



T-150 Cargo Van Medium Roof in Oxford White.

Transit

PASSENGER VAN

		CONVENTIONAL TOWING — MAXIMUM LOADED TRAILER WEIGHT (lbs.) ¹								
		REAR-WHEEL DRIVE				ALL-WHEEL DRIVE				
Automatic Transmission		350	350	350	350	350	350	350	350	350
Engine	Axle GCWR Ratio (lbs.)	148" WB Low Roof	148" WB Medium Roof	148" WB High Roof	148" WB Extended High Roof	148" WB Low Roof	148" WB Medium Roof	148" WB High Roof	148" WB High Roof	148" WB Extended High Roof
3.5L PFDI V6	3.73 10,800	4200	4100/4000 ²	3900		4000	3800 ²	3700		
	4.10 11,200	4500	4400/4300 ²	4200		4300	4100	4000		
3.5L EcoBoost V6	3.73 11,200	4400	4300	4100	3600	4200	4100	3900		3300

CARGO VAN

		CONVENTIONAL TOWING — MAXIMUM LOADED TRAILER WEIGHT (lbs.) ¹										
		REAR-WHEEL DRIVE								250/350	350HD	350HD DRW
Automatic Transmission		150/250/350	150/250/350	350HD	150/250/350	350HD	250/350	350HD	250/350	350HD	350HD DRW	
Engine	Axle GCWR Ratio (lbs.)	130" WB Low Roof	148" WB Low Roof	148" WB Low Roof	148" WB Medium Roof	148" WB Medium Roof	148" WB High Roof	148" WB High Roof	148" WB Extended High Roof	148" WB Extended High Roof	148" WB Extended High Roof	
3.5L PFDI V6	3.73 10,800	5300	5200		5000		4900					
	4.10 12,000	6400	6300	6300	6100	6100	6000	6000	5800	5800	5600	
3.5L EcoBoost V6	3.73 12,600	6900	6800	6800	6700	6700	6600	6600	6400			
	13,000									6700	6600	

		CONVENTIONAL TOWING — MAXIMUM LOADED TRAILER WEIGHT (lbs.) ¹									
		ALL-WHEEL DRIVE									
Automatic Transmission		150/250/350	150/250/350	350HD	150/250/350	350HD	250/350	350HD	250/350	350HD	350HD DRW
Engine	Axle GCWR Ratio (lbs.)	130" WB Low Roof	148" WB Low Roof	148" WB Low Roof	148" WB Medium Roof	148" WB Medium Roof	148" WB High Roof	148" WB High Roof	148" WB High Roof	148" WB High Roof	148" WB High Roof
3.5L PFDI V6	3.73 10,800	5100	5000		4800		4700				
	4.10 12,000	6200	6100	6100	5900	5900	5800	5800	5600	5600	5400
3.5L EcoBoost V6	3.73 12,600	6700	6600	6600	6500	6500	6400	6400	6200		
	13,000									6400	6300

- Notes:**
- Do not exceed trailer weight of 5000 lbs. when towing with bumper only.
 - Combined weight of vehicle and trailer cannot exceed listed GCWR.
 - Do not exceed the Maximum Loaded Trailer Weight listed.
 - Trailer tongue load weight should be 10% of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.
 - Transit calculated with SAE J2807 method.

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. 15-passenger van.



T-350HD Cutaway in Carbonized Grey Metallic.

AVAILABLE TRAILER TOWING PACKAGES

Equipment	Transit (53B) ¹	Transit (53D)
4-7/7-Pin Connector	I ²	I
Trailer Wiring Harness		I
Trailer Wiring Provision	I	I
Hitch Receiver	I	
Tow/Haul Mode	I	I
Trailer Sway Control		I
Trailer Brake Controller ³	A	A

LEGEND
I = Equipment is included in the package
A = Equipment is available on the vehicle

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.

REQUIRED EQUIPMENT

For trailers over 5000 lbs. — Heavy Duty Trailer Tow Package (53B).
 Your New Vehicle Limited Warranty may be voided if you tow without this.⁴

Transit

CUTAWAY

Automatic Transmission

Engine	Axle Ratio	GCWR (lbs.)	CONVENTIONAL TOWING — MAXIMUM LOADED TRAILER WEIGHT (lbs.) ⁵						ALL-WHEEL DRIVE			
			REAR-WHEEL DRIVE			ALL-WHEEL DRIVE			REAR-WHEEL DRIVE		ALL-WHEEL DRIVE	
			250/350 138" WB	350HD DRW 138" WB	250 156" WB	350HD DRW 156" WB	350HD DRW 178" WB	250/350 138" WB	350HD DRW 138" WB	250 156" WB	350HD DRW 156" WB	350HD DRW 178" WB
3.5L PFDI V6	4.10	12,000	6500	6400	6400	6200	6000	6300	6100	6200	6000	5700
3.5L EcoBoost V6	3.73	12,600	7100		6900			6800		6700		
		13,000		7300		7100			7100		6900	6700
		15,000		7500		7500			7500		7500	7500

CHASSIS CAB

Automatic Transmission

Engine	Axle Ratio	GCWR (lbs.)	CONVENTIONAL TOWING — MAXIMUM LOADED TRAILER WEIGHT (lbs.) ⁵						ALL-WHEEL DRIVE			
			REAR-WHEEL DRIVE			ALL-WHEEL DRIVE			REAR-WHEEL DRIVE		ALL-WHEEL DRIVE	
			250/350 138" WB	350HD DRW 138" WB	250 156" WB	350HD DRW 156" WB	350HD DRW 178" WB	250/350 138" WB	350HD DRW 138" WB	250 156" WB	350HD DRW 156" WB	350HD DRW 178" WB
3.5L PFDI V6	4.10	12,000	6500	6300	6400	6200	5900	6300	6100	6200	6000	5700
3.5L EcoBoost V6	3.73	12,600	7000		6900			6800		6700		
		13,000		7300		7100			7000		6900	6600
		15,000		7500		7500			7500		7500	7500

- Notes:**
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
 - Do not exceed the Maximum Loaded Trailer Weight listed.
 - Trailer tongue load weight should be 10% of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

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 **Transit Van/trailer** combination is **55 sq. ft. for all applications** and for a **Transit Cutaway or Chassis Cab/trailer** combination is **72 sq. ft.* See Incomplete Vehicle Manual (IVM) for frontal area restriction details.** Exceeding these limitations may significantly reduce the performance of your towing vehicle.

*Base vehicle frontal area.

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
3.73	X73	X7L
4.10	Not Available	X4L

FACTORY-INSTALLED TRAILER HITCH RECEIVER OPTION

Included with Heavy Duty Trailer Tow Package — Option Code 53B.

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 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 chart for Maximum Loaded Trailer Weight for this vehicle.

	Weight-Carrying Max. Trailer Capacity (lbs.) ⁶	Max. Tongue Load (lbs.)
Transit Passenger Van	4500	450
Transit Cargo Van	6900	690

1. Not available on Cutaway or Chassis Cab models. 2. Includes relay system for backup/B+/running lights. 3. This option must be added at time of ordering. Neither a Ford or aftermarket trailer brake controller can be added later (after the vehicle is built). Requires Heavy-Duty Trailer Tow Package (53B) or Tow/Haul mode with Trailer Wiring Provisions (53D). 4. See your Ford Dealer for limited warranty details. 5. 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. 6. 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.

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.