Bronco Outer Banks 4-door in Wimbledon White with 60th Anniversary Package and Sasquatch® Package.

AVAILABLE TRAILER TOW PACKAGE

Equipment	Bronco[2] (NOC)	Bronco Raptor (NOC)
7-Wire Harness and 4-/7-Pin Connector	I[6]	S
Trailer Module	I[6]	S
Hitch Receiver	I[6]	S
Aux. Auto Trans. Oil Cooler		S
Tow/Haul Mode		S
Tow Hooks Front	S	S
Trailer Sway Control	S	S
360-Degree Camera	A	S
Lane Keeping System	A[7]	S

Note: Content may vary depending on model, trim and/or powertrain. See your Ford Dealer for specific content information for all vehicles that will be used for towing to help ensure easy, proper connection of trailer lights.

LEGEND

I = Equipment is included with DIO optional accessory.
A = Equipment is available on the vehicle.
S = Equipment is standard on the vehicle.
(NOC) = No Option Code assigned.

Bronco

MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1,2]

Engine	Axle Ratio	GCWR (lbs.) 2-Door	GCWR (lbs.) 4-Door	BASE 2-Door	BASE 4-Door	BIG BEND® 4-Door	OUTER BANKS® 4-Door	BADLANDS® 2-Door	BADLANDS® 4-Door	STROPPE EDITION 4-Door	HERITAGE 4-Door	RAPTOR 4-Door
10-Speed Automatic Transmission												
2.3L EcoBoost I-4	3.73	8500	8980	3500	3500	3500	3500					
	4.46	8800	8980			3500		3500				
	4.70[3]	8800	8980	3500	3500	3500	3500	3500	3500		3500	
2.7L EcoBoost V6	3.73		8980				3500					
	4.46		8990						3500			
	4.70[3]		9120				3500		3460	3500	3500	
3.0L EcoBoost V6	4.70		10,650									4500[4]
7-Speed Manual Transmission												
2.3L EcoBoost I-4	4.46	8500	8500	3500	3500	3500						
	4.70[3]	8980	8980	3500	3500	3500		3500			3500	

Notes:
- Do not exceed the Maximum Loaded Trailer Weight listed.
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Bronco calculated with SAE J2807 method.

REQUIRED EQUIPMENT

For trailers over 2000 lbs. — Dealer-installed towing equipment.

Your New Vehicle Limited Warranty may be voided if you tow without this.[5]

FRONTAL AREA LIMITATION

Frontal Area is the total area in square feet that a moving vehicle and trailer exposes to air resistance.

The maximum trailer frontal area that must be considered for a **Bronco**/trailer combination is **30 sq. ft. with dealer-installed towing equipment, Tow Rating of 3500 lbs. or less** and **40 sq. ft. with Raptor Tow Package 2**. Exceeding this limitation may significantly reduce the performance of your towing vehicle.

DEALER-INSTALLED OEM TRAILER HITCH RECEIVER

Available as Dealer-installed towing equipment.

See Hitch Receiver Weight Capacity chart for the weight-carrying capacity of this hitch receiver. (This capacity also is shown on a label affixed to the receiver.)

HITCH RECEIVER WEIGHT CAPACITY

The maximum weight capacities for the hitch receivers shown below may exceed the maximum loaded trailer weight for the vehicle specified. Refer to the Trailer Towing Selector chart for Maximum Loaded Trailer Weight for these vehicles.

	Weight-Carrying Max. Trailer Capacity (lbs.)[8]	Max. Tongue Load (lbs.)
Bronco	3500	350
Bronco Raptor	4500	450

REAR AXLE RATIO CODES

If you do not know the axle ratio of your vehicle, check its Safety Compliance Certification Label (located on the left front door lock facing or the door latch post pillar). Below the bar code, you will see the word AXLE and a two-digit code. Use the chart to find the axle ratio that corresponds to that code.

Rear Axle Ratio	Non-Limited Slip	Electronic Locking
3.73	73	Not Available
4.46	46	4L
4.70	Not Available	7L

1. Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. For additional information, see your Ford Dealer. **2.** Trailer Tow Prep Package included on all models, excluding Raptor. Requires dealer-installed OEM trailer and hitch receiver option. **3.** Sasquatch Package (765). **4.** Raptor model includes Tow Package 2 as standard equipment. **5.** See your Ford Dealer for limited warranty details. **6.** Dealer-installed equipment. **7.** Included on Big Bend and above. **8.** Hitch receivers do not include a hitch ball or ball mounting. You are responsible for obtaining the proper hitch ball, ball mounting, and other appropriate equipment to tow both the trailer and its cargo load.

The content provided on this page is not "vehicle specific" and should be considered as basic towing information.

Basic Towing Information

Towing a trailer is demanding on your vehicle, your trailer and your personal driving skills. Follow some basic rules that will help you with your towing experience.

Cargo And Weight Distribution

For optimum handling and braking, the load must be properly distributed.

Keep centre of gravity low for best handling.

Cargo and load capacity limited by weight and weight distribution.

Approximately 60% of the allowable cargo weight should be in the front half of the trailer and 40% in the rear (within limits of tongue load or king pin weight).

Load should be balanced from side-to-side to optimize handling and tire wear.

Load must be firmly secured to prevent shifting during cornering or braking, which could result in a sudden loss of control.

Before Starting

Before setting out on a trip, practice turning, stopping and backing up your trailer in an area away from heavy traffic.

Know clearance required for trailer roof.

Check equipment (make a checklist).

Backing Up

Back up slowly, with someone spotting near the rear of the trailer to guide you.

Place one hand at bottom of steering wheel and move it in the direction you want the trailer to go.

Make small steering inputs — slight movement of steering wheel results in much greater movement in rear of trailer.

Braking

Allow considerably more distance for stopping with trailer attached.

Remember, the braking system of the tow vehicle is rated for operation at the Gross Vehicle Weight Rating (GVWR), not Gross Combination Weight Rating (GCWR).

If your tow vehicle is a Maverick, Ranger, F-150, F-Series Super Duty, Transit or Expedition and your trailer has electric brakes, the optional Integrated Trailer Brake Controller (TBC) assists in smooth and effective trailer braking by powering the trailer's electric or electric-over-hydraulic brakes with proportional output based on the towing vehicle's brake pressure.

If you are experiencing trailer sway and your vehicle is equipped with electric brakes and a brake controller, activate the trailer brakes with the brake controller by hand. Do not apply the tow vehicle brakes as this can result in increased sway.[1]

Turning

When turning, be sure to swing wide enough to allow trailer to avoid curbs and other obstructions.

Towing On Hills

Downshift the transmission to assist braking on steep downgrades and to increase power (reduce lugging) when climbing hills.

Select Tow/Haul mode, if equipped, to automatically eliminate unwanted gear search when going uphill and help control vehicle speed when going downhill.

Parking With A Trailer

Whenever possible, vehicles with trailers should not be parked on a grade. However, if it is necessary, place wheel chocks under the trailer's wheels, following the instructions below.

Apply the foot service brakes and hold.

Have another person place the wheel chocks under the trailer wheels on the downgrade side.

Once the chocks are in place, release brake pedal, making sure the chocks will hold the vehicle and trailer.

Apply the parking brake.

Shift automatic transmission into park, or manual transmission into reverse.

With 4-wheel drive, make sure the transfer case is not in neutral (if applicable).

Starting Out Parked On A Grade

Apply the foot service brake and hold.

Start the engine with transmission in park (automatic) or neutral (manual).

Shift the transmission into gear and release the parking brake.

Release the brake pedal and move the vehicle uphill to free the chocks.

Apply the brake pedal while another person retrieves the chocks.

Acceleration And Passing

The added weight of the trailer can dramatically decrease the acceleration of the towing vehicle — exercise caution.

When passing a slower vehicle, be sure to allow extra distance. Remember, the added length of the trailer must clear the other vehicle before you can pull back in.

Signal and make your pass on level terrain with plenty of clearance.

If necessary, downshift for improved acceleration.

Driving With An Automatic Overdrive Transmission

With certain automatic overdrive transmissions, towing — especially in hilly areas — may cause excessive shifting between overdrive and the next lower gear.

When available, select Tow/Haul mode to automatically eliminate unwanted gear search and help control vehicle speed when going downhill.

Driving With Cruise Control[2]

Turn off the cruise control with heavy loads or in hilly terrain. The cruise control may turn off automatically when you are towing on long, steep grades. Use caution while driving on wet roads and avoid using cruise control in rainy or winter weather conditions.

Tire Pressure

Underinflated tires get hot and may fail, leading to possible loss of vehicle control.

Overinflated tires may wear unevenly and compromise traction and stopping capability.

Tires should be checked often for conformance to recommended cold inflation pressures.

Spare Tire Use

A conventional, identical full-size spare tire is required for trailer towing (mini, compact and dissimilar full-size spare tires should not be used; always replace the spare tire with a new road tire as soon as possible).

On The Road

After about 80 kilometres, stop in a protected location and double-check:

Trailer hitch attachment.

Lights and electrical connections.

Trailer wheel lug nuts for tightness.

Engine oil — check regularly throughout your trip.

High Altitude Operation

Your vehicle may have reduced performance when operating at high altitudes and when heavily loaded or towing a trailer. While driving at elevation, in order to match driving performance as perceived at sea level, reduce Gross Vehicle Weight (GVW) and Gross Combination Weight (GCW) by 2% per 1000 ft. elevation.

Powertrain/Frontal Area Considerations

The charts in this Guide show the minimum powertrain needed to achieve an acceptable towing performance for the listed GCW of tow vehicle and trailer.

Under certain conditions, however, (e.g., when the trailer has a large frontal area that adds substantial air drag or when trailering in hilly or mountainous terrain) it is wise to choose a vehicle with a higher rating.

Towing performance is maximized with a low-drag, rounded front design trailer.

Selecting A Trim Series

Your specific vehicle's tow capability could be reduced based on weight of selected trim series and option content.

Note: For additional trailering information pertaining to your vehicle, refer to the vehicle Owner's Manual.

1. Driver-assist features are supplemental and do not replace the driver's attention, judgment and need to control the vehicle. Remember that even advanced technology cannot overcome the laws of physics. It's always possible to lose control of a vehicle due to inappropriate driver input for the conditions. **2.** Driver-assist features are supplemental and do not replace the driver's attention, judgment and need to control the vehicle. They do not make your vehicle autonomous or replace your responsibility to drive safely. Please only use if you will pay attention to the road and be prepared to take over at any time. See Owner's Manual for details and limitations.