 408 cu in. The G56 transmission was the only manual transmission offered. These were Class 4 and Class 5 trucks with a gross weight of 16,500 lb 7,484 kg and 19,500 lb 8,845 kg, respectively. Both trucks came equipped with the same version of the Cummins 6.7 L 408 cu in diesel as the 3500 chassis cab model. Sterling, who worked with Dodge in development, had their own version, called the Sterling Bullet with a unique grille. Sterling is a division of Freightliner LLC which, like Dodge, was owned by the former DaimlerChrysler. Sterling Trucks was licensed to sell Dodge Ram 4500 series trucks as the Sterling Bullet. When the Sterling brand was phased out by Chrysler Corporation, the Bullet was discontinued. This engine featured the same performance but had a cylinder deactivating feature enabled under light loads to increase fuel economy by 3 MPG city and 4 MPG hwy. This new Hemi still delivered 345 hp 257 kW and 375 lbft 508 Nm. In the front all 2500 and 3500 trucks were 9.25 inch with 33 spline axles. Strength is similar to their earlier Dana 70 and 80 counterparts. Direct comparisons are difficult as the axles are made with completely different metallurgy. It was available in black, red, or silver, and with either rear wheel drive or four wheel drive.

It was equipped similarly to the Rumble Bee, but without the number plaque. The 2004 version was available only in a single cab with a 6 speed manual transmission and a Hurst shifter. For 2005, Dodge released a Quad Cab version of the Viper V10 powered truck with a modified 48RE four speed automatic transmission from the Ram with the Cummins turbodiesel engine. The name is drawn from Dodge's line of 4 wheel drive trucks made from the early 1940s through the 1980s. The air box was also painted to match the body color, and a color matched steering wheel was added as well. There were only 433 produced in 2004 and roughly the same number in 2005. It was available as a 5.7 liter Hemi V8 in Regular or Quad Cab styles and featured lower body cladding, 20 inch chrome wheels, SRT10 hood, Borla dual exhaust, serialized number plate, and a tall rear spoiler reminiscent of the 1969 Dodge Charger Daytona. The Dodge Ram Daytona had a 3.92 ratio rear end, the same rear end as the Dodge Ram Rumble Bee. Several exterior items were unique to the Daytona package such as the gas door and dual side exit exhaust tips which made it different from other equipment packages. It was equipped with 20 inch 510 mm chrome wheels and performance tires. Replacing the standard hood is one with a nonfunctional hood scoop. The most noticeable feature is the large spoiler which is attached at the rear of the cargo box. The 11 inch 280 mm spoiler lined up with the flat black stripe that ran along the back of the bed side with the word Daytona written in the middle. However, the schedule for delivery slipped as Dodge backed away from the vehicle. The hybrid Ram was available only for fleet purchasers if at all and did not enter mass production. It offered an AC electrical outlet panel for running an entire job site worth of power tools, but the through the road method of balancing the gas engine and electric motor reportedly did not work as desired. In 2010, the Ram Trucks brand was separated from Dodge.

This is because the competitors stopped making manual transmissions available in the domestic market. Chevrolet Silverado trucks discontinued the option of a manual transmission after model year 2006. Ford Super Duty trucks discontinued the option of a manual transmission after model year 2010. This applies to Class 2, Class 3, Class 4 and Class 5 trucks. 2011 and 2012 models make 350 hp 261 kW; 355 PS and 610 lbft 827 Nm of torque. Horsepower remained the same for 2013 models, torque however, was increased to 660 lbft 895 Nm of torque. Engine output remained the same for 2014 models. Unfortunately, with the launch of the new body style in 2019, the manual

transmission was discontinued. The Mega Cab option remains on the heavy-duty models, along with crew cab. Crew Cab and Quad Cab models are rated at 5,700 lb 2,585 kg and 5,800 lb 2,631 kg respectively. The 3500 Heavy Duty model was unveiled at the 2009 Chicago Auto Show. Late model 2011 diesel trucks were updated to 800 lbft 1,085 Nm of torque. Both transmissions support the Power Takeoff option. The front axle on 4x4 models is manufactured by Magna, while 2-wheel drive models just have a solid, non-drive axle. The Rambox cargo management system continues to be available on most models for 2013. For 2013, the base ST model becomes the Tradesman model. Due to a new electric power steering system, the 5.7 L HEMI V8 no longer has a power steering pump, and gains 5 horsepower, now making 395 bhp 295 kW; 400 PS and 410 lbft 556 Nm. It is still available with the 65RFE 6-speed Automatic, with the new 8-speed Torqueflite 8 Automatic optional. Electronic stability control becomes standard on 2500 and 3500 models. For 2013, the Ram is also the first North American pickup truck to offer keyless ignition. The U Connect ACCESS 8.4N RA4 adds GPS navigation from Garmin, HD Radio SiriusXM Travel Link, 3D mapping, and enhanced mobile app compatibility.

The system also includes a built-in 3G internet router, allowing for wireless connection to the internet while the vehicle is parked with a monthly service subscription. The system can also be updated to add additional features that will be available in the future via a USB stick inserted into one of the remote USB ports. Remote steering wheel-mounted controls are also included with this system. The rear differential ring gear is increased from 11.5 inches, to 11.8 inches on H.O. trucks. The 11.8 axle cover doubles as a heat sink. The 4x4 saw additional changes with the transfer case now being made by BorgWarner instead of New Venture Gear. It is available only in the six-foot bed, two-door, regular cab model with two-wheel drive only. Standard features include a 220 amp alternator and an 800 amp battery to assist with the Start/stop system. 3.211 axle gearing is also standard. The cast iron, flex fuel, 4.7 V8 Chrysler PowerTech engine was discontinued, ending Corsair engine production, leaving the Ram 1500 with two engine choices. The engine will be reintroduced in early 2018, as recertification by the EPA has been obtained. A Rebel Black Edition Package is available that adds black accents to the Rebel. It debuted at the 2016 Texas State Fair. It debuted at the 2016 Texas State Fair. However, the SLT trim level still remains for the Ram 2500, 3500, 4500, and 5500 models, and are still available to retail customers. However, retail customers wanting SLT features such as chrome front and rear bumpers and front grille, seventeen-inch aluminum alloy wheels, power windows and door locks with keyless entry, the U Connect 5.0BT RA2 touchscreen radio, cloth seating surfaces, SiriusXM Satellite Radio, a rearview backup camera system, and floor carpeting, can still opt for the Chrome Appearance and Popular Equipment Packages on the Tradesman model.

This radio option is available for the Tradesman trim level of all Ram trucks, and the Express trim level of the Ram 1500, and is included as part of a Popular Equipment Package on the latter model. The Power Wagon Package is also available for the Ram 2500 Tradesman trim level, and also adds the 6.4L HEMI gasoline V8 engine. Available in only four paint colors, two of which are unique to the Harvest Edition: Case IH Red, New Holland Blue, two-tone Black Clear Coat and Bright Silver Metallic, or Bright White Clear Coat. Aimed at farmers, the Harvest Edition adds features that are otherwise optional on the Big Horn and Lone Star, such as seventeen-inch chrome-clad aluminum alloy wheels with all-terrain tires on 4x4 models, the U Connect 8.4 infotainment system with GPS navigation, SiriusXM Travel Link with five years of service included and one year of SiriusXM Guardian service, a trailer tow package with integrated trailer brake control, rear-mounted tow hitch, and trailer tow side mirrors. Also included are front bucket seats with power front driver's seat trimmed in premium cloth, chrome side steps, chrome side mirror covers, chrome door handles, and chrome front tow hooks. It is available as either a Quad Cab or a Crew Cab. Virtually identical to 2018 models, 2019 trucks will be given a new name, Ram 1500 Classic, to distinguish them from their all-new fifth-generation successors. The Ram 1500 Classic will offer a 2-Door Regular Cab model,

whereas the fifth generation Ram 1500 will not. This setup allows an all-electric range of more than 20 mi 32 km, but as a blended plugin hybrid, the RAM PHEV does not run exclusively all-electric during EV mode. The fully charged plugin starts off with charge depletion with limited regeneration at the high end of the state of charge SoC. That ramps up to a full regenerative capability somewhere in the 70 to 95% range and depletes down to about 20%.

In September 2011, another 10 units were delivered to the Massachusetts Bay Transportation Authority MBTA. The concept features a regular cab painted in dark blue clear coat with an off-center light blue stripe. It sits on 22-inch wheels painted hyperblack. It is available with the 5.7L Hemi and 3.6L Pentastar. The Warlock will be available in the first quarter of 2019. The carmaker plans to upgrade the battery packs with cells that use a different lithium-ion chemistry before the vehicles go back into service. Chrysler explained that no one was injured from any of the incidents, and the vehicles were not occupied at the time, nor any of the minivans were involved in any incident, but they were withdrawn as a precaution. The demonstration is a program jointly funded by Chrysler and the U.S. Department of Energy that includes the first ever factory-produced vehicles capable of reverse power flow. While the Ram 1500 features standard side-curtain airbags it does not include side torso airbags. The vehicle was redesigned and retested, and received a 5-star rating. In 2016, FCA via the Ateco ASV group commenced selling the Ram 2500 and 3500 in Australia and the Ram 1500 in 2018. These are converted to right hand drive in Australia before sale. Germany and Scandinavian countries are some of the largest European markets for the Ram. A thriving cottage industry in Australia, New Zealand, and the United Kingdom has imported and converted Ram trucks to right hand drive and to meet the local regulations, being more common in Australia since LHD cars less than 30 years old or 15 years old if registered in Western Australia cannot be legally driven on Australian public roads unless they are granted a diplomatic or a research and development exception to the rule. In the United Kingdom there is no such restriction, so a stock LHD Ram or any other LHD vehicle is not required to undergo the costly and time-consuming process of an RHD conversion in order to be compliant with EU regulations.

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