

TOWING BASICS

TRAILER CLASSES/TYPES • HITCHES • WEIGHT LIMITS • WEIGHT DISTRIBUTION • TOWING INFORMATION • TOWING ACCESSORIES



F-150® Tremor® SuperCrew in extra-cost colour Antimater Blue Metallic.

When properly equipped. Requires Tow/Haul Package and optional Max Tow Axle. Max. towing varies based on cargo, vehicle configuration, accessories and number of passengers.

Know Before You Tow

BEFORE YOU BUY

If you are selecting a vehicle that will be used for towing, you should determine the approximate weight of the trailer you intend to tow, including the weight of any additional cargo and fluids that you will be carrying in the trailer. Also, be sure the vehicle has the proper optional equipment (refer to specific vehicle pages). Keep in mind that performance can be severely affected in hilly terrain when the minimum acceptable powertrain combination is selected. Consider purchasing a vehicle with a more powerful engine.

AFTER YOU BUY

Before heading out on a trip, check your vehicle Owner's Manual for break in and severe duty maintenance schedules (do not tow a trailer until your vehicle has been driven at least 1600 km). Be sure to have your fully loaded vehicle (including passengers) and trailer weighed so as not to exceed critical weight limits (see pages 6 and 7). If any of these limits are exceeded, cargo should be removed from the vehicle and/or trailer until all weights are within the specified limits.

BRAKES

Canadian provinces and territories, as well as many American states, require a separate braking system on trailers with a loaded weight of more than 1500 pounds. Ford Motor Company recommends that a separate functional brake system be used on any towed vehicle, including those dolly-towed or towbar-towed. There are several basic types of brake systems designed to activate trailer brakes:

Electronically Controlled Brakes usually provide automatic and manual control of trailer brakes. They require that the tow vehicle be equipped with a controlling device and additional wiring for electrical power. These brakes typically have a control box installed within reach of the driver and can be applied manually or automatically.

Electric-Over-Hydraulic (EOH) Trailer Brakes are operated by an electrically powered pump that pressurizes a hydraulic fluid reservoir built into the trailer's brake system. Many of the available EOH trailer brake models are compatible with the Ford factory installed, dash-integrated Trailer Brake Controller (TBC).

Surge Brakes are independent hydraulic brakes activated by a master cylinder at the junction of the hitch and trailer tongue. They are not controlled by the hydraulic fluid in the tow vehicle's brake system and the tow vehicle's hydraulic system should never be connected directly to the trailer's hydraulic system.

Be sure your trailer brakes conform to all applicable local governmental regulations. See Basic Towing Information on page 9 for additional braking information.

TRAILER LAMPS

Make sure the trailer is equipped with lights that conform to all applicable government regulations. The trailer lighting system should not be connected directly to the lighting system of the vehicle. See a local recreational vehicle dealer or rental trailer agency for correct wiring and relays for the trailer and heavy-duty flashers.

SAFETY CHAINS

- Always use safety chains when towing. Safety chains are used to retain connection between the towing and towed vehicle in the event of separation of the trailer coupling or ball.
- Cross the chains under the trailer tongue to prevent the tongue from contacting the ground if a separation occurs. Allow only enough slack to permit full turning — be sure they do not drag on the pavement.
- When using a frame-mounted trailer hitch, attach the safety chains to the frame-mounted hitch using the recommendations supplied by the hitch manufacturer.
- See your vehicle Owner's Manual for safety chain attachment information.
- For rental trailers, follow rental agency instructions for hookup of safety chains.

TRAILER WIRING HARNESS

- Some vehicles equipped with a factory-installed Trailer Tow Package include a trailer wiring harness and a wiring kit.
- This kit includes one or more jumper harnesses (to connect to your trailer wiring connector) and installation instructions.

Trailer Classes

CLASS I LIGHT-DUTY

2000-lb. maximum weight (trailer and cargo combined)

Small folding camping trailers and trailers for small boats, motorcycles and snowmobiles

Many Ford vehicles can handle easily
Conventional weight-carrying hitch

CLASS II MEDIUM-DUTY

2001–3500-lb. gross trailer weight

Large folding camping trailers, single-axle, small- to medium-length (up to 18-ft.) trailers

Ford trucks and compact SUVs can be equipped to tow these trailers¹

Conventional weight-distributing hitch not required unless specified for a particular vehicle

CLASS III HEAVY-DUTY

3501–5000-lb. gross trailer weight

Dual-axle or large single-axle travel trailers

Most properly equipped Ford trucks and SUVs can tow them¹

Conventional weight-distributing hitch not required unless specified for a particular vehicle

CLASS IV EXTRA-HEAVY-DUTY²

Over 5000-lb. gross trailer weight²

Largest travel and 5th-wheel trailers made for recreation

Most Ford trucks and Expedition can be equipped to handle trailer weights in this class¹

Most applications require a conventional weight-distributing or 5th-wheel hitch

Trailer Types

Folding Camping Trailer: These are very cost effective units providing campers with a comfortable, dry, mobile shelter, plus these added benefits:

Lightweight for easy towing.

Simple conventional weight-carrying hitch is usually sufficient for towing.

Compact, low-profile traveling package.

Easily manoeuvrable — generally 8 to 16 feet long.



Conventional Travel Trailer: Generally larger, rigid construction units offering more of the conveniences of home, including such features as kitchen sink, dinette, shower, refrigerator and flush toilet. Additional benefits include:

Widely varied levels of roominess, comfort and luxury — depending on the towing capacity of your vehicle and your budget.

Sizes usually range from 12 to 35 feet long.

Normally towed with a conventional weight-distributing hitch, depending on weight.



5th-Wheel Trailer: Provides the same types of accommodations as a conventional travel trailer but with these unique characteristics:

The forward raised portion is designed to extend over the box of a pickup truck.

Attaches to the truck via a 5th-wheel hitch mounted in the pickup bed.

Offers the advantages of improved weight distribution and towing dynamics, since some trailer weight is directly over the towing vehicle.



Metric Conversion — To obtain information in kilograms, multiply pounds by .45; to obtain information in kilometres, multiply miles by 1.6.

1. Refer to specific vehicle pages for Required Equipment. 2. Some industry sources refer to trailers over 10,000 pounds as Class V Trailers. Ford F-150, Super Duty Pickups and Chassis Cabs can be equipped to handle these trailers.

Hitch Styles

WEIGHT-CARRYING (NON-WEIGHT-DISTRIBUTING)

A weight-carrying (non-weight-distributing) hitch is commonly used to tow small- and medium-sized trailers. Choose a proper hitch and ball and make sure its location is compatible with that of the trailer.



Use a good weight-carrying hitch that uniformly distributes the trailer tongue loads through the bumper and frame (through the body with unibody vehicles like Escape®; bumper hitch not available). Ford hitch receivers provide weight-carrying capacities as shown in the Hitch Receiver Capacity chart on the specific vehicle pages. (A label affixed to the hitch receiver provides both the weight-carrying and weight-distributing capacities for each receiver.) You are responsible for obtaining the proper hitch ball, ball mounting and other appropriate equipment to tow both the trailer and load that will be towed.

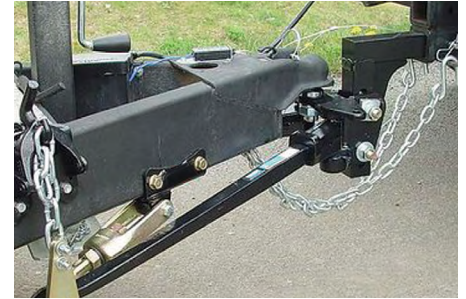
5TH-WHEEL

A 5th-wheel hitch is mounted in the pickup bed to put more of the trailer weight directly over the towing vehicle. The receiver centre line of the hitch should be mounted at least two inches forward from the rear axle of the truck chassis. This mounting location will distribute the king pin weight of the trailer for optimum load-carrying and sway-control performance. 5th-wheel hitches are commonly used for RV trailers.



WEIGHT-DISTRIBUTING

A weight-distributing hitch is used in conjunction with a hitch platform (receiver) to distribute tongue load to all towing vehicle and trailer wheels. Required for certain Class III and all Class IV applications.



- Weight-distributing hitch platforms are welded or bolted to the vehicle frame. Bolt-on types are recommended because they can be removed.
- A properly installed bolt-on weight-distributing hitch platform should not weaken the vehicle or underbody as heat of welding might.
- Equalizing arms are connected from the hitch to the trailer's A-frame. They can be adjusted for best towing performance. Lengths of chain are pulled up and tightened to bend spring bars upward, which lifts some of the weight from the rear wheels and transfers weight to the other wheels of the vehicle and trailer.

GOOSENECK

A gooseneck hitch attaches in the truck bed using custom or universal rails. This hitch style provides great stability and is suitable for heavier loads, since the weight of the tongue rests directly on the truck bed over the rear axles. Goosenecks are commonly used for horse and other agricultural trailers. Other features include:



- Tight turning radius
- "Fold down" and "install under bed" models provide unobstructed bed area for carrying cargo when not towing
- Attachment rails require no welding (sold separately)

5TH-WHEEL AND GOOSENECK HITCH RECOMMENDATION

Shorter pickup boxes (e.g. 5.5'/6.5' F-150, 6.75' F-250/F-350) provide less clearance between the cab and 5th-wheel/gooseneck trailer compared to "long box" pickups. When selecting a trailer and tow vehicle, it's critical that this combination provide clearance between the cab and tow vehicle for turns up to and including 90 degrees. Failure to follow this recommendation could result in the trailer contacting the cab of the tow vehicle during tight turns that are typical during low-speed parking and turning manoeuvres. This contact could result in damage to the trailer and tow vehicle.

Ford Motor Company offers a factory-installed 5th-wheel hitch prep package option for Super Duty only. Optional 5th-wheel hitch and gooseneck ball are also available. Go to accessories.ford.ca for more information.



F-150 Lariat SuperCrew in extra-cost colour Ruby Red Metallic. When properly equipped. Requires Tow/Haul Package and optional Max Tow Axle. Max. towing varies based on cargo, vehicle configuration, accessories and number of passengers.

Weight Limits

$$\begin{aligned}
 &\text{Base Curb Weight} \\
 &+ \\
 &\text{Cargo Weight} \\
 &+ \\
 &\text{Passenger Weight} \\
 &= \\
 &\text{Gross Vehicle Weight} \\
 &\text{(GVW)}
 \end{aligned}$$

GVW must not exceed GVWR (obtain from Safety Compliance Certification Label on the left front door lock facing or the door latch post pillar).

$$\begin{aligned}
 &\text{Gross Vehicle Weight} \\
 &+ \\
 &\text{Loaded Trailer Weight} \\
 &= \\
 &\text{Gross Combination Weight} \\
 &\text{(GCW)}
 \end{aligned}$$

GCW must not exceed GCWR (obtain from Trailer Towing Selector charts for each vehicle or your vehicle Owner's Manual).

Base Curb Weight is the weight of the vehicle including a full tank of fuel and all standard equipment. It does not include passengers, cargo or any optional equipment. Your dealership sales consultant can give you this number for the vehicle(s) you are considering.

Cargo Weight includes all weight added to the Base Curb Weight, including cargo and optional equipment (check with your sales consultant). When towing, trailer tongue load or king pin weight is also part of the Cargo Weight.

Payload is the combined maximum allowable weight of cargo and passengers that the vehicle is designed to carry. It is the Gross Vehicle Weight Rating minus the Base Curb Weight.

Gross Vehicle Weight (GVW) is the Base Curb Weight plus actual Cargo Weight plus passengers. It is important to remember that GVW is not a limit or specification — it is the actual weight that is obtained when the fully-loaded vehicle is driven onto a scale.

Gross Vehicle Weight Rating (GVWR) is the maximum allowable weight of the fully-loaded vehicle (including passengers and cargo). This number — along with other weight limits, as well as tire, rim size and inflation pressure data — is shown on the vehicle's Safety Compliance Certification Label, located on the left front door lock facing or the door latch post pillar (sample label on next page). **The GVW must never exceed the GVWR.**

Gross Axle Weight (GAW) is the total weight placed on each axle (front and rear). To determine the Gross Axle Weights for your vehicle and trailer combination, take your loaded vehicle and trailer to a scale. With the trailer attached, place the front wheels of the vehicle on the scale to get the front GAW. For rear GAW, weigh the towing vehicle with trailer attached, but with just the four wheels of the vehicle on the scale. Subtracting front GAW from that amount gives you rear GAW.

Gross Axle Weight Rating (GAWR) is the maximum weight to be carried by a single axle (front or rear). These numbers are also shown on the Safety Compliance Certification Label. **The total load on each axle must never exceed its GAWR.**

Gross Combination Weight (GCW) is the weight of the loaded vehicle (GVW) plus the weight of the fully loaded trailer. It is the actual weight obtained when the vehicle and trailer are weighed together on a scale.

Gross Combination Weight Rating (GCWR) is the maximum allowable weight of the towing vehicle and the loaded trailer — including all cargo and passengers — that the vehicle can handle without risking damage. (Important: The towing vehicle's brake system is rated for operation at the GVWR — NOT GCWR. Separate functional brake systems should be used for safe control of towed vehicles and for trailers weighing more than 1500 lbs. when loaded.) **The measured GCW must never exceed the GCWR.**



When properly equipped. Requires Tow/Haul Package and optional Max Tow Axle. Max. towing varies based on cargo, vehicle configuration, accessories and number of passengers.

Weight Limits

Maximum Loaded Trailer Weight (as shown in the Trailer Towing Selector charts for each vehicle) is the highest possible weight of a fully loaded trailer the vehicle can tow, based on a minimum towing vehicle GVW. It assumes a towing vehicle with any mandatory options, no cargo, tongue load of 10% (conventional trailer) or king pin weight of 15% (5th-wheel trailer), and driver and passenger (150 lbs. each). F-Series Super Duty Chassis Cab models also assume a second-unit body weight based on 80 lbs. per foot cab-to-axle (CA). Weight of additional options, passengers, cargo and hitch must be deducted from this weight.

Tongue Load or 5th-Wheel King Pin Weight is another critical measurement that must be made before towing. It refers to the amount of the trailer's weight that presses down on the trailer hitch. Too much tongue load or king pin weight can cause suspension/drivetrain damage and can press the vehicle down in back causing the front wheels to lift to the point where traction, steering response and braking can be severely decreased. Too little tongue load or king pin weight can reduce rear-wheel traction and cause instability, which may result in tail wagging or jackknifing.

Tongue load or king pin weights must meet the following requirements:*

For trailers up to 2000 lbs., tongue load not to exceed 200 lbs.

For conventional trailers over 2000 lbs., tongue load is 10% of loaded trailer weight.

For 5th-wheel trailers, king pin weight is 15% of loaded trailer weight.

Examples:

For a 5000-lb. conventional trailer, multiply 5000 by .10 to obtain a proper tongue load of 500 lbs.

For an 11,500-lb. 5th-wheel trailer, multiplying 11,500 by .15 yields a king pin weight of 1725 lbs.

Note: Be sure the addition of tongue load or king pin weight does not cause the key towing vehicle weight limits (GVWR and Rear GAWR) to be exceeded. Remember, GVWR and GAWR are found on the vehicle's Safety Compliance Certification Label. If either of these limits is exceeded, you should go with a larger vehicle or a smaller trailer.

MEASURING TONGUE LOAD WITH COMMERCIAL SCALE

To measure actual tongue load or king pin weight, disconnect the trailer and place only the tongue (king pin) on a scale (at hitch ball or 5th-wheel king pin receiver height). If the tongue load/king pin weight exceeds the upper weight limit, move more of the trailer contents rearward to achieve the recommended tongue load/king pin weight. If the tongue load or king pin weight is less than the lower limit, shift the load forward.

Sample Vehicle Safety Compliance Certification Label

(Refer to actual label on your vehicle.)

Front GAWR		Rear GAWR	GVWR
MFD: FORD MOTOR CO.	DATE: 08/24	GVWR: 3357 KG (7400 LB)	
FRONT GAWR: 1701 KG (3750 LB)		REAR GAWR: 1882 KG (4150 LB)	
WITH 275/65R18 116T	TIRES WITH 275/65R18 116T		TIRES
18x8.5J	RIMS 18x8.5J		RIMS
AT 240 kPa/ 35 PSI COLD	AT 240 kPa/ 35 PSI COLD		
THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.			
VIN: 1FTFW3LDRFB46814	TYPE: Truck		
EXT PNT: UM	RC: 48	DSO:	
WB	INT TR	TP/PS	R
145	FB	2	L6
			H
			UCC
			ULC
			5U5A-3520472-AA

Axle Code

*Refer to specific vehicle pages for tongue load recommendations with Ford factory-installed trailer hitch receivers.

Calculate Weight Distribution

WEIGHT DISTRIBUTION HITCH SETUP

- 1 Load trailer similar to the way it will be loaded for the trip with 10% tongue load and park on level ground.
- 2 Adjust trailer tongue jack to get trailer level or just slightly nose down.
- 3 Load tow vehicle similar to the way it will be used for the trip and park vehicle on level ground.
- 4 Adjust and secure weight distribution ball mount height per manufacturer's instructions so tow ball is the same height as trailer coupler when trailer is not connected to tow vehicle.
- 5 Measure top of front fender lip above the centre of the wheel to ground.
- 6 Record this value as "H1."

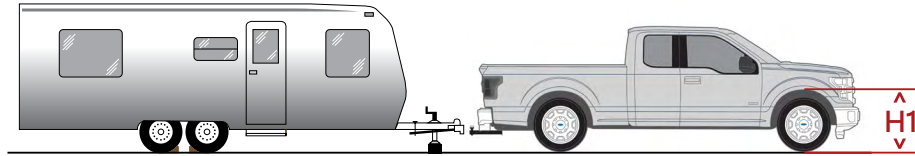


Figure 1

- 7 Connect trailer to tow ball with no weight distribution bars attached (make sure tongue jack is fully retracted).
- 8 Measure top of front fender lip above the centre of the wheel to ground.
- 9 Record this value as "H2."

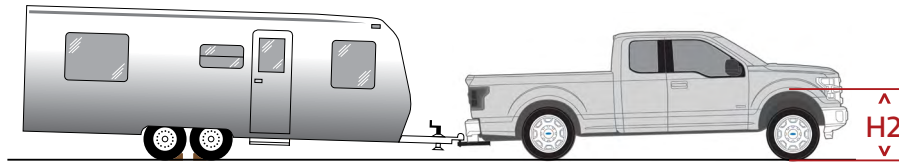


Figure 2

- 10 Adjust weight distribution bars per manufacturer's instructions to get tow vehicle top front of fender lip to "Target Height" and make sure trailer is level to slightly nose down.
- 11 Complete coupler latching, electrical connections, safety chains and emergency braking system attachments.

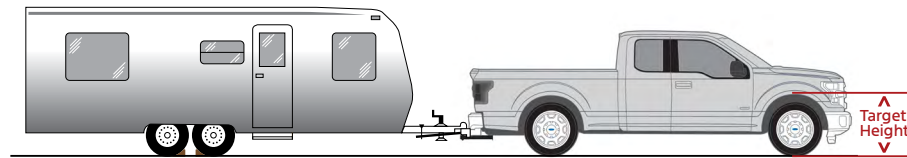


Figure 3

Vehicle	Weight Distribution Correction Factor
Mustang	Not Required
Bronco Sport	Not Required
Escape	Not Required
Bronco	Not Required
Explorer	Not Required
Expedition	50%
Transit	Use Not Recommended
Maverick	Not Required
Ranger	Not Required
F-150 Pickup	50%
F-150 Raptor Pickup	50%
F-250/F-350 Super Duty Pickup	50%
F-450 Super Duty Pickup	25% Regular Cab 50% Crew Cab
Super Duty Chassis Cab (All)	50%

CALCULATION EXAMPLE		
Vehicle =	F-150	
H1 =	37 inches	
H2 =	38 inches	
Correction Factor =	50%	
Height Change =	38" - 37" = 1 inch	⚡ (H2) minus (H1)
Reduction Amount =	1" x 50% = .50 inch	⚡ (Height Change) times (Correction Factor)
Height Change =	38" - .50" = 37.5 inches	⚡ (H2) minus (Reduction Amount)
Target Height =	37.5 inches	

Towing Accessories



FORD ACCESSORIES

Ford Accessories offer a great selection of towing items to enhance function and comfort. For current price and warranty information, please contact your Ford Dealer or visit our website at: accessories.ford.ca.



5th-Wheel Hitch Kits

The 5th-Wheel Hitch Kits have a Gross Trailer Weight Rating of 20,000 and 35,000 lbs. Other features include a forged jaw; a high-capacity head support structure; 10° front-to-back pivot and 6° side-to-side pivot for easy hook-ups; 15-inch to 18-inch vertical height adjustment; and an extended-length handle.

NOTE: Requires 5th-Wheel and Gooseneck Hitch Prep Package. Other restrictions: only compatible with 8-foot beds – cannot be used with drop-in bedliners or bed mats. See Owner's Manual for specific vehicle tow ratings.

Base Part No. 19D520



Trailer Brake Kit

Vehicles must be equipped with appropriate Trailer Tow Package, Max Trailer Tow Package and/or 4/7 pin connector with wiring.

Base Part No. 19H332



Telescoping Trailer Tow Mirrors

Manual: When towing, the mirror housing can be telescoped out manually to help increase your range of vision around the trailer. When not towing, the mirror housing slides in for normal range. Mirrors can also be folded rearward against the vehicle for tight spaces. (Black housing.)

Power: Telescoping and rearward folding function are powered. Kit includes interior switch and bezel for power telescope. (Black or chrome housing cap.)

NOTE: Trailer Tow replacement mirrors support the same level of functionality as the base mirror they replace. Some additional features found on factory installed Trailer Tow Mirrors (including clearance lamps) may not function, while some additional features (including puddle lamps) may function. See Dealer for details.

Base Part No. 17696 Kit (Driver and Passenger Side)



Trailer Hitch Wiring Harnesses — 4/7-Pin

This 4-pin wiring harness assembly is made to plug into the factory electrical system. The 4-pin design does not allow the use of trailers with electric brakes. Dealer installation recommended.

Base Part No. 15A416

The 7-pin design allows the use of trailers with electric brakes. Includes bracket for convenient attachment. Available for vehicles with or without reverse camera system option. Dealer installation recommended.

Base Part No. 15A416



Trailer Hitch Ball Mounts — Square Shank

Can be used in the raised or dropped position to match trailer coupler height. Available in durable black powdercoat. See your Ford Dealer or Owner's Manual for towing limitations.

Base Part No. 19A282



Trailer Hitch Ball

Forged, stainless steel construction for maximum strength and corrosion resistance. Available in three sizes — 1-7/8", 2" and 2-5/16". See your Ford Dealer for towing limitations.

Base Part No. 19F503



Gooseneck Hitch Kit

This Gooseneck Hitch Ball has a Gross Trailer Weight Rating of 27,500 lbs. on a 2-5/16" ball and 40,000 lbs. with a 3" ball. The kit also includes two steel safety chain tie-down attachments and a durable plastic case.

NOTE: This kit is only for use with the 5th-Wheel and Gooseneck Hitch Prep Package. Other restrictions: cannot be used with drop-in bedliners or bed mats. See Owner's Manual for specific vehicle tow ratings.

Base Part No. 19F503



Trailer Hitch Assemblies CLASS II, III and IV:

Original equipment hitch bolts directly into existing holes — no drilling or welding required. Rear fascia may require trimming for installation.

NOTE: Towing capacity could be limited by vehicle powertrain. See your Ford Dealer or Owner's Manual for details.

NOTE: For vehicles with Hands-Free Liftgate, additional components need to be replaced at additional cost to retain Hands-Free Liftgate function, see Liftgate Restoration Kit — Hands-Free.

Base Part No. 19D520



Locking Hitch Pin

This hitch lock allows you to lock the ball mount into the trailer hitch, deterring theft and helping prevent anyone from detaching your trailer at the ball mount. For 2" receivers.

Part No. VML3Z-19A326-A

5th-Wheel/Gooseneck Hitch Prep Package

Required Prep Package for 5th-Wheel and Gooseneck Hitch Kits. 2017 and newer Super Duty kits include in-bed wiring harness.

Base Part No. 5F057

Trailer Tire Pressure Monitoring System (TPMS)

Displays the air pressure of a connected trailer's tires individually; alerts you if any tire is low or losing pressure — a numerical value will tell you how low.

Base Part No. 1A189 (Tire Pressure Monitoring System)

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.

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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.