



Super Duty — Capable, Durable, Work Ready

The 2026 Super Duty Pickups represent the pinnacle of BUILT FORD TOUGH with rugged durability and capability. Impressive powertrains and innovative connected services enable productivity for a multitude of commercial vocations while also enhancing everyday utility for personal use. The 2026 Super Duty Chassis Cab models define the legendary work ethic and capability associated with work-ready Ford trucks for a wide range of commercial applications. Super Duty Chassis Cabs are built ready to be upfit and designed to conquer the challenging jobs that come their way.

POWER TO GET THE JOB DONE

When talking capability — immense power and the Super Duty name go hand-in-hand. Four available engine choices are engineered to provide outstanding performance so you can take on whatever the day throws at you.

Engine	HP @ rpm ¹	Torque @ rpm ¹	Available Max. Towing (lbs.) ²	Available Max. Payload (lbs.) ³
6.8L Gas V8	405 @ 5000	445 lb.-ft. @ 4000	18,900 ⁴	8000
7.3L Gas V8	430 @ 5500	485 lb.-ft. @ 4000	22,500 ⁵	7635
6.7L Power Stroke® V8 Diesel	475 @ 2600	1050 lb.-ft. @ 1600	38,600 ⁵	6952
6.7L High Output Power Stroke V8 Diesel	500 @ 2600	1200 lb.-ft. @ 1600	40,000 ⁶	6935

[To learn more about Super Duty features and capabilities, click here.](#)

A 10-speed TorqShift® automatic transmission is standard on all models. All Chassis Cab 10-speed transmissions feature a Live-Drive power takeoff (PTO) provision⁷ with mobile mode and up to 300 lb.-ft. of torque⁸.

CNG/Propane Gaseous Engine Prep Package⁹ includes hardened valves and valve seats to help ready your Super Duty for alternative-fuel upfits.

1. Horsepower and torque are independent attributes and may not be achieved simultaneously. 2. When properly equipped. Max. towing varies and is based on cargo, vehicle configuration, accessories and number of passengers. 3. Max. payload varies and is based on accessories and vehicle configuration. 4. Requires H.D. Payload Package (68F) and Gooseneck. 5. Gooseneck. 6. Requires 40K Gooseneck Tow Package (535). 7. Only available with 7.3L Gas V8 engine or 6.7L Power Stroke Diesel engine. 8. Stationary torque, diesel engine. Diesel: 300 lb.-ft. stationary and 150 lb.-ft. mobile. Gas: 250 lb.-ft. stationary and 125 lb.-ft. mobile. 9. Regular Cab F-450 and F-550 Chassis Cabs only. XL and XLT only.



F-250 XL STX Crew Cab in Agate Black Metallic.
When properly equipped. Max. towing varies based on cargo, vehicle configuration, accessories and number of passengers.

F-250 SRW Super Duty Pickup

CONVENTIONAL TOWING — MAXIMUM LOADED TRAILER WEIGHT (lbs.)¹

Towing capability will vary based on trim series, option content and payload. Prior to making final vehicle selection, reference the Basic Towing Information on page 9. See Dealer and reference "p2p" for related Job Aids and specifications.

Automatic Transmission			REGULAR CAB		SUPERCAB				CREW CAB			
Engine	Axle Ratio ⁵	GCWR (lbs.)	4x2 141.6" WB 8' Box	4x4 141.6" WB 8' Box	4x2 148.0" WB 6-3/4' Box	4x2 164.2" WB 8' Box	4x4 148.0" WB 6-3/4' Box	4x4 164.2" WB 8' Box	4x2 159.8" WB 6-3/4' Box	4x2 176.0" WB 8' Box	4x4 159.8" WB 6-3/4' Box	4x4 176.0" WB 8' Box
6.7L V8 Turbo Diesel	3.31	23,500	16,600	16,200		16,200	15,900	15,800	16,200	15,900	15,900	15,500
		30,000 ²	18,200	20,000	18,200	19,500	20,000	22,000	19,500	19,500	22,000	21,900
	3.55	28,300 ³									18,200	
		30,000 ²	18,200	20,000	18,200	19,500	20,000	22,000	19,500	19,500	22,000	21,900
6.7L V8 H.O. Turbo Diesel	3.31	31,000 ²	18,200	20,000	18,200	19,500	20,000	22,000	19,500	19,500	22,000	22,000
		28,300 ³									18,200	
	3.55	31,000 ²	18,200	20,000	18,200	19,500	20,000	22,000	19,500	19,500	22,000	22,000
6.8L V8	3.73	21,000	14,800	14,400	14,500	14,500	14,100	14,100	14,500	14,300	14,100	13,800
	4.30	23,500	17,300	16,900	17,000	17,000	16,600	16,600	17,000	16,800	16,600	16,300
7.3L V8	3.73	23,500		16,900	17,100	17,000/16,900 ⁴	16,600	16,600			16,700	16,400
		24,600	18,200	18,000	18,200	18,100/18,000 ⁴	17,700	17,700	18,100	17,900	17,800	17,500
	4.30	26,000	18,200	18,200	18,200	18,200	18,200	18,200	18,200	18,200	18,200 ³	18,200

- Notes:**
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
 - Do not exceed the Maximum Loaded Trailer Weight listed.
 - Conventional trailer tongue load weight should be 10% (15% for 5th-wheel and gooseneck towing) of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.
 - Calculated with SAE J2807 method.
 - Trailer towing values are the same for weight-carrying and weight-distributing hitches.
 - If using load bars for weight distribution, Ford recommends 50% front axle load restoration (FALR).

Metric Conversion — To obtain information in kilograms, multiply pounds by .45; to obtain information in centimetres, multiply inches by 2.54.

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 Requires F-250 High-Capacity Axle Upgrade Package (535). ³ Tremor Off-Road Package (17Y). ⁴ Fixed 9900 GVWR. ⁵ All F-250 models are equipped with electronic locking rear axles.



F-250 Lariat Crew Cab in Agate Black.

F-250 SRW Super Duty Pickup

5TH-WHEEL/GOOSENECK TOWING — MAXIMUM LOADED TRAILER WEIGHT (lbs.)¹

Towing capability will vary based on trim series, option content and payload. Prior to making final vehicle selection, reference the Basic Towing Information on page 9. See Dealer and reference "p2p" for related Job Aids and specifications.

			REGULAR CAB				SUPERCAB				CREW CAB														
Automatic Transmission			4x2 141.6" WB 8' Box		4x4 141.6" WB 8' Box		4x2 148.0" WB 6-3/4' Box		4x2 164.2" WB 8' Box		4x4 148.0" WB 6-3/4' Box		4x4 164.2" WB 8' Box		4x2 159.8" WB 6-3/4' Box		4x2 176.0" WB 8' Box		4x4 159.8" WB 6-3/4' Box		4x4 176.0" WB 8' Box				
Engine	Axle Ratio ⁷	GCWR (lbs.)	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck			
6.7L V8 Turbo Diesel	3.31	23,500	16,300	16,500	15,900	16,100			15,900/15,800 ⁵	16,100	14,600/14,000 ⁵	15,700/15,000 ⁵	14,100/13,400 ⁵	15,100/14,400 ⁵	16,000	16,100	15,000/14,400 ⁵	15,900/15,400 ⁵	14,400/13,700 ⁵	15,400/14,800 ⁵	14,400/13,700 ⁵	15,400/14,800 ⁵	12,200/11,600 ⁵	13,300/12,600 ⁵	
		30,000 ²	22,300	22,900	21,600	22,500	20,900	21,900	20,900	21,900	20,400	21,500	20,600	21,600	20,900	21,900	20,200	21,200	20,500	21,500	19,400	20,400			
		3.55	28,300 ³																	19,000	20,000				
6.7L V8 H.O. Turbo Diesel	3.31	31,000 ²	22,300	23,000	21,600	22,700	20,900	21,900	20,900	21,900	20,400	21,400	20,600	21,600	20,900	21,900	20,200	21,200	20,500	21,500	19,800	20,800			
		3.55	28,300 ³																	18,900	19,900				
			31,000 ²	22,300	23,000	21,600	22,700	20,900	21,900	20,900	21,900	20,400	21,400	20,600	21,600	20,900	21,900	20,200	21,200	20,500	21,500	19,800	20,800		
6.8L V8	3.73	21,000	14,600	14,800	14,200	14,400	14,300	14,500	14,200	14,400	13,900	14,000	13,800	14,000	14,300	14,400	14,000	14,200	13,900	14,100	13,600	13,700			
	4.30	23,500	17,100	17,300	16,700	16,900	16,800	17,000	16,700	16,900	16,400	16,500	16,300	16,500	16,800	16,900	16,500	16,700	16,400	16,600	16,100	16,200			
7.3L V8	3.73	23,500			16,700	16,900	16,800	17,000	16,700	16,900	16,400	16,600	16,300	16,500							16,400	16,600	16,100	16,300	
			24,600	18,200	18,400	17,800	18,000	17,900	18,100	17,800	18,000	17,500	17,700	17,400	17,600	17,900	18,000	17,700	17,800	17,500	17,700	17,200	17,400		
		4.30	26,000	19,500	19,500	19,200	19,400	19,300	19,500	19,200	19,400	18,900	19,100	18,800/18,600 ⁵	19,000	19,300	19,400	19,100	19,200	18,900/18,500 ⁵	19,100/18,500 ⁵	17,800/18,600 ⁴	18,800/18,000 ⁵		

- Notes:**
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
 - Do not exceed the Maximum Loaded Trailer Weight listed.
 - Conventional trailer tongue load weight should be 10% (15% for 5th-wheel and gooseneck towing) of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.
 - Calculated with SAE J2807 method.
 - Trailer towing values are the same for weight-carrying and weight-distributing hitches.
 - If using load bars for weight distribution, Ford recommends 50% front axle load restoration (FALR).

SUPER DUTY TAILGATE CLEARANCES

Considerations When Towing a 5th-Wheel or Gooseneck Trailer

Model	F-250 SRW	F-350 SRW	F-350 DRW	F-450 DRW	TREMOR
Max. Tailgate Height 4x4 ⁶	57.9–60.0 inches	57.9–59.7 inches	58.0–59.7 inches	58.6–60.3 inches	59.5–61.3 inches

Note: Maximum tailgate height will vary based upon vehicle configuration, option content and tire size.

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 Requires F-250 High-Capacity Axle Upgrade Package (535). ³ Tremor Off-Road Package (17Y). ⁴ F-250 Greater Than 10K GVWR Upgrade Package (68U). ⁵ Standard 9900 GVWR Downgrade Package (68D). ⁶ Distance from ground to top of closed tailgate lip at base curb weight. ⁷ All F-250 models are equipped with electronic locking rear axles.



F-350 Platinum Crew Cab in Star White Metallic Tri-Coat.
When properly equipped. Max. towing varies based on cargo, vehicle configuration, accessories and number of passengers.

F-350 SRW Super Duty Pickup

CONVENTIONAL TOWING — MAXIMUM LOADED TRAILER WEIGHT (lbs.)¹

Towing capability will vary based on trim series, option content and payload. Prior to making final vehicle selection, reference the Basic Towing Information on page 9. See Dealer and reference "p2p" for related Job Aids and specifications.

Automatic Transmission			REGULAR CAB			SUPERCAB			CREW CAB			
Engine	Axle Ratio	GCWR (lbs.)	4x2 141.6" WB 8' Box	4x4 141.6" WB 8' Box	4x2 148.0" WB 6-3/4' Box	4x2 164.2" WB 8' Box	4x4 148.0" WB 6-3/4' Box	4x4 164.2" WB 8' Box	4x2 159.8" WB 6-3/4' Box	4x2 176.0" WB 8' Box	4x4 159.8" WB 6-3/4' Box	4x4 176.0" WB 8' Box
6.7L V8 Turbo Diesel	3.31	31,000	20,000	20,000	20,000	23,000	20,000	23,200/23,100 ^{2,3}	23,000	23,000	23,200/23,100 ^{2,3}	22,900/22,800 ³
	3.55	31,000	20,000	20,000	20,000	23,000	20,000	23,200/23,100 ^{2,3}	23,000	23,000	23,200/23,100 ^{2,3}	22,900/22,800 ³
		31,200 ⁴									18,200	
6.7L V8 H.O. Turbo Diesel	3.31	31,800	20,000	20,000			20,000	23,700/23,900 ^{2,3}		23,000	23,500/23,900 ^{2,3}	23,500/23,600 ^{2,3}
	3.55	31,200 ⁴				23,000	20,000	23,700/24,000 ^{2,3}			18,200	
		35,200	20,000	20,000						23,000	23,500/24,000 ^{2,3}	23,500/25,000 ^{2,3}
6.8L V8	3.73	21,000	14,700 ²	14,400/14,300 ³	14,500/14,400 ²	14,400 ²	14,100/14,000 ^{2,3}	14,000	14,400	14,200/14,100 ²	14,000	13,800/13,700 ^{2,3}
	4.30	24,400	18,100 ²	17,800/17,700 ³	17,900/17,800 ²		17,500/17,400 ^{2,3}	17,400	17,800	17,600/17,500 ²		17,200/17,100 ^{2,3}
7.3L V8	3.73	25,200	18,200 ²	18,200	18,200	18,200	18,100/18,000 ^{2,3}	18,000	18,200	18,200/18,100 ²	18,000/17,900 ³	17,800
	4.30	28,600 ⁴									18,200	
		29,000	18,200 ²	19,500	18,200	19,500 ²	19,500	19,500	19,500	19,500	19,500	19,500

- Notes:**
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
 - Do not exceed the Maximum Loaded Trailer Weight listed.
 - Conventional trailer tongue load weight should be 10% (15% for 5th-wheel and gooseneck towing) of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.
 - Calculated with SAE J2807 method.
 - Trailer towing values are the same for weight-carrying and weight-distributing hitches.
 - If using load bars for weight distribution, Ford recommends 50% front axle load restoration (FALR).

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 18" All-Season Tires. ³ 18" and 20" All-Terrain Tires. ⁴ Tremor Off-Road Package (17Y).



F-350 Platinum shown in Argon Blue Metallic.
When properly equipped. Max. towing varies based on cargo, vehicle configuration, accessories and number of passengers.

F-350 SRW Super Duty Pickup

5TH-WHEEL/GOOSENECK TOWING — MAXIMUM LOADED TRAILER WEIGHT (lbs.)¹

Towing capability will vary based on trim series, option content and payload. Prior to making final vehicle selection, reference the Basic Towing Information on page 9. See Dealer and reference "p2p" for related Job Aids and specifications.

			REGULAR CAB				SUPERCAB				CREW CAB													
			4x2 141.6" WB 8' Box		4x4 141.6" WB 8' Box		4x2 148.0" WB 6-3/4' Box		4x2 164.2" WB 8' Box		4x4 148.0" WB 6-3/4' Box		4x4 164.2" WB 8' Box		4x2 159.8" WB 6-3/4' Box		4x2 176.0" WB 8' Box		4x4 159.8" WB 6-3/4' Box		4x4 176.0" WB 8' Box			
Automatic Transmission	Axle Ratio	GCWR (lbs.)	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck
6.7L V8 Turbo Diesel	3.31	31,000	22,100/ 23,700 ²	23,100/ 23,800 ²	22,000/ 23,300 ^{2,3}	23,000/ 23,400 ^{2,3}	21,400/ 23,500 ²	22,400/ 23,600 ²	20,800/ 23,200 ²	21,800/ 23,400 ²	20,800/ 23,000 ^{2,3}	21,800/ 23,200 ^{2,3}	20,500/ 22,800 ^{2/} 22,900 ³	21,500/ 23,000 ^{2,3}	20,700/ 23,300 ²	21,700/ 23,400 ²	20,200/ 22,900 ²	21,200/ 23,200 ²	20,500/ 22,700 ^{2/} 22,900 ³	21,500/ 23,000 ^{2,3}	19,800/ 22,600 ^{2,3}	20,900/ 22,800 ^{2,3}		
	3.55	31,000	22,100/ 23,700 ²	23,100/ 23,800 ²	22,000/ 23,300 ^{2,3}	23,000/ 23,400 ^{2,3}	21,400/ 23,500 ²	22,400/ 23,600 ²	20,800/ 23,200 ²	21,800/ 23,400 ²	20,800/ 23,000 ^{2,3}	21,800/ 23,200 ^{2,3}	20,500/ 22,800 ^{2/} 22,900 ³	21,500/ 23,000 ^{2,3}	20,700/ 23,300 ²	21,700/ 23,400 ²	20,200/ 22,900 ²	21,200/ 23,200 ²	20,500/ 22,700 ^{2/} 22,900 ³	21,500/ 23,000 ^{2,3}	19,800/ 22,600 ^{2,3}	20,900/ 22,800 ^{2,3}		
6.7L V8 H.O. Turbo Diesel	3.31	31,800	22,100/ 24,500 ²	23,100/ 24,600 ²	22,000/ 24,000 ^{2/} 24,000 ³	23,000/ 24,200 ^{2,3}					20,800/ 23,800 ^{2,3}	21,800/ 24,000 ^{2,3}	20,500/ 22,600 ^{2/} 23,600 ³	21,500/ 23,800 ³			20,300/ 23,000 ²	21,300/ 24,000 ²	20,500/ 22,600 ^{2/} 23,600 ³	21,500/ 23,800 ³	19,900/ 22,600 ^{2,3}	20,900/ 23,600 ^{2,3}		
	3.55	31,200																	22,900 ⁴	23,000 ⁴	19,900/ 22,600 ^{2,3}	20,900/ 23,600 ^{2,3}		
		35,200	22,100/ 24,800 ²	23,100/ 25,800 ²	22,000/ 24,700 ^{2/} 27,400 ³	23,000/ 25,700 ^{2/} 27,600 ³			20,800/ 23,600 ²	21,900/ 24,600 ²	20,800/ 23,800 ^{2,3}	21,800/ 24,800 ^{2,3}	20,500/ 22,600 ^{2/} 26,300 ³	21,500/ 23,600 ^{2/} 27,200 ³			20,300/ 23,000 ²	21,300/ 24,000 ²	20,500/ 22,600 ^{2/} 25,900 ³	21,500/ 23,000 ^{2,3}	19,900/ 22,600 ^{2,3}	20,900/ 23,600 ^{2,3}		
6.8L V8	3.73	21,000	14,500 ²	14,600 ²	14,100	14,300/ 14,200 ^{2,3}	14,300/ 14,200 ²	14,400	14,200/ 14,100 ²	14,300	13,800	14,000/ 13,900 ^{2,3}	13,800/ 13,700 ^{2,3}	13,900	14,200/ 14,100 ²	14,300	14,000/ 13,900 ²	14,100	13,800/ 13,700 ^{2,3}	13,900	13,600/ 13,500 ^{2,3}	13,700/ 13,600 ^{2,3}		
	4.30	24,400	17,900 ²	18,000 ²	17,500	17,700/ 17,600 ^{2,3}	17,700/ 17,600 ²	17,800				17,200	17,400/ 17,300 ^{2,3}	17,200/ 17,100 ^{2,3}	17,300	17,600/ 17,500 ²	17,700	17,400/ 17,300 ²	17,500		17,000/ 16,900 ^{2,3}	17,100/ 17,000 ^{2,3}		
7.3L V8	3.73	25,200	18,500 ²	18,600 ²	18,200/ 18,100 ^{2,3}	18,300	18,200	18,400/ 18,300 ²	18,100	18,300/ 18,200 ²	17,800	18,000/ 17,900 ^{2,3}	17,800/ 17,700 ^{2,3}	17,900	18,200/ 18,100 ²	18,300	17,900	18,100/ 18,000 ²	17,900	17,800/ 17,700 ^{2,3}	17,900	17,600/ 17,500 ^{2,3}	17,700	
		28,600																		21,000 ⁴	21,000 ⁴			
	4.30	29,000	22,300 ²	22,400 ²	22,000/ 21,900 ^{2,3}	22,100	21,300/ 22,000 ²	22,200/ 22,100 ²	21,900 ²	22,000 ²	20,900/ 21,600 ^{2,3}	21,800/ 21,700 ^{2,3}	21,300/ 21,500 ^{2,3}	21,700	21,100/ 21,900 ²	22,100	21,100/ 21,700 ²	21,900/ 21,800 ²	20,900/ 21,500 ^{2,3}	21,700	20,800/ 21,300 ^{2,3}	21,500		

- Notes:**
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
 - Do not exceed the Maximum Loaded Trailer Weight listed.
 - Conventional trailer tongue load weight should be 10% (15% for 5th-wheel and gooseneck towing) of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.
 - Calculated with SAE J2807 method.
 - Trailer towing values are the same for weight-carrying and weight-distributing hitches.
 - If using load bars for weight distribution, Ford recommends 50% front axle load restoration (FALR).

Metric Conversion — To obtain information in kilograms, multiply pounds by .45.

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. 18" All-Season Tires. 3. 18" and 20" All-Terrain Tires. 4. Tremor Off-Road Package (17Y).



F-450 XL DRW Crew Cab in Oxford White. When properly equipped. Max. towing varies based on cargo, vehicle configuration, accessories and number of passengers.

F-350/450 DRW Super Duty Pickups

CONVENTIONAL TOWING — MAXIMUM LOADED TRAILER WEIGHT (lbs.)¹

Towing capability will vary based on trim series, option content and payload. Prior to making final vehicle selection, reference the Basic Towing Information on page 9. See Dealer and reference "p2p" for related Job Aids and specifications.

REGULAR CAB CREW CAB

Automatic Transmission			REGULAR CAB				CREW CAB			
Engine	Axle Ratio	GCWR (lbs.)	F-350 4x2 141.6" WB 8' Box	F-350 4x4 141.6" WB 8' Box	F-450 4x2 141.6" WB 8' Box	F-450 4x4 141.6" WB 8' Box	F-350 4x2 176.0" WB 8' Box	F-350 4x4 176.0" WB 8' Box	F-450 4x2 176.0" WB 8' Box	F-450 4x4 176.0" WB 8' Box
6.7L V8 Turbo Diesel	3.55	40,000	24,800/18,200	24,800			27,000	27,000		
	4.10	43,900	24,800/18,200	24,800			27,000	27,000		
	4.30	43,500							30,000	30,000
		46,700			25,000	25,000				
6.7L V8 H.O. Turbo Diesel	3.55	40,500	24,800	24,800			27,000	27,000		
	4.10	45,600	24,800	24,800			28,000	28,000		
	4.30	43,500							30,000	30,000
		46,700			25,000	25,000				
		48,000 ³			18,200					
6.8L V8	4.30	25,400	18,700/18,200 ²	18,300					17,700	
7.3L V8	3.73	25,700	18,900	18,500					17,900	
	4.30	29,500	22,000	22,000					21,700	

5TH-WHEEL/GOOSENECK TOWING — MAXIMUM LOADED TRAILER WEIGHT (lbs.)¹

Automatic Transmission			REGULAR CAB				CREW CAB											
Engine	Axle Ratio	GCWR (lbs.)	F-350 4x2 141.6" WB 8' Box		F-350 4x4 141.6" WB 8' Box		F-450 4x2 141.6" WB 8' Box		F-450 4x4 141.6" WB 8' Box		F-350 4x2 176.0" WB 8' Box		F-350 4x4 176.0" WB 8' Box		F-450 4x2 176.0" WB 8' Box		F-450 4x4 176.0" WB 8' Box	
			5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck
6.7L V8	3.55	40,000	32,300/32,400	32,400/32,600	31,900	32,000					31,600	31,800	31,200	31,400				
	4.10	43,900	35,000/35,000	36,300/36,500	35,000	35,900					35,000	35,700	35,000	35,300				
	4.30	43,500													34,200	34,700	32,000	33,000
		46,700					35,000	38,600	35,000	37,200								
6.7L V8 H.O. Turbo Diesel	3.55	40,500	32,800	32,900	32,300	32,500					32,100	32,300	31,700	31,800				
	4.10	45,600	35,000	38,000	35,000	37,600					35,000	37,400	34,900	35,900				
	4.30	43,500													34,100	34,700	31,900	32,900
		46,700					35,000	38,600	35,000	37,100								
		48,000 ³					35,000	40,000										
6.8L V8	4.30	25,400	18,500/18,700 ²	18,600/18,900 ²	18,100	18,200							17,400	17,600				
7.3L V8	3.73	25,700	18,700	18,800	18,200	18,400							17,600	17,800				
	4.30	29,500	22,500	22,500	22,000	22,200							21,400	21,600				

- Notes:**
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
 - Do not exceed the Maximum Loaded Trailer Weight listed.
 - Conventional trailer tongue load weight should be 10% (15% for 5th-wheel and gooseneck towing) of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.
 - Calculated with SAE J2807 method.
 - Trailer towing values are the same for weight-carrying and weight-distributing hitches.
 - If using load bars for weight distribution, Ford recommends 50% front axle load restoration (FALR).

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. F-350 Gas Heavy Duty Payload Package (68F). 3. F-450 High Capacity Gooseneck Tow Package (535).

SUPER DUTY PICKUP/ CAMPER COMBINATION SELECTOR

Combined weight of vehicle, camper body, occupants and cargo must not exceed Gross Vehicle Weight Rating (GVWR).

Cargo Weight Rating shown in chart is maximum allowable, assuming weight of a base vehicle with required camper option content and a 150-lb. passenger at each available seating position.

Ratings also assume weight of engine and standard transmission. Cargo Weight Rating shown must be further reduced by weight of transmission upgrade and any other options. Option weights and centre-of-gravity information are available on the Ford Pickup Truck Consumer Information Sheet.

CAMPER CENTRE-OF-GRAVITY

All Ford pickups that qualify for slide-in camper bodies have camper centre-of-gravity included on the Consumer Information Sheet in the glovebox.

Data is calculated for each individual truck, based on vehicle options.

If vehicle does not qualify for camper use, the Consumer Information Sheet states that the vehicle is not recommended for camper use and no centre-of-gravity data is shown.

SLIDE-IN CAMPER INSTALLATION

Consult your camper manufacturer/dealer for details regarding proper installation of your slide-in camper.

A dimensionally stable block spacer is recommended between the headboard of the pickup box and the forward edge of the camper floor. Resting the spacer on the pickup box bed helps prevent movement and contact of the fully-installed camper with the pickup box headboard or taillight rear pillars.

Note: Be sure to measure your slide-in camper before attempting to install it onto the truck bed. Some campers may require a platform in the bed of the truck to make sure there is adequate clearance for both the box rails and cab roof of the truck.

F-250/F-350/F-450 SUPER DUTY CAMPER PACKAGE (OPTION CODE 471)

Increased capacity front springs (2 Up [4x2] or 1 Up [4x4 or F-450 4x2] upgrade over springs, computer-selected based on options ordered. Not included if maximum springs have been computer-selected as standard equipment).

Rear stabilizer bar (SRW)

Rear auxiliary springs (F-250; standard on F-350)

Slide-in camper certification

Tailgate delete cap kit

Available on XL, XLT, Lariat, King Ranch® (DRW only), and Platinum (DRW only)

MAXIMUM CARGO WEIGHT WITH SLIDE-IN CAMPER

Note: This chart lists GVWRs and Maximum Cargo Weights (with minimum equipment) by engine for each approved pickup model: 6.8L V8, 7.3L V8, 6.7L Power Stroke Turbo Diesel V8 and H.O. 6.7L Power Stroke Turbo Diesel V8.

F-250 Super Duty ²	Wheelbase	GVWR (lbs.)				Maximum Cargo Weight Rating (lbs.) ¹			
		6.8L	7.3L	6.7L	6.7L H.O.	6.8L	7.3L	6.7L	6.7L H.O.
4x2 Reg. Cab	141.6"	9900/10,000 ⁴	10,000	10,000	10,600 ³	3694/3794 ⁴	3700/3800 ⁴	2936/3036 ⁴	3535
4x2 Reg. Cab	141.6"	-	-	-	10,600 ³	-	-	3550	-
4x2 Reg. Cab	141.6"	-	-	-	10,600	-	-	3636	-
4x2 SuperCab	148.0"	10,000	10,000	-	-	3046	3072	-	-
4x2 SuperCab	148.0"	10,100	10,100	-	-	3146	3172	-	-
4x2 SuperCab	148.0"	-	-	10,700 ³	10,700 ³	-	-	2913	2898
4x2 SuperCab	148.0"	9950	9900	-	-	2946	2972	-	-
4x2 SuperCab	164.2"	9900/10,000 ⁴	10,000	10,000	11,000 ³	2867/2967 ⁴	2854/2964 ⁴	2070/2170 ⁴	3069
4x2 SuperCab	164.2"	-	-	11,000 ³	-	-	-	3084	-
4x2 SuperCab	164.2"	10,400	10,400	10,600	-	3367	3364	2770	-
4x2 Crew Cab	159.8"	9900/10,000 ⁴	10,000	10,000	10,800 ³	2900/3000 ⁴	2927/3027 ⁴	2106/2206 ⁴	2905
4x2 Crew Cab	159.8"	-	-	10,800 ³	-	-	-	2920	-
4x2 Crew Cab	159.8"	10,100	10,100	10,600	-	3100	3127	2806	-
4x2 Crew Cab	176.0"	9900/10,000 ⁴	10,000	10,000	11,00 ³	2677/2777 ⁴	2703/2803 ⁴	1859/1959 ⁴	2958
4x2 Crew Cab	176.0"	-	-	11,00 ³	-	-	-	2973	-
4x2 Crew Cab	176.0"	10,400	10,400	10,600	-	3177	3203	2559	-
4x4 Reg. Cab	141.6"	9900/10,000 ⁴	10,000	10,000	11,000 ³	3303/3403 ⁴	3314/3414 ⁴	2543/2643 ⁴	3543
4x4 Reg. Cab	141.6"	-	-	11,000 ³	-	-	-	3558	-
4x4 Reg. Cab	141.6"	10,300	10,300	10,600	-	3703	3714	3243	-
4x4 SuperCab	148.0"	10,000	10,000	10,000	-	2631	2658	1906	-
4x4 SuperCab	148.0"	10,400	10,400	10,600	-	3031	3058	2506	-
4x4 SuperCab	148.0"	-	-	11,000 ³	11,000 ³	-	-	2820	2805
4x4 SuperCab	148.0"	9900	9900	9900	-	2531	2558	1806	-
4x4 SuperCab	164.2"	9900/10,000 ⁴	10,000	10,000	11,400 ³	2487/2587 ⁴	2499/2599 ⁴	1718/1818 ⁴	3118
4x4 SuperCab	164.2"	-	-	11,200 ³	-	-	-	2933	-
4x4 SuperCab	164.2"	10,600	10,600	10,600	-	3187	3199	2418	-
4x4 Crew Cab	159.8"	9900/10,000 ⁴	10,000	10,000	11,00 ³	2550/2650 ⁴	2576/2676 ⁴	1768/1868 ⁴	2868
4x4 Crew Cab	159.8"	10,500	10,500	10,600	-	3176	3176	2468	-
4x4 Crew Cab	176.0"	9900/10,000 ⁴	10,000	10,000	11,400 ³	2247/2347 ⁴	2273/2373 ⁴	1444/1544 ⁴	2844
4x4 Crew Cab	176.0"	-	-	11,200 ³	-	-	-	2659	-
4x4 Crew Cab	176.0"	10,600	10,600	10,600	-	2947	2973	2144	-
F-350 SRW Super Duty ²	Wheelbase	6.8L	7.3L	6.7L	6.7L H.O.	6.8L	7.3L	6.7L	6.7L H.O.
17" Tires									
4x2 Reg. Cab	141.6"	-	-	10,600	10,600	-	-	3580	3565
4x2 SuperCab	148.0"	10,100	10,100	10,700	-	3116	2933	3011	-
4x2 SuperCab	164.2"	10,400	10,400	11,000	11,000	3334	3122	3090	3075
4x2 Crew Cab	159.8"	10,200	10,200	10,800	-	3131	2948	2906	-
4x2 Crew Cab	176.0"	10,600	10,600	11,100	11,100	3315	3133	2969	2984
4x4 Reg. Cab	141.6"	10,400	10,400	11,000	11,000	3738	3626	3567	3552
4x4 SuperCab	148.0"	10,500	10,500	11,000	11,000	3094	2912	2899	2883
4x4 SuperCab	164.2"	10,800	10,800	11,300	11,300	3357	3175	3029	2998
4x4 Crew Cab	159.8"	10,600	10,600	11,200	11,200	3150	2968	2917	2902
4x4 Crew Cab	176.0"	10,900	10,900	11,499	11,499	3216	3073	2969	2954
18" All-Season Tires									
4x2 Reg. Cab	141.6"	10,500	10,500	11,100	11,100	4229	4015	4022	4007
4x2 SuperCab	148.0"	10,600	10,600	11,200	-	3586	3373	3454	-
4x2 SuperCab	164.2"	10,900	10,900	11,499	11,499	3807	3565	3531	3516
4x2 Crew Cab	159.8"	10,600	10,700	11,300	-	3504	3390	3348	-
4x2 Crew Cab	176.0"	11,100	11,100	11,499	11,499	3788	3575	3310	3325
4x4 Reg. Cab	141.6"	10,900	10,900	11,499	11,499	4211	4068	4008	3993
4x4 SuperCab	148.0"	10,900	11,000	11,499	11,499	3468	3355	3340	3324
4x4 SuperCab	164.2"	11,300	11,300	11,499	11,499	3830	3617	3170	3139
4x4 Crew Cab	159.8"	11,000	11,100	11,499	11,499	3523	3410	3158	3143
4x4 Crew Cab	176.0"	11,300	11,300	12,000	12,000	3589	3415	3412	3397
18"/20" All-Terrain and 20" All-Season Tires									
4x4 Reg. Cab	141.6"	11,400	11,400	12,000	12,000	4706	4563	4504	4489
4x4 SuperCab	148.0"	11,400	11,400	12,000	12,000	3963	3750	3837	3821
4x4 SuperCab	164.2"	11,800	11,800	12,300	12,300	4325	4112	3966	3935
4x4 Crew Cab	159.8"	11,499	11,499	12,000	12,000	4017	3804	3654	3639
4x4 Crew Cab	176.0"	11,900	11,900	12,400	12,400	4184	4010	3807	3792
F-350 DRW Super Duty ²	Wheelbase	6.8L	7.3L	6.7L	6.7L H.O.	6.8L	7.3L	6.7L	6.7L H.O.
4x2 Reg. Cab	141.6"	14,000	14,000	14,000	14,000	7344	7236	6558	6542
4x2 Crew Cab	176.0"	-	-	14,000	14,000	-	-	5437	5423
4x4 Reg. Cab	141.6"	14,000	14,000	14,000	14,000	6943	6807	6129	6114
4x4 Crew Cab	176.0"	14,000	14,000	14,000	14,000	5864	5758	5030	5015
F-450 DRW Super Duty ²	Wheelbase	6.8L	7.3L	6.7L	6.7L H.O.	6.8L	7.3L	6.7L	6.7L H.O.
4x2 Reg. Cab	141.6"	-	-	14,000	14,000	-	-	5933	5917
4x2 Crew Cab	176.0"	-	-	14,000	14,000	-	-	4818	4803
4x4 Reg. Cab	141.6"	-	-	14,000	14,000	-	-	5567	5552
4x4 Crew Cab	176.0"	-	-	14,000	14,000	-	-	4488	4473

If you intend to pull a trailer in addition to carrying your camper, see the Super Duty Pickup Trailer Towing Selector charts on pages 20, 22 and 24.

1. Maximum cargo weight capabilities requires Camper Package (471) and are exclusive of the weight of the occupants in the vehicle, computed as 150-lbs. times the number of designated seating positions, and vary based on cargo, vehicle configuration, accessories, and option content. See Truck Camper Loading document provided with the vehicle for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer. 2. Requires Camper Package option. 3. With Trailer Tow Package. 4. With available 10,000 lbs. GVWR Package (delete 68D at time of order). Please note that the 9900 lbs. GVWR Downgrade Package (68D) is standard on F-250 models in Canada.

Super Duty Pickups

REQUIRED EQUIPMENT

F-250 Pickup

For conventional towing greater than 18,200 lbs. — High-Capacity Axle Upgrade Package (535) required with 18" All-Season or 20" All-Terrain Tires.

Your New Vehicle Limited Warranty may be voided if you tow without this.¹

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 **F-250/F-350/F-450 Super Duty/trailer** combination is **75 sq. ft. all 5th-wheel and gooseneck applications** and **60 sq. ft. all other applications**. Exceeding this limitation may significantly reduce the performance of your towing vehicle.

FACTORY-INSTALLED TRAILER HITCH RECEIVER

A 2.5" hitch receiver is standard on all models except for the following configurations which get a 3" hitch receiver:

- F-350 DRW Crew Cab with 6.7L H.O. Diesel engine with 4.10 FDR (Final Drive Ratio)
- F-450 Crew Cab with 6.7L and 6.7L H.O. Diesel engines

See Hitch Receiver Weight Capacity chart for the weight-carrying and weight-distributing capacities of these hitch receivers. (These capacities also are shown on a label affixed to each 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 charts for Maximum Loaded Trailer Weight for these vehicles.

	Weight-Carrying Max. Trailer Capacity (lbs.) ²	Max. Tongue Load (lbs.)	Weight-Distributing Max. Trailer Capacity (lbs.) ²	Max. Tongue Load (lbs.)
F-250	22,000	2200	22,000	2200
F-350 SRW	25,000	2500	25,000	2500
F-250/F-350 Tremor	18,200	1820	18,200	1820
F-350 DRW	28,000	2800	28,000	2800
F-450 DRW	30,000	3000	30,000	3000

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	Limited Slip	Electronic Locking
3.31	31	Not Available	3H
3.55	35	3K	3J
3.73	37	3L	3E
4.10	Not Available	4N	Not Available
4.30	Not Available	4L	4M

Metric Conversion — To obtain information in kilograms, multiply pounds by .45.

¹ See your Ford Dealer for limited warranty details. ² Hitch receivers do not include a hitch ball or ball mounting. You are responsible for obtaining the proper hitch ball, ball mounting, weight-distributing equipment (i.e., equalizing arms and snap-up brackets, sway control system) and other appropriate equipment to tow both the trailer and its cargo load.

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 Control²

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.

Photography, illustrations and information presented herein were correct when approved for publishing. Ford Motor Company reserves the right to discontinue or change at any time the specifications or designs without incurring obligation. Some features shown or described are optional at extra cost. Some options are required in combination with other options. Consult your Ford Dealer for the latest, most complete information on models, features, prices and availability.
© 2026 Ford Motor Company. All rights reserved.

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.