

# 2020 FORD RV & TRAILER TOWING GUIDE

EQUIPMENT | WEIGHTS | TECHNOLOGY | CAPABILITY



# READY. SET. TOW. HAUL. EXCEL!

The 2020 F-Series has the most advanced powertrain lineup ever, so it's no surprise that F-150's impressive torque and capability features come right along with it. Whether carrying a serious payload or towing the heaviest of trailers, F-150 and F-Series Super Duty® trucks are designed to excel at conquering the toughest of jobs.

**F-Series – Canada's trucks, bringing decades of RV and towing experience for every configuration!**



F-250 Super Duty Crew Cab King Ranch 4x4



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The Society of Automotive Engineers (SAE) testing standard J2807® defines procedures and requirements to determine gross combined weight ratings (GCWR) and to calculate the trailer weight rating (TWR) for any tow vehicle. This standard establishes minimum performance conditions to allow for consistent comparisons between similar class vehicles. Ford will apply the SAE standard to all vehicles.

The following vehicles are not recommended for trailer towing: Fusion Hybrid, Fusion Plug-in Hybrid, Shelby GT350/GT350R Mustang and Mustang GT500 Shelby.

# F-150 – BUILT TO GET IT DONE.

The 2020 F-150 is a workhorse designed and Built Ford Tough® to get the job done. A high-strength steel fully boxed ladder frame and high-strength, military-grade aluminum alloy body save weight and add capability, helping F-150 tow up to 13,200 lbs. and deliver a best-in-class payload rating of 3270 lbs. The staggered rear outboard shocks help provide additional driving stability. Exceptional space, power and towing capacity make F-150 the preferred choice for towing and hauling.

## IMPRESSIVE ENGINE OPTIONS – MORE WAYS TO PACK A PUNCH.

With six different engine choices, only F-150 offers you many options to meet diverse job applications. The available 3.5L High-Output EcoBoost® engine provides 450 horsepower and 510 lb.-ft. of torque, both best-in-class<sup>1</sup>, to conquer the toughest of jobs. With optimized gear spacing, including three overdrive gears, the innovative 10-speed automatic transmission helps maximize shift points and gear ratios to optimize power, low-rpm torque and fuel efficiency. The entire F-150 engine lineup has been extensively tested to meet the highest durability and reliability standards. So you can confidently pick the engine that best fits your towing needs.

<sup>1</sup>Class is Full-Size Pickups under 8500 lbs. GVWR, based on Ford segmentation.

Engine	HP @ rpm	Torque @ rpm	Maximum Towing (lbs.)	Maximum Payload (lbs.)
3.3L Ti-VCT V6	290 @ 6500	265 lb.-ft. @ 4000	7700	1990
2.7L EcoBoost V6	325 @ 5000	400 lb.-ft. @ 2750	9000	2470
3.5L EcoBoost V6	375 @ 5000	470 lb.-ft. @ 3500	13,200	3230
5.0L Ti-VCT V8	395 @ 5750	400 lb.-ft. @ 4500	11,500	3270
3.0L Turbo Diesel V6	250 @ 3250	440 lb.-ft. @ 1750	11,500	2020
3.5L EcoBoost H.O. V6	450 @ 5000	510 lb.-ft. @ 3500	8000 <sup>2</sup> /9300 <sup>3</sup>	1200 <sup>2</sup> /1270 <sup>3</sup>

<sup>2</sup>Raptor only. <sup>3</sup>Limited only.

TOWING CAPABILITY

**13,200 lbs.**<sup>4</sup>

CARGO BOX VOLUME

**77.4 cu. ft.**  
(8' BOX)

**62.3 cu. ft.**  
(6.5' BOX)

**52.8 cu. ft.**  
(5.5' BOX)



F-150 Lariat SuperCrew® 4x4

PAYLOAD CAPACITY AVAILABLE BEST-IN-CLASS

**3270 lbs.**<sup>5</sup>

## F-150 TOWING FEATURES

### STANDARD TRAILER SWAY CONTROL

works in conjunction with the AdvanceTrac® with RSC® (Roll Stability Control™) system to expand the vehicles dynamic stability control capabilities, adding an additional layer of confidence and control while towing a trailer.

### STANDARD TOW/HAUL MODE

reduces gear hunting, improving power delivery. Especially useful with hauling or towing a heavy load.

### STANDARD HILL START ASSIST

helps prevent rolling back on a grade by momentarily maintaining brake pressure until the engine delivers enough torque to move the truck up the hill.

### AVAILABLE TRAILER BRAKE CONTROLLER

uses braking input, vehicle speed and ABS logic to balance the performance of the truck brakes and electric trailer brakes. Fully integrated into the instrument panel and vehicle's on-board computer.

### AVAILABLE TECHNOLOGY PACKAGE

includes 360-degree camera with split-view display, dynamic hitch assist and active park assist (standard on Limited).

### AVAILABLE PRO TRAILER BACKUP ASSIST™

improves driver confidence by letting the driver steer the trailer instinctively while controlling the accelerator and brakes – the truck takes care of the rest.

### BLIS® (BLIND SPOT INFORMATION SYSTEM)

with cross-traffic alert and trailer tow monitoring alerts the driver if something is detected in the trailer's blind spot (standard on Lariat, King Ranch, Platinum, Limited and Raptor; available on XLT).

**Note:** Driver-assist features are supplemental and do not replace the driver's attention, judgment and need to control the vehicle.

<sup>4</sup>Max towing on 2020 F-150 XLT SuperCrew, 6.5' box, 3.5L EcoBoost engine, 4x2 and Max Trailer Tow Package with 20" tires. Not shown. <sup>5</sup>Max payload on 2020 F-150 XL Regular Cab, 8' box, 5.0L engine, 4x2, Heavy-Duty Payload Package and 18" heavy-duty wheels. Not shown. Class is full-size pickups under 8500-lb. GVWR based on Ford segmentation.

Maximum payload and towing capabilities are for properly equipped base vehicles with required equipment and a 150-lb. driver and vary based on cargo, vehicle configuration, accessories and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.

**M** Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in litres, multiply cubic feet by 28.32; to obtain information in millimetres, multiply feet by 304.8.

# SUPER DUTY® PICKUPS CANADA'S HARDEST WORKING TRUCKS.

The 2020 Super Duty reinforces the long tradition of F-Series toughness and continues to meet the needs of a multitude of commercial vocations as well as personal-use towing customers. Within the toughest industries, Super Duty pickups provide tough-as-nails work capability as well as SuperCab and Crew Cab configurations in both 4x2 and 4x4 drivetrains for added flexibility.

## 6.7L V8 POWER STROKE® TURBO DIESEL

Available on all models and cab configurations.

HORSEPOWER  
**475 hp @ 2600 rpm**

TORQUE  
**1050 lb.-ft. @ 1600 rpm**

Horsepower and torque are independent attributes and may not be achieved simultaneously.



F-450 Limited Crew Cab 4x4  
with 6.7L V8 Turbo Diesel

NEXT  
LEVEL  
POWER

### Third-Generation 6.7L Power Stroke – The Diesel Leader

Super Duty's third-generation 6.7L Power Stroke includes a new 36,000-psi fuel injection system with all-new injectors that precisely meter and spray up to eight times per stroke to control noise levels and optimize combustion. New steel pistons provide higher firing pressure capability and less friction – meaning improved performance and more horsepower and torque than ever (compared with previous-generation Super Duty).

### New 7.3L Gas V8 – Most Powerful in its Class

The available all-new 7.3L gas V8 engine provides high performance in a compact package, with available best-in-class gas V8 output of 430 horsepower, available best-in-class gas torque of 475 lb.-ft. and expanded towing and payload capability for the toughest of jobs.<sup>1</sup> Port injection with variable-valve timing optimizes the intake and exhaust to match performance with workloads. Oil jets cool the pistons under heavy loads.

### 6.2L 2-Valve Gas V8 – Leads The Class

This available 6.2L V8 workhorse eases your heavy-duty workload with 385 horsepower and 430 lb.-ft. torque. The engine's stiff SOHC valvetrain with roller-rocker shafts enables an intake- and exhaust-port layout that optimizes airflow, helping it produce plenty of torque down low.

<sup>1</sup>Class is Full-Size Pickups over 8500 lbs. GVWR based on Ford segmentation.

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

# SUPER DUTY® SMART TECHNOLOGY



## FIFTH-WHEEL/GOOSENECK PREP PACKAGE

Available on all models.

Provides the necessary under-the-bed hardware to allow mounting of a fifth-wheel/gooseneck hitch in the pickup bed to put more of the trailer weight over the tow vehicle.

Features five pickup bed attachment points with plugs, frame under-bed crossmember and integrated seven-pin connector.

## SMART TRAILER TOW CONNECTOR

Provides trailer connection status, lighting and trailer battery alerts/warnings.

Alerts/warnings are displayed in the message centre on the 4.2" productivity screen, or 8" productivity screen (if equipped) in the centre instrument cluster.

Included with Trailer Brake Controller (TBC).

## STANDARD TRAILER SWAY CONTROL

Works in conjunction with AdvanceTrac® with RSC® (Roll Stability Control™) to detect trailer sway and reduce it as necessary.

AdvanceTrac control module incorporates additional software to monitor the vehicle's performance while towing.

The added software measures the yaw motion of the vehicle to determine if the trailer is swaying and then responds to eliminate the sway condition<sup>1</sup>.

## STANDARD HILL START ASSIST

Helps prevent rolling back on a grade by momentarily maintaining brake pressure until the engine delivers enough torque to move the truck up the hill.

Whether heading up an incline in drive or in reverse, you're covered.

## TRAILER BRAKE CONTROLLER (TBC)

Ensures smooth and effective trailer braking by powering the trailer's brakes with an output proportional to the towing vehicle's brake pressure.

The controller adapts output based on the status of the Anti-lock Brake System (ABS).

When the ABS module senses the towing vehicle's brakes are approaching lock-up, the controller's trailer braking strategy changes to compensate for traction conditions, reducing the risk of trailer brake lock-up.

Provides instant visual and audible warnings in case of accidental trailer disconnect.

Fully integrated into the truck's brake system.

Manual control lever and +/- (GAIN adjustment) buttons allow the trailer brakes to be manually applied and adjusted for improved performance.

Optional on XL F-250/F-350 SRW; standard on XLT and above F-250/F-350 SRW; standard on F-350 DRW/F-450.

Factory-installed and warranted by Ford Motor Company<sup>2</sup>.

## TOW/HAUL MODE WITH INTEGRATED ENGINE-EXHAUST BRAKE

Tow/haul mode and tow/haul mode with integrated engine-exhaust brake (6.7L V8 Power Stroke® turbo diesel only) with auto setting give drivers even greater control when travelling downhill.

Helps eliminate unwanted frequency of gear shifting on steep uphill grades and allow engine braking to maintain or reduce vehicle speed and assist the driver in controlling the vehicle when descending a steep grade.



## TRAILER REVERSE GUIDANCE

Utilizes three cameras to provide multiple views along with steering guidance graphics to assist in backing and manoeuvring a trailer.

Included with the Ultimate Trailer Tow Camera System.



## ULTIMATE TRAILER TOW CAMERA SYSTEM WITH PRO TRAILER BACKUP ASSIST

Available 360-degree camera with split-view display utilizes four cameras to provide an all-around view on 8" colour centre stack screen.

Trailer Reverse Guidance uses three cameras to provide multiple views of trailers, as well as steering guidance graphics, to assist with trailer manoeuvres while in reverse.

Trailer Reverse Guidance functions with all trailers, including gooseneck and fifth-wheel applications.

Optional on XLT and Lariat; standard on King Ranch®, Platinum and Limited.

<sup>1</sup>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 or improper trailer loading for the conditions.

<sup>2</sup>See limited warranty for details. Ask your Dealer for details.

 Metric Conversion – To obtain information in millimetres, multiply inches by 25.4.

# SUPER DUTY® CHASSIS CABS NEXT LEVEL PERFORMANCE.

The 2020 Super Duty Chassis Cab models continue the Built Ford Tough® heritage of raising the bar with next-level capability, power and technology. New and updated engines, an all-new heavy-duty 10-speed automatic transmission and available driver-assist technologies<sup>1</sup> make the upgraded F-350/F-450/F-550 and the new F-600 Super Duty Chassis Cabs smarter and more capable than ever. They continue to handle hard-line towing jobs and aggressive payloads and are designed to conquer even the most challenging jobs.

<sup>1</sup>Driver-assist features are supplemental and do not replace the driver's attention, judgment and need to control the vehicle.



F-450 XL Crew Cab 4x4

## ALL-NEW, STANDARD HEAVY-DUTY TORQSHIFT 10-SPEED AUTOMATIC TRANSMISSION FEATURES

Selectable Drive Modes (Normal, Tow/Haul, Eco, Deep Sand/Snow and Slippery)

SelectShift® capability and Progressive Range Select

Live-Drive power takeoff (PTO) provision with mobile mode and up to 300 lb.-ft. of torque

**CNG/Propane Gaseous Engine Prep Package is available for 6.2L V8 and 7.3L V8 engines. Package includes hardened valves and valve seats to help ready your Super Duty for alternative-fuel upfit.**

For more information on any of these Ford trucks, see your Ford Dealer or visit [ford.ca](http://ford.ca).

# FORD RANGER... ADVENTURE-READY.

2020 Ranger is equipped and ready to carry some serious gear.

A proven 2.3L EcoBoost® engine delivers outstanding levels of torque while towing and climbing trails.

Impressive engine towing capability of 7500 lbs.<sup>2</sup>, with available tow package, makes Ranger more than ready for getting campers to their sites and boats to the slip.

Ranger XLT and Lariat come standard with Ford Co-Pilot360™<sup>3</sup> – driver-assist technologies<sup>4</sup> to help you navigate increasingly crowded roads and highways with greater confidence. Features included are BLIS® (Blind Spot Information System) with Cross-Traffic Alert and coverage for both the truck and trailer, Lane-Keeping System, Pre-Collision Assist with Automatic Emergency Braking, auto high-beam headlamps and rear-view camera.



Lariat SuperCrew® 4x4

<sup>2</sup>Max towing varies based on cargo, vehicle configuration, accessories and number of passengers.

<sup>3</sup>Optional on Ranger XL.

<sup>4</sup>Driver-assist features are supplemental and do not replace the driver's attention, judgment and need to control the vehicle. Lane-Keeping System does not control steering.

## FEATURES

Seven wheelbase choices:  
158/178/190/208/228/242/252"

Six Gross Vehicle Weight Ratings (GVWRs):  
16,000/18,000/20,500/22,000/  
24,000/26,000 lbs.

Three Gross Combination Weight Ratings  
(GCWRs): 23,000/26,000/30,000 lbs. for  
excellent towing capabilities (7000 lbs.  
maximum trailer weight at 16,000-lb. GVWR)

7.3L OHV V8 gas engine  
(350 hp/468 lb.-ft. of torque)

6-speed automatic transmission

Power four-wheel disc Anti-lock Brake  
System (ABS) for consistent, responsive  
braking performance

19.5" steel wheels and tires included with  
16,000/18,000/20,500-lb. GVWR;  
19.5" wheels and tires optional  
with 22,000-lb. GVWR

Large-diameter stabilizer bars, front and rear,  
for ride control

22.5" aluminum wheels  
and tires included with  
22,000/24,000/26,000 lbs. GVWR

Heavy-duty front track bar enhances  
ride and handling on all models  
(optional on 16,000-lb. GVWR)

81" front tread width (79" on  
22,000/24,000/26,000-lb. GVWRs)

Designed to accommodate wide-body  
and slide-out type motorhomes

Seven-wire trailer wiring harness with relays,  
blunt cut and labelled

Hill start assist

Fleet Telematics Modem

Electronic stability control available

High-capacity front axle system

284 L fuel tank, aft axle

Heavy-duty shock absorbers

Air Conditioning Prep Package

240-amp Extra/Extra Heavy-Duty  
alternator available

CNG/LPG Gaseous Fuel  
Prep Package available

# FORD POWER AND STRENGTH.



## CLASS A MOTORHOME CHASSIS

Maximum payload and towing capabilities are for properly equipped base vehicles with required equipment and a 150-lb. driver and vary based on cargo, vehicle configuration, accessories and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.

# BUILT FOR BUSINESS.



## COMMERCIAL STRIPPED CHASSIS

Maximum payload and towing capabilities are for properly equipped base vehicles with required equipment and a 150-lb. driver and vary based on cargo, vehicle configuration, accessories and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.

**M** Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in millimetres, multiply inches by 25.4.

### FEATURES

Five wheelbase choices:  
158/168<sup>1</sup>/178/190/208<sup>1</sup>

Three Gross Vehicle Weight Ratings (GVWRs): 16,000/19,500/22,000 lbs.

Four Gross Combination Weight Ratings (GCWRs): 23,000/26,000/27,200<sup>1</sup>/29,700<sup>1</sup> lbs.

7700 lbs. maximum trailer weight with 19,500-lb. or 22,000-lb. GVWR with optional Parcel Delivery Package (7000 lbs. maximum trailer weight at 16,000-lb. GVWR)

7.3L OHV V8 gas engine  
(350 hp/468 lb.-ft. of torque)

6-speed automatic transmission

Power four-wheel disc Anti-lock Brake System (ABS) for consistent, responsive braking performance

19.5" steel wheels and tires

Seven-wire trailer wiring harness with relays, blunt cut and labelled

Fleet Telematics Modern

151 L fuel tank capacity, aft of axle

Driver's steering column positioned for easy ingress and egress

Front and rear stabilizer bars

Galvanized frame available on 208" wheelbase with 19,500-lb. or 22,000-lb. GVWR and included with Parcel Delivery Package

Low load floor height for ease of cargo loading

Heavy-duty Sachs shock absorbers

Traction Control

Hill start assist

Pull-Out Ramp Prep Package available on 19,500-lb. GVWR/208" wheelbase

Air Conditioning Prep Packages available

Available Driver-Assist Packages<sup>2</sup>

240-amp Extra/Extra Heavy-Duty alternator available

CNG/LPG Gaseous Fuel Prep Package available

<sup>1</sup>Only available with Parcel Delivery Package.  
<sup>2</sup>Driver-assist features are supplemental and do not replace the driver's attention, judgment and need to control the vehicle.

## FEATURES

Three wheelbase choices: 138/158/176"

Up to 14,500 lbs. GVWR and 22,000 lbs. GCWR<sup>1</sup>

7.3L V8 premium engine replaces  
6.8L V10 engine, 7.3L V8 economy engine  
replaces 6.2L V8 engine

6-speed automatic transmission

Out-front engine design provides  
spacious cab with access to "living area"  
and ease of ingress/egress

Twin-I-Beam independent front suspension  
(with caster/camber adjustment),  
front stabilizer bar and gas-pressurized  
shock absorbers contribute to a smooth,  
comfortable ride

Fleet Telematics Modem

Driver and front passenger airbags<sup>2</sup>

Four-wheel disc Anti-lock Brake System (ABS)

Steel ladder-type truck frame with  
seven cross members

151 L fuel tank (E-350; optional on E-450);  
208 L fuel tank  
(E-450; optional on E-350 DRW with  
11,500- or 12,500-lb. GVWR)

Van-like driver position with updated  
ergonomic instrument panel and controls

Available Driver-Assist Packages<sup>3</sup>

Electronic stability control

Traction control

Hill start assist

CNG/LPG Gaseous Fuel  
Prep Package available

<sup>1</sup>22,000-lb. GCWR requires electrical connector heat shield on all E-450 Cutaways. <sup>2</sup>Always wear your safety belt. <sup>3</sup>Driver-assist features are supplemental and do not replace the driver's attention, judgment and need to control the vehicle.

# 2021 E-SERIES – THE CHASSIS OF CHOICE.



## CLASS C MOTORHOME CHASSIS

E-450 Cutaway DRW

### Roadside Assistance

This 24-hour, seven-days-a-week hotline was designed to serve both motorhome owners and RV dealers.

By simply calling **1-800-665-2006**, the caller has access to:

The nearest appropriate service location

In-dealership service support

Over 1900 Ford dealerships in Canada and the US provide Class C motorhome service support

Certified service technicians backed by computerized diagnostics and national technical hotline support

Verification of available owner notification and recall information affecting motorhomes

Maximum payload and towing capabilities are for properly equipped base vehicles with required equipment and a 150-lb. driver and vary based on cargo, vehicle configuration, accessories and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.

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# TRANSIT – BUILT FORD TOUGH®.

## FEATURES

Three wheelbase choices:  
138/156/178"

Up to 11,000 lbs. GVWR and  
15,000 lbs. GCWR

Two engine choices:  
3.5L PFDI V6 gas and a 3.5L  
EcoBoost® V6

10-speed automatic transmission  
with SelectShift®

Available All-Wheel-Drive (AWD)

Co-Pilot360™ Technologies

Driver and front passenger airbags<sup>1</sup>

Four-wheel disc Anti-lock Brake  
System (ABS)

AdvanceTrac® with Roll Stability  
Control™ (RSC®)

Independent MacPherson strut front  
suspension and stabilizer bar

Leaf spring rear suspension with  
heavy-duty shock absorbers

95 L fuel tank capacity; 117 L available

Frame rail extension adapters

Available Trailer Brake  
Controller (TBC)

Available tow/haul mode with  
Trailer Wiring Provisions

*<sup>1</sup>Always wear your safety belt.*



2019 model shown

# CLASS C MOTORHOME CHASSIS

Maximum payload and towing capabilities are for properly equipped base vehicles with required equipment and a 150-lb. driver and vary based on cargo, vehicle configuration, accessories and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.

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# F-150 PICKUP SLIDE-IN CAMPERS

## MAXIMUM CARGO WEIGHT WITH SLIDE-IN CAMPER

**Note:** The following chart lists GVWRs and Maximum Cargo Weights (with minimum equipment) by engine for each approved pickup model: 3.5L V6 EcoBoost® and 5.0L V8.

F-150 <sup>1</sup>	Wheelbase	GVWR (lbs.)		Maximum Cargo Weight Rating (lbs.)	
		3.5L GTDI	5.0L	3.5L GTDI Std.	5.0L Std.
18" Tires					
4x2 Reg. Cab	141.1"	7850	7850	2812	2852
4x2 SuperCab	163.7"	7850	7850	2079	2198
4x2 SuperCrew®	156.8"	7850	7850	2001	2060
4x4 Reg. Cab	141.1"	7850	7850	2622	2735
4x4 SuperCab	163.7"	7850	7850	1864	1900
4x4 SuperCrew	156.8"	7850	7850	1822	1844

<sup>1</sup>Requires Heavy-Duty Payload Package option.

If you intend to pull a trailer in addition to carrying your camper, see the F-150 Pickup Trailer Towing Selector charts on pages 18 and 19.

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.



2019 model shown

**CAMPER  
Centre-of-  
Gravity**

All Styleside pickups that qualify for slide-in camper bodies have camper centre-of-gravity included in 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.

## F-150 Heavy-Duty Payload Package (Option Code 627)

Increases GVWR to 7850 lbs. on XL and XLT

LT275/65R18C OWL A/T tires (five)

18" silver aluminum heavy-duty wheels

Upgraded springs

9.75" gear set with 3.73 electronic-locking rear axle

Available on XL, XLT Base and XLT Mid. Requires 5.0L V8 or 3.5L V6 EcoBoost gas engine. Trailer Tow Package (53A) required when ordered with 5.0L engine. Max Trailer Tow Package (53C) required with 3.5L V6 EcoBoost engine.

## 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 tail light rear pillars.

**Note:** Be sure to measure your slide-in camper before attempting to install it onto the bed of the truck. 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.

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**M** Metric Conversion – To obtain information in millimetres, multiply inches by 25.4; to obtain information in kilograms, multiply pounds by .45.

# 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.

## F-250/F-350/F-450 Super Duty Camper Package (Option Code 471)

Increased capacity front springs (2 Up [4x2] or 1 Up [4x4] upgrade over springs, computer-selected based on options ordered. Not included if maximum springs already selected.)

Rear stabilizer bar (SRW)

Rear auxiliary springs (F-250)

Slide-in camper certification

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

If you intend to pull a trailer in addition to carrying your camper, see the Super Duty Pickup Trailer Towing Selector charts on pages 22, 24 and 26.

Maximum payload and towing capabilities are for properly equipped base vehicles with required equipment and a 150-lb. driver and vary based on cargo, vehicle configuration, accessories and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.

<sup>1</sup> 9900-lb. GVWR is standard on F-250.

<sup>2</sup> Requires Camper Package option.

<sup>3</sup> With Trailer Tow Package.

<sup>4</sup> With optional 10,000-lb. GVWR Package.

<sup>5</sup> Tremor Package.

**M** Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in millimetres, multiply inches by 25.4.

## MAXIMUM CARGO WEIGHT WITH SLIDE-IN CAMPER

**Note:** The following chart lists GVWRs and Maximum Cargo Weights (with minimum equipment) by engine for each approved pickup model: 6.2L V8, 7.3L V8 and 6.7L Power Stroke® Turbo Diesel V8. 9900-lb. GVWR is standard on F-250.

	Wheelbase	Maximum GVWR (lbs.)			Maximum Cargo Weight Rating (lbs.)		
		6.2L	7.3L	6.7L	6.2L Std. <sup>(1)/Opt.<sup>4</sup></sup>	7.3L Std. <sup>(1)/Opt.<sup>4</sup></sup>	6.7L Std. <sup>(1)/Opt.<sup>4</sup></sup>
<b>F-250 Super Duty<sup>2</sup></b>							
4x2 Reg. Cab	141.5"	10,000	10,000	10,000	3716/3816	3610/3710	2910/3010
4x2 Reg. Cab	141.5"	-	-	10,600 <sup>3</sup>	- / -	- / -	- / 3542
4x2 SuperCab	147.9"	10,000	10,000	10,000	2991/3091	2885/2985	2191/2291
4x2 SuperCab	147.9"	-	-	10,700 <sup>3</sup>	- / -	- / -	- / 2923
4x2 SuperCab	164.1"	10,000	10,000	10,000	2879/2979	2774/2874	2059/2159
4x2 SuperCab	164.1"	-	-	10,800 <sup>3</sup>	- / -	- / -	- / 2893
4x2 Crew Cab	159.7"	10,000	10,000	10,000	2891/2991	2786/2886	2071/2171
4x2 Crew Cab	159.7"	-	-	10,800 <sup>3</sup>	- / -	- / -	- / 2905
4x2 Crew Cab	175.9"	10,000	10,000	10,000	2662/2762	2557/2657	1842/1942
4x2 Crew Cab	175.9"	-	-	10,800 <sup>3</sup>	- / -	- / -	- / 2676
4x4 Reg. Cab	141.5"	10,000	10,000	10,000	3285/3385	3180/3280	2497/2597
4x4 Reg. Cab	141.5"	-	-	10,800 <sup>3</sup>	- / -	- / -	- / 3330
4x4 SuperCab	147.9"	10,000	10,000	10,000	2572/2672	2466/2566	1794/1894
4x4 SuperCab	147.9"	-	-	10,800 <sup>3</sup>	- / -	- / -	- / 2626
4x4 SuperCab	164.1"	10,000	10,000	10,000	2480/2580	2374/2474	1673/1773
4x4 SuperCab	164.1"	-	-	10,800 <sup>3</sup>	- / -	- / -	- / 2507
4x4 Crew Cab	159.7"	10,000	10,000	10,000	2484/2584	2378/2478/2045 <sup>5</sup> /2102 <sup>5</sup>	1684/1784
4x4 Crew Cab	159.7"	-	10,000	-	- / -	- / -	- / -
4x4 Crew Cab	159.7"	-	-	10,800 <sup>3</sup>	- / -	- / -	- / 2518
4x4 Crew Cab	159.7"	-	-	10,800	- / -	- / -	- / 2233 <sup>5</sup>
4x4 Crew Cab	175.9"	10,000	10,000	10,000	2228/2328	2122/2222	1408/1508
4x4 Crew Cab	175.9"	-	-	10,800 <sup>3</sup>	- / -	- / -	- / 2242
<b>F-350 SRW Super Duty<sup>2</sup></b>							
17" Tires							
4x2 Reg. Cab	141.5"	10,100	10,100	10,600	3725	3691	3537
4x2 SuperCab	147.9"	10,100	10,100	10,700	3027	2993	2960
4x2 SuperCab	164.1"	10,400	10,400	11,000	3214	3180	3133
4x2 Crew Cab	159.7"	10,200	10,200	10,800	2966	2932	2879
4x2 Crew Cab	175.9"	10,600	10,600	11,100	3139	3105	2941
4x4 Reg. Cab	141.5"	10,400	10,400	11,000	3603	3568	3519
4x4 SuperCab	147.9"	10,500	10,500	11,000	3001	2967	2843
4x4 SuperCab	164.1"	10,800	10,800	11,300	3192	3158	3016
4x4 Crew Cab	159.7"	10,600	10,600	11,200	2951	2917	2864
4x4 Crew Cab	159.7"	-	10,000	10,000	-	2042 <sup>5</sup>	1379 <sup>5</sup>
4x4 Crew Cab	175.9"	10,900	10,900	11,500	3018	2984	2882
18" Tires							
4x2 Reg. Cab	141.5"	10,500	10,500	11,100	4098	4064	3980
4x2 SuperCab	147.9"	10,600	10,600	11,200	3497	3463	3403
4x2 SuperCab	164.1"	10,900	10,900	11,500	3688	3654	3575
4x2 SuperCab	164.1"	-	-	11,400	-	-	3533
4x2 Crew Cab	159.7"	10,700	10,700	11,300	3440	3406	3322
4x2 Crew Cab	175.9"	11,100	11,100	11,500	3613	3579	3284
4x2 Crew Cab	175.9"	-	-	11,400	-	-	3241
4x4 Reg. Cab	141.5"	10,900	10,900	11,500	4077	4042	3962
4x4 SuperCab	147.9"	11,000	11,000	11,500	3475	3441	3285
4x4 SuperCab	164.1"	11,300	11,300	11,500	3666	3632	3159
4x4 Crew Cab	159.7"	11,100	11,100	11,500	3425	3391	3107
4x4 Crew Cab	175.9"	11,300	11,300	12,000	3391	3357	3356
18"/20" All-Terrain and 20" All-Season Tires							
4x4 Reg. Cab	141.5"	11,400	11,400	11,500	4572	4537	3957
4x4 Reg. Cab	141.5"	-	-	11,400	-	-	3919
4x4 SuperCab	147.9"	11,300	11,300	11,500	3770	3736	3281
4x4 SuperCab	147.9"	-	-	11,400	-	-	3243
4x4 SuperCab	164.1"	11,500	11,800	11,500	3861	4067	3154
4x4 SuperCab	164.1"	11,400	11,500	11,400	3823	3827	3116
4x4 SuperCab	164.1"	-	11,400	-	-	-	3789
4x4 Crew Cab	159.7"	11,300	11,300	11,500	3620	3586	3102
4x4 Crew Cab	159.7"	-	11,300	11,500	-	3373 <sup>5</sup>	2910 <sup>5</sup>
4x4 Crew Cab	159.7"	-	-	11,400	-	-	3064
4x4 Crew Cab	159.7"	-	-	11,400	-	-	2810 <sup>5</sup>
4x4 Crew Cab	175.9"	11,500	11,900	12,400	3586	3892	3751
4x4 Crew Cab	175.9"	11,400	11,500	11,400	3549	3552	2813
4x4 Crew Cab	175.9"	-	11,400	-	-	3515	-
<b>F-350 DRW Super Duty<sup>2</sup></b>							
4x2 Reg. Cab	141.5"	14,000	14,000	14,000	7278	7274	6556
4x2 SuperCab	164.1"	14,000	14,000	14,000	6359	6363	5653
4x2 Crew Cab	175.9"	14,000	14,000	14,000	6133	6137	5422
4x4 Reg. Cab	141.5"	14,000	14,000	14,000	6833	6837	6123
4x4 SuperCab	164.1"	14,000	14,000	14,000	5940	5944	5232
4x4 Crew Cab	175.9"	14,000	14,000	14,000	5708	5712	4967
<b>F-450 DRW Super Duty<sup>2</sup></b>							
4x2 Reg. Cab	141.5"	-	-	14,000	- / -	- / -	5838 / -
4x4 Reg. Cab	141.5"	-	-	14,000	- / -	- / -	5538 / -
4x2 Crew Cab	175.9"	-	-	14,000	- / -	- / -	4818 / -
4x4 Crew Cab	175.9"	-	-	14,000	- / -	- / -	4513 / -



# FOUR-WHEEL-DOWN TOWING

Many motorhome owners prefer the practicality of having another vehicle along when they travel. In fact, towing another vehicle behind the motorhome has become more and more popular in recent years. Furthermore, many of those who want to tow another vehicle prefer one that can be easily towed without a dolly or trailer. The car and truck models shown in the chart at right can be towed with all four wheels down. For safe operation, towed vehicles (or dollies or trailers carrying them) should be equipped with a separate functional brake system. See pages 36 and 44 for additional brake information.

**Note:** Some aftermarket camper centres offer kits that may allow vehicles with automatic transmissions to be flat-towed. Check your new vehicle Warranty Guide, as this could void the warranty of your vehicle.

Individual vehicles have different restrictions and towing procedures. Contact your dealer for complete details.

## FOUR-WHEEL-DOWN AVAILABILITY

	Manual Transmission	Automatic Transmission
<b>2020 FORD CARS</b>		
Mustang – All Models	No	No
Shelby GT350/GT350R	No	–
Shelby GT500	–	No
Fusion 1.5L EcoBoost®	–	No
<b>2020 FORD ELECTRIFIED VEHICLES</b>		
Fusion Hybrid	–	Yes <sup>1,2,3,4</sup>
Fusion Plug-In Hybrid	–	Yes <sup>1,2,3,4</sup>
<b>2020 FORD CUVS/SUVS</b>		
Transit Connect	–	No
EcoSport	–	No
Escape	–	No
Escape Hybrid	–	Yes <sup>1,3,4</sup>
Escape Plug-in Hybrid	–	Yes <sup>1,3,4</sup>
Edge	–	No
Edge ST	–	Yes <sup>5,6,7,8</sup>
Explorer	–	No
Expedition/Expedition MAX 4x4	–	Yes <sup>9,10</sup>
<b>2020 FORD TRUCKS</b>		
Ranger 4x4	–	Yes <sup>10</sup>
F-150 4x2	–	No
F-150 4x4	–	Yes <sup>10</sup>
F-150 Raptor	–	Yes <sup>11</sup>
F-250/350/450/550/600 Super Duty® 4x2	–	No
F-250/350/450/550/600 Super Duty 4x4	–	Yes <sup>10</sup>
Transit	–	No
2021 E-Series Cutaway/Stripped Chassis	–	No

<sup>1</sup>Maximum speed with hybrid transmission is 112 km/h (70 mph). <sup>2</sup>Select “Stay In Neutral” mode – refer to Owner Guide transmission and towing sections to follow procedures. <sup>3</sup>Select “Neutral Tow” mode – refer to owner’s manual’s transmission and towing sections to follow procedures. <sup>4</sup>Start the engine and allow it to run for one (1) minute at the beginning of each day and every six (6) hours thereafter. <sup>5</sup>Intelligent All-Wheel-Drive (AWD)/4WD vehicles cannot be towed on a dolly. <sup>6</sup>Maximum speed with automatic transmission is 104 km/h (65 mph). <sup>7</sup>Start the engine and allow it to run for five (5) minutes at the beginning of each day and every six (6) hours thereafter. <sup>8</sup>Activate Manual Park Release (MPR) – refer to Owner Guide to follow procedures. <sup>9</sup>Requires 2-speed transfer case. <sup>10</sup>Place the transfer case in the neutral position to engage the four-wheel-down towing feature – refer to Owner Guide to follow procedure. <sup>11</sup>Refer to Raptor Supplement.

**M** Metric Conversion – To obtain information in miles per hour, divide kilometres per hour by 1.61. To obtain information in kilometres per hour, multiply miles per hour by 1.61.

# TOW-DOLLY FLEXIBILITY

Tow-dollies allow you to tow your vehicle behind an RV or motorhome if you are unable to four-wheel-down your car, truck or SUV. Tow-dollies work by elevating the vehicle's front drive wheels and resting them securely on the dolly while the back two wheels stay on the ground. They are not as long as the traditional trailers, which helps make turning corners easy.

Before using the tow-dolly, read the manufacturer's instructions that came with the tow-dolly before towing, loading or unloading the dolly. Attach the appropriate trailer hitch and drawbar hardware to the vehicle for the tow-dolly. Attach the dolly to the drawbar. The dolly should be completely secure and on level ground before the vehicle to be towed is put on or taken off the dolly. Drive the vehicle onto the dolly with its front wheels. Secure the vehicle to the tow-dolly according to the manufacturer's instructions. Follow the instructions for attaching and connecting the auxiliary lights to the back of the vehicle being towed. Test the auxiliary lights to make sure that the turn signals, stop lamps and running lights work properly.



## TOW-DOLLY AVAILABILITY

2020 FORD VEHICLES	FWD	RWD	AWD/4WD <sup>1</sup>
Mustang	N/A	No	N/A
Fusion	Yes	N/A	No
Fusion Hybrid	Yes	N/A	N/A
Fusion Plug-In Hybrid	Yes	N/A	N/A
Transit Connect	Yes	N/A	N/A
EcoSport	Yes	N/A	No
Escape	Yes	N/A	No
Escape Hybrid	Yes	N/A	No
Escape Plug-in Hybrid	Yes	N/A	N/A
Edge	Yes	N/A	No
Explorer	N/A	N/A	No
Expedition	N/A	N/A	No
Ranger	N/A	N/A	No
F-150	N/A	No	No
Super Duty® Pickup/Chassis Cab	N/A	No	No
Transit	N/A	No	No
2021 E-Series Cutaway/Stripped Chassis	N/A	No	N/A

N/A – Not Applicable. <sup>1</sup>AWD/4WD vehicles cannot be towed with two wheels lifted off the ground.



Before towing with a tow-dolly, read the tow-dolly manufacturer's instructions.

# TOWING EQUIPMENT

## REQUIRED EQUIPMENT

Includes items that must be installed.\* Your New Vehicle Limited Warranty (see your dealer for a copy) may be voided if you tow without them.

\*Check with your dealer for additional requirements, restrictions and limited warranty details.

### Transit Connect

For trailers over 1500 lbs. –  
Class I Trailer Tow Package.

### Explorer

For trailers over 3000 lbs. –  
Class III Trailer Tow Package.

### F-150

For trailers over 5000 lbs. –  
Trailer Tow Package or  
Max Trailer Tow Package.

### Edge

For trailers over 1500 lbs. –  
Class II Trailer Tow Package and AWD.

### Expedition

For trailers over 6000 lbs. –  
Class IV Heavy-Duty Trailer Tow Package.

### F-250

For 20,000-lb. conventional tow rating –  
Heavy-Duty Trailer Tow Package  
with 18" All-Season or  
20" All-Terrain Tires.

### Escape

For trailers over 2000 lbs. –  
Class II Trailer Tow Package and  
2.0L EcoBoost® engine.

### Transit

For trailers over 5000 lbs. –  
Heavy-Duty Trailer Tow Package.

### F-450/F-550 Chassis Cab

For 37,000/40,000-lb. GCWR on F-550;  
35,000-lb. GCWR on F-450 –  
High-Capacity Trailer Tow Package.

### Ranger

For trailers over 3500 lbs. –  
Trailer Tow Package.

## RECOMMENDED EQUIPMENT

(where not required)

Includes items that can make towing easier and are strongly recommended for strenuous towing conditions.

A weight-carrying hitch is recommended for all vehicles towing trailers less than 5000 lbs.

# FRONTAL AREA CONSIDERATIONS

Frontal Area is the total area in square feet that a moving vehicle and trailer exposes to air resistance. The chart shows the maximum trailer frontal area that must be considered for a vehicle/trailer combination. Exceeding these limitations may significantly reduce the performance of your towing vehicle.

Vehicle	Frontal Area Limitations/ Considerations	With
Mustang	12 sq. ft.	All Applications
EcoSport	20 sq. ft.	All Applications
Fusion	20 sq. ft.	1.5L EcoBoost I-4 Engine
Transit Connect	20 sq. ft.	All Applications
Edge	20 sq. ft.*	Without Class II Trailer Tow Package
	30 sq. ft.	With Class II Trailer Tow Package
Escape	20 sq. ft.*	Without Class II Trailer Tow Package
	30 sq. ft.	With Class II Trailer Tow Package
Explorer	30 sq. ft.*	Without Class III Trailer Tow Package
	55 sq. ft.	With Class III Trailer Tow Package
Expedition	55 sq. ft.**	Without Heavy-Duty Trailer Tow Package
	60 sq. ft.	With Heavy-Duty Trailer Tow Package
Transit Cargo Van/Passenger Van	55 sq. ft.	All Applications
Transit Cutaway/Chassis Cab	72 sq. ft.	Without Enhanced Frontal Area Limitation Option
Transit Cutaway/Chassis Cab	82 sq. ft.	With Enhanced Frontal Area Limitation Option (15D) (15E)
E-Series Cutaway	60 sq. ft.	All Applications
Ranger	30 sq. ft.*	Without Trailer Tow Package
	55 sq. ft.	With Trailer Tow Package
F-150	55 sq. ft.	Any Powertrain with Trailer Towing Package or Payload Package and Trailer Towing Ratings Between 5001 and 7700 lbs.
	60 sq. ft.	Any Powertrain with Trailer Towing Package or Payload Package and Trailer Towing Ratings 7701 lbs. and greater
	75 sq. ft.	All Fifth-Wheel and Gooseneck Applications with any Powertrain with Trailer Towing Package or Payload Package
F-250/F-350/F-450/F-550/F-600 Super Duty®	75 sq. ft.	All Fifth-Wheel and Gooseneck Applications
	60 sq. ft.	All Other Applications

\*Base vehicle frontal area. \*\*Base trailer frontal area.

**Note:** All vehicles calculated with SAE J2807® method except Chassis Cab models.

Maximum payload and towing capabilities are for properly equipped base vehicles with required equipment and a 150-lb. driver and vary based on cargo, vehicle configuration, accessories and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.

**M** Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in millimetres, multiply inches by 25.4; to obtain information in square metres, multiply square feet by .092.



# MAXIMUM TRAILER WEIGHTS IN POUNDS FOR PROPERLY EQUIPPED VEHICLES WITH NO CARGO

**Gooseneck**

**Fifth-Wheel**

**Conventional**

Super Duty® Pickup	[ 37,000
Super Duty Pickup	[ 32,500
Super Duty Chassis Cab	[ 31,600
F-150 Pickup	[ 11,900
Super Duty Pickup	[ 24,200
Super Duty Chassis Cab	[ 18,500
F-150 Pickup	[ 13,200
Expedition	[ 9200
Transit Cargo Van	[ 7500
Passenger Van	[ 4600
Ranger	[ 7500
Explorer	[ 5600
Escape	[ 3500
Edge	[ 3500
Fusion	[ 1000
Transit Connect	[ 2000
EcoSport	[ 2000
Mustang	[ 1000

## CUV/SUV/TRUCK TOWING EQUIPMENT AND TRAILER TOWING PACKAGES

Model (Option Code)	Transit Connect Van/Wagon (53T)	Edge (53G) <sup>2</sup>	Escape <sup>3</sup>	Explorer (52T)	Expedition (536)	Transit (53B)	Ranger (53R)	F-150 (Std.)	F-150 Raptor (Std.)	F-150 (53B)	F-150 (53A)	F-150 (53C)	F-250/F-350/F-450 Super Duty Pickup (Std.)	F-250 Super Duty Pickup <sup>10</sup> (535)	F-250 Super Duty Pickup <sup>10</sup> (53Q)	F-350/F-450/F-550 Super Duty Chassis Cab (Std.)	F-350/F-450/F-550 Super Duty Chassis Cab (531) <sup>12</sup>	F-450/F-550 Super Duty Chassis Cab (535) <sup>10</sup>
7-Wire Harness and 4-/7-Pin Connector	-	-	-	X	(Std.)	X <sup>5</sup>	X	-	X	X	X	X	X	(Std.)	(Std.)	-	-	-
7-Wire Harness (Blunt Cut) with Relays	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	X	(Std.)	(Std.)
Trailer Wiring Harness (4-Pin)	X	X	X	-	-	-	(Std.)	X	-	-	-	-	-	-	-	-	-	-
Trailer Module	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Trailer Wiring Provision	-	-	-	-	-	X	-	-	-	-	-	-	-	-	-	-	-	-
Hitch Receiver (see chart on page 38)	X	X	X	X	(Std.)	X	X	-	X	X	X	X	X	(Std.)	(Std.)	-	-	-
Aux. Auto Trans. Oil Cooler	-	-	X	-	-	-	-	-	X	-	X <sup>14</sup>	-	-	-	-	-	-	-
Radiator Upgrade	-	-	-	-	X	-	-	-	X	-	-	-	-	-	-	-	-	-
Higher-Power Cooling Fans <sup>1</sup>	-	-	-	-	-	-	-	-	-	X	X	X	-	-	-	-	-	-
Smart Trailer Tow Connector	-	-	-	-	-	-	-	-	X	X	X	X	X <sup>8</sup>	-	-	-	-	-
Electronic Traction Assist (eLSD)	-	-	-	-	X	-	-	-	-	-	-	-	-	-	-	-	-	-
Upgraded Front Stabilizer Bar	-	-	-	-	-	-	-	-	X	-	X	X	-	-	-	-	-	-
Trailer Brake Wiring/Feed Kit	-	-	-	-	-	-	-	-	-	-	-	-	X <sup>9</sup>	(Std.)	(Std.)	-	X	X <sup>13</sup>
Upgraded Rear Axle	-	-	-	-	X	-	-	-	-	-	-	X	X <sup>8</sup>	X	X	-	-	X
Increased GCW (6.7L)	-	-	-	-	-	-	-	-	-	-	-	-	X <sup>8</sup>	X	X	-	-	X
Upgraded Rear Bumper	-	-	-	-	-	-	-	-	-	-	-	X	-	-	-	-	-	-
Cargo Area Management System	-	-	-	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Tow/Haul Mode	-	-	-	(Std.)	(Std.)	X	X	X	X	(Std.)	(Std.)	(Std.)	X	(Std.)	(Std.)	X	(Std.)	(Std.)
2-Speed Automatic 4WD	-	-	-	-	X <sup>4</sup>	-	-	-	-	-	-	-	-	-	-	-	-	-
Ultimate Trailer Tow Camera System	-	-	-	-	-	-	-	-	-	-	-	-	-	-	X	-	-	-
Trailer Brake Controller	-	-	-	-	X	-	-	-	-	-	-	X	X <sup>8</sup>	(Std.) <sup>11</sup>	(Std.) <sup>11</sup>	-	-	-
Trailer Sway Control	X	X	X	X	(Std.)	-	(Std.)	X	-	(Std.)	(Std.)	(Std.)	X	(Std.)	(Std.)	X	(Std.)	(Std.)
Engine Oil Cooler	-	-	-	X	-	-	-	-	X	-	X <sup>1</sup>	X <sup>1</sup>	-	-	-	-	-	-
Tailgate LED	-	-	-	-	-	-	-	-	-	-	X	-	-	-	-	-	-	-
Pro Trailer Backup Assist	-	-	-	-	X	-	-	-	-	-	X <sup>7</sup>	X <sup>7</sup>	-	-	X	-	-	-
136 L Fuel Tank	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

<sup>1</sup>Not available on 3.3L V6 engine. <sup>2</sup>Available with twin-scroll 2.0L EcoBoost® I-4 and AWD only. Standard on ST. <sup>3</sup>Included with 2.0L EcoBoost I-4 only. <sup>4</sup>With Standard 4x4. <sup>5</sup>Includes relay system for backup/B+/running lights. <sup>6</sup>2.7L EcoBoost V6 and 3.5L EcoBoost V6 engines only. <sup>7</sup>Not included on XL 100A. <sup>8</sup>F-350 DRW/F-450 only. <sup>9</sup>In-cab, no controller (SRW). <sup>10</sup>Requires 6.7L diesel engine. <sup>11</sup>Required on XL. <sup>12</sup>XL model only. <sup>13</sup>Not included if Trailer Brake Controller is ordered. <sup>14</sup>Included with 3.3L V6 engine only.

**Notes:** • Content may vary depending on model, trim and/or powertrain. See your Ford Dealer for specific content information. • Trailer Towing Package recommended for all light trucks that will be used for towing to help ensure easy, proper connection of trailer lights.

Maximum payload and towing capabilities are for properly equipped base vehicles with required equipment and a 150-lb. driver and vary based on cargo, vehicle configuration, accessories and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.

# TRAILER TOWING SELECTOR



## F-150 and Super Duty®

Select the F-Series cab design and drive system (4x2 or 4x4) you prefer (see pages 18–20). Read down the column to find the trailer weight that can be towed with engine/axle ratio combinations listed. GCWR column shows maximum allowable combined weight of vehicle, trailer and cargo (including passengers) for each engine/axle ratio combination. **Maximum Loaded Trailer Weight** assumes a towing vehicle with any mandatory options, no cargo, tongue load of 10% (conventional trailer) or king pin weight of 15% (fifth-wheel trailer) and driver and passenger (150 lbs. each). Weight of additional options, passengers, cargo and hitch must be deducted from this weight. Also check Required and Recommended Equipment on page 15.

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

# F-150

F-150 XL SuperCrew® 4x4

## CONVENTIONAL TOWING

## MAXIMUM LOADED TRAILER WEIGHT (lbs.)<sup>1</sup>

Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, refer to the Towing Basics information on page 44 of this towing guide and the reference "Spec'ing F-Series Trucks for Towing."

AUTOMATIC TRANSMISSION			REGULAR CAB				SUPERCAB				SUPERCREW				
Engine	Axle Ratio	GCWR (lbs.)	4x2		4x4		4x2		4x4		4x2		4x4		
			122" WB	141" WB	122" WB	141" WB	145" WB	164" WB	145" WB	164" WB	145" WB	157" WB	145" WB	157" WB	
3.3L PFDI V6	3.55	9600	5100	-	-	-	-	-	-	-	-	-	-	-	
		9700	-	5100	-	-	-	-	-	-	-	-	-	-	
		9800	-	-	5000	-	-	-	-	-	-	-	-	-	
		9900	-	-	-	-	5000	-	-	-	-	-	-	-	
		10,000	-	-	-	-	-	-	-	-	5000	-	-	-	
		12,200	7700	-	-	-	-	-	-	-	-	-	-	-	
	3.73	12,300	-	7700	7500	7400	7400	-	-	-	-	-	-	-	
		12,400	-	-	-	-	-	-	-	-	7400	-	-	-	
		12,500	-	-	-	-	-	-	7400	-	-	-	-	-	
		12,600	-	-	-	-	-	-	-	-	-	-	7400	-	
		5.0L 4-Valve V8	3.15	13,100	8400	-	-	-	-	-	-	-	-	-	-
				14,000	-	9200	-	-	-	-	-	-	-	-	-
				14,200	-	-	-	-	9200	-	-	-	9100	9100	-
				14,300	-	-	-	-	-	9100	-	-	-	-	-
3.31	13,100		8400	-	-	-	-	-	-	-	-	-	-		
	13,300		-	-	8300	-	-	-	-	-	-	-	-		
	14,000		-	9200	-	-	-	-	-	-	-	-	-		
	14,200		-	-	-	9100	9200	-	-	-	9100	9100	-		
	14,300		-	-	-	-	-	9100	-	-	-	-	-		
	14,400		-	-	-	-	-	-	9100	9000	-	-	9000		
3.55	13,300	-	-	8300	-	-	-	-	-	-	-	-			
	13,900	9200	-	-	-	-	-	-	-	-	-	-			
	14,200	-	-	-	9100	-	-	-	-	-	-	-			
	14,400	-	-	-	-	-	9100	-	-	-	-	-			
	14,500	-	-	-	-	-	-	-	-	-	9100	9100			
	14,600	-	-	-	-	-	-	-	9100	-	-	-			
	15,000	-	10,200	-	-	-	-	-	-	-	-	-			
	15,200	-	-	-	-	10,200	-	-	-	10,100	10,100	-			
	15,300	-	-	-	-	-	10,100	-	-	-	-	-			
	3.73	14,700	-	-	9700	-	-	-	-	-	-	-	-		
16,000 <sup>2</sup>		-	11,000 <sup>4</sup>	-	-	-	-	-	-	-	-	-			
16,200 <sup>2</sup>		-	-	-	11,100 <sup>4</sup>	-	11,000 <sup>4</sup>	-	10,700 <sup>4</sup>	-	-	-			
16,300		-	-	-	11,200	-	-	-	-	10,900 <sup>2,4</sup>	10,900	10,700 <sup>2,4</sup>			
16,600		-	-	-	-	-	-	11,300	11,200	-	-	-			
16,900		-	-	-	-	-	-	-	-	-	-	11,500			
3.0L Turbo Diesel V6		3.31	15,700	-	-	-	-	10,100	-	-	-	-	-		
			15,900	-	-	-	-	-	-	-	10,200	10,100	-		
			16,000	-	-	-	-	-	-	10,200 <sup>3</sup> / 10,100 <sup>5</sup>	-	-	-		
		3.55	16,100	-	-	-	-	-	-	-	-	-	10,300 <sup>3</sup> / 10,100 <sup>5</sup>	10,300 <sup>3</sup> / 10,100 <sup>5</sup>	
	16,000		-	-	-	-	-	-	10,200 <sup>3</sup> / 10,100 <sup>5</sup>	-	-	-	-		
	16,100		-	-	-	-	-	-	-	-	-	10,300 <sup>3</sup> / 10,100 <sup>5</sup>	10,300 <sup>3</sup> / 10,100 <sup>5</sup>		
17,100	-	-	-	-	11,500	-	11,300 <sup>3</sup> / 11,200 <sup>5</sup>	-	11,200	-	11,300 <sup>3</sup> / 10,900 <sup>5</sup>	11,300 <sup>3</sup> / 11,100 <sup>5</sup>			
17,200	-	-	-	-	-	-	-	-	11,400	-	-				

<sup>1</sup>Maximum loaded trailer weight requires weight-distributing hitch. See page 39 for additional information.

<sup>2</sup>Requires Heavy-Duty Payload Package (627).

<sup>3</sup>Electronic shift-on-the-fly transmission.

<sup>4</sup>Includes 18" tires and wheels.

<sup>5</sup>2-speed automatic 4WD transmission.

**Notes:** • Calculated with SAE J2807® method.

• Do not exceed trailer weight of 5000 lbs. when towing with bumper only.

• 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.

Maximum payload and towing capabilities are for properly equipped base vehicles with required equipment and a 150-lb. driver and vary based on cargo, vehicle configuration, accessories and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.



**F-150**

F-150 Limited SuperCrew® 4x4

**CONVENTIONAL  
TOWING**

**MAXIMUM LOADED TRAILER WEIGHT (lbs.)<sup>1</sup>**  
Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, refer to the Towing Basics information on page 44 of this towing guide and the reference “Spec’ing F-Series Trucks for Towing.”

Automatic Transmission			REGULAR CAB				SUPERCAB				SUPERCREW				
Engine	Axle Ratio	GCWR (lbs.)	4x2		4x4		4x2		4x4		4x2		4x4		
			122" WB	141" WB	122" WB	141" WB	145" WB	164" WB	145" WB	164" WB	145" WB	157" WB	145" WB	157" WB	
2.7L GTDI V6	3.55	12,300	7600	7600	-	-	-	-	-	-	-	-	-	-	
		12,500	-	-	7600	-	-	-	-	-	-	-	-	-	
		12,600	-	-	-	7600	-	7500	-	-	-	-	-	-	
		12,700	-	-	-	-	7700	-	-	-	-	-	-	-	
		12,800	-	-	-	-	-	-	-	-	7700	7700	-	-	
		12,900	-	-	-	-	-	-	7600	-	-	-	7600	-	
		3.73	3.73	13,200	8500	8500	-	-	-	-	-	-	-	-	-
				13,300	-	-	8400	8300	8300/8300 <sup>2</sup>	8200	8000	-	8200/8100 <sup>2</sup>	8200	8000
				13,400	-	8500 <sup>2</sup>	-	-	-	-	-	-	-	-	-
				14,100	-	-	-	9000 <sup>2</sup>	-	-	-	-	-	9000 <sup>2</sup>	-
14,200	-			-	-	-	-	9000 <sup>2</sup>	-	-	-	-	-		
14,300	-			-	-	-	-	-	9000 <sup>2</sup>	-	-	-	8900 <sup>2</sup>		
3.5L GTDI V6	3.15	15,500	-	10,500	-	-	-	-	-	-	-	-	-		
		15,800	-	-	-	-	10,500	-	-	-	-	-	-		
		15,900	-	-	-	-	-	10,400	-	-	10,500	10,500	-		
	3.31	3.31	15,900	-	-	-	10,600	-	-	-	-	-	-		
			16,100	-	-	-	-	-	10,500	-	-	-	-		
			16,200	-	-	-	-	-	-	10,500	-	-	10,500	10,500	
	3.55	3.55	15,500	-	10,500	-	-	-	-	-	-	-	-	-	
			15,800	-	-	-	-	10,500	-	-	-	-	-	-	
			15,900	-	-	-	10,600	-	10,400	-	-	10,500	10,500	-	
			16,100	-	-	-	-	-	-	10,500	-	-	-	-	
16,200			-	-	-	-	-	-	-	10,500	-	-	10,500	10,500	
16,700 <sup>3</sup>			-	-	-	-	-	-	-	-	-	-	9300		
17,000 <sup>4</sup>			-	12,000	-	-	-	-	-	-	-	-	-		
17,100 <sup>4</sup>			-	-	-	11,800	11,800	11,600	11,500	11,400	-	-	-		
3.73	3.73	17,900 <sup>4</sup>	-	-	-	-	-	-	-	-	12,500 <sup>9</sup>	-	-		
		18,200 <sup>4</sup>	-	-	-	-	-	-	-	-	-	12,500 <sup>9</sup>	-		
		18,600 <sup>4</sup>	-	-	-	-	-	-	-	-	-	-	13,200 <sup>9</sup>		
		17,100 <sup>5,4</sup>	-	11,900 <sup>6</sup>	-	11,700 <sup>6</sup>	-	11,600 <sup>6</sup>	-	11,300 <sup>6</sup>	-	11,500 <sup>6</sup>	-	12,700 <sup>9</sup>	
4.10	4.10	12,050 <sup>7</sup>	-	-	-	-	-	-	6000 <sup>8</sup>	-	-	-	-		
		14,250 <sup>7</sup>	-	-	-	-	-	-	-	-	-	-	8000 <sup>10</sup>		

<sup>1</sup>Maximum loaded trailer weight requires weight-distributing hitch. See page 38 for additional information. <sup>2</sup>Requires 2.7L EcoBoost® Payload Package (622). <sup>3</sup>Limited model only. <sup>4</sup>Requires Max Trailer Tow Package (53C). <sup>5</sup>Requires Heavy-Duty Payload Package (627). <sup>6</sup>Includes 18" tires and wheels. <sup>7</sup>Raptor model only. <sup>8</sup>134.2" wheelbase. <sup>9</sup>Requires 20" tires and wheels. <sup>10</sup>146" wheelbase.

**Notes:** • Calculated with SAE J2807<sup>8</sup> method.  
• Do not exceed trailer weight of 5000 lbs. when towing with bumper only.  
• 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.

Maximum payload and towing capabilities are for properly equipped base vehicles with required equipment and a 150-lb. driver and vary based on cargo, vehicle configuration, accessories and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.

# F-150

F-150 Limited SuperCrew® 4x4  
US model shown

## FIFTH-WHEEL TOWING<sup>1,2</sup>

## MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, refer to the Towing Basics information on page 44 of this towing guide and the reference "Spec'ing F-Series Trucks for Towing."

Automatic Transmission			REGULAR CAB				SUPERCAB				SUPERCREW				
Engine	Axle Ratio	GCWR (lbs.)	4x2		4x4		4x2		4x4		4x2		4x4		
			122" WB	141" WB	122" WB	141" WB	145" WB	164" WB	145" WB	164" WB	145" WB	157" WB	145" WB	157" WB	
3.3L PFDI V6	3.55	9600	5000	-	-	-	-	-	-	-	-	-	-	-	
		9700	-	5000	-	-	-	-	-	-	-	-	-	-	
		9800	-	-	5000	-	-	-	-	-	-	-	-	-	-
		9900	-	-	-	-	5000	-	-	-	-	-	-	-	-
		10,000	-	-	-	-	-	-	-	-	5000	-	-	-	-
		12,200	7600	-	-	-	-	-	-	-	-	-	-	-	-
	3.73	12,300	-	7600	7500	7400	7400	-	-	-	-	-	-	-	-
		12,400	-	-	-	-	-	-	-	-	7400	-	-	-	-
		12,500	-	-	-	-	-	-	7300	-	-	-	-	-	-
		12,600	-	-	-	-	-	-	-	-	-	-	7300	-	-
		13,100	8400	-	-	-	-	-	-	-	-	-	-	-	-
		14,300	-	-	-	-	-	9100	-	-	9000	9000	-	-	-
5.0L 4-Valve V8	3.15	13,100	8400	-	-	-	-	-	-	-	-	-	-	-	
		14,000	-	9200	-	-	-	-	-	-	-	-	-	-	
		14,200	-	-	-	-	-	9100	-	-	9000	9000	-	-	
		14,300	-	-	-	-	-	9100	-	-	-	-	-	-	
		13,100	8400	-	-	-	-	-	-	-	-	-	-	-	
		13,300	-	-	8300	-	-	-	-	-	-	-	-	-	
	3.31	14,000	-	9200	-	-	-	-	-	-	-	-	-	-	
		14,200	-	-	-	9100	9100	-	-	9000	9000	-	-	-	
		14,300	-	-	-	-	9100	-	-	-	-	-	-	-	
		14,400	-	-	-	-	-	9100	8900	-	-	9000	8900	-	
		13,300	-	-	8300	-	-	-	-	-	-	-	-	-	
		13,900	9200	-	-	-	-	-	-	-	-	-	-	-	
	3.55	14,200	-	-	-	9100	-	-	-	-	-	-	-	-	
		14,400	-	-	-	-	-	9000	-	-	-	-	-	-	
		14,500	-	-	-	-	-	-	-	-	-	9100	9000	-	
		14,600	-	-	-	-	-	-	9100	-	-	-	-	-	
		15,000	-	10,200	-	-	-	-	-	-	-	-	-	-	
		15,200	-	-	-	-	10,100	-	-	-	10,000	10,000	-	-	
15,300		-	-	-	-	-	10,100	-	-	-	-	-	-		
3.73		14,700	-	-	9400	-	-	-	-	-	-	-	-	-	
		16,000 <sup>3</sup>	-	10,900 <sup>4</sup>	-	-	-	-	-	-	-	-	-	-	
		16,200 <sup>3</sup>	-	-	-	11,000 <sup>4</sup>	10,900 <sup>4</sup>	-	10,600 <sup>4</sup>	-	-	-	-	-	
		16,300	-	-	-	11,200	-	-	-	-	10,900 <sup>3,4</sup>	10,500	10,700 <sup>3,4</sup>	-	
		16,600	-	-	-	-	-	-	11,000	10,200	-	-	-	-	
	16,900	-	-	-	-	-	-	-	-	-	-	-	10,700		
3.0L Turbo Diesel V6	3.31	15,700	-	-	-	-	9300	-	-	-	-	-	-	-	
		15,900	-	-	-	-	-	-	-	9000	8600	-	-		
		16,000	-	-	-	-	-	-	8200 <sup>5</sup> / 7700 <sup>6</sup>	-	-	-	-	-	
		16,100	-	-	-	-	-	-	-	-	-	8000 <sup>5</sup> / 7300 <sup>6</sup>	8000 <sup>5</sup> / 7200 <sup>6</sup>	-	
	3.55	16,000	-	-	-	-	-	-	8200 <sup>5</sup> / 7700 <sup>6</sup>	-	-	-	-	-	
		16,100	-	-	-	-	-	-	-	-	-	8000 <sup>5</sup> / 7300 <sup>6</sup>	8000 <sup>5</sup> / 7200 <sup>6</sup>	-	
		17,100	-	-	-	-	9300	-	8200 <sup>5</sup> / 7700 <sup>6</sup>	-	9000	-	8000 <sup>5</sup> / 7300 <sup>6</sup>	8000 <sup>5</sup> / 7200 <sup>6</sup>	
		17,200	-	-	-	-	-	-	-	-	-	8600	-	-	

<sup>1</sup>Vehicles equipped with 5.5' box will accept a fifth-wheel hitch, but current fifth-wheel trailer designs are not compatible with this model (145"-wb. SuperCrew). <sup>2</sup>Fifth-wheel towing requires Trailer Tow Package (53A) or Max Trailer Tow Package (53C). <sup>3</sup>Requires Heavy-Duty Payload Package (627). <sup>4</sup>Includes 18" tires and wheels. <sup>5</sup>Electronic shift-on-the-fly transmission. <sup>6</sup>2-speed automatic 4WD transmission.

**Notes:** - Calculated with SAE J2807<sup>®</sup> method.  
- Trailer king pin load weight should be 15% of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer king pin 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.

Maximum payload and towing capabilities are for properly equipped base vehicles with required equipment and a 150-lb. driver and vary based on cargo, vehicle configuration, accessories and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.

**TRAILER TOWING SELECTOR**



**F-150**

F-150 Lariat SuperCrew® 4x4

**FIFTH-WHEEL TOWING<sup>1,2</sup>**

**MAXIMUM LOADED TRAILER WEIGHT (lbs.)**  
Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, refer to the Towing Basics information on page 44 of this towing guide and the reference "Spec'ing F-Series Trucks for Towing."

Automatic Transmission			REGULAR CAB				SUPERCAB				SUPERCREW			
Engine	Axle Ratio	GCWR (lbs.)	4x2		4x4		4x2		4x4		4x2		4x4	
			122" WB	141" WB	122" WB	141" WB	145" WB	164" WB	145" WB	164" WB	145" WB	157" WB	145" WB	157" WB
2.7L GTDI V6	3.55	12,300	7600	7500	-	-	-	-	-	-	-	-	-	-
		12,500	-	-	7500	-	-	-	-	-	-	-	-	-
		12,600	-	-	-	7500	-	7400	-	-	-	-	-	-
		12,700	-	-	-	-	7700	-	-	-	-	-	-	-
		12,800	-	-	-	-	-	-	-	-	7700	7600	-	-
		12,900	-	-	-	-	-	-	7600	-	-	-	7500	-
		13,200	8500	8400	-	-	-	-	-	-	-	-	-	-
	3.73	13,300	-	-	8300	8200	8200/8200 <sup>3</sup>	8000	7900	-	7700/8100 <sup>3</sup>	8000	7600	-
		13,400	-	8500 <sup>3</sup>	-	-	-	-	-	-	-	-	-	-
		14,100	-	-	-	8900 <sup>3</sup>	-	-	-	-	-	8900 <sup>3</sup>	-	-
		14,200	-	-	-	-	-	9000 <sup>3</sup>	-	-	-	-	-	-
		14,300	-	-	-	-	-	-	9000 <sup>3</sup>	-	-	-	8900 <sup>3</sup>	-
		15,500	-	10,400	-	-	-	-	-	-	-	-	-	-
		15,800	-	-	-	-	10,000	-	-	-	-	-	-	-
3.5L GTDI V6	3.15	15,900	-	-	-	-	10,400	-	-	9200	10,500	-	-	
		15,900	-	-	10,600	-	-	-	-	-	-	-	-	
		16,100	-	-	-	-	-	9800	-	-	-	-	-	
	3.31	16,200	-	-	-	-	-	-	9100	-	-	8600	9000	
		15,500	-	10,400	-	-	-	-	-	-	-	-	-	
		15,800	-	-	-	-	10,000	-	-	-	-	-	-	
		15,900	-	-	-	10,600	-	10,400	-	-	9200	10,500	-	-
		16,100	-	-	-	-	-	-	9800	-	-	-	-	
		16,200	-	-	-	-	-	-	-	9100	-	8600	9000	
		16,700 <sup>7</sup>	-	-	-	-	-	-	-	-	-	5900	-	
3.55	17,000 <sup>6</sup>	-	11,900	-	-	-	-	-	-	-	-	-		
	17,100 <sup>6</sup>	-	-	-	11,700	10,000	10,600	9800	9100	-	-	-		
	17,900 <sup>6</sup>	-	-	-	-	-	-	-	-	9200 <sup>8</sup>	-	-		
	18,200 <sup>6</sup>	-	-	-	-	-	-	-	-	-	8600 <sup>8</sup>	-		
	18,600 <sup>6</sup>	-	-	-	-	-	-	-	-	-	10,600 <sup>8</sup>	9000 <sup>8</sup>		
	17,100 <sup>6,5</sup>	-	11,900 <sup>5</sup>	-	11,700 <sup>5</sup>	-	11,500 <sup>5</sup>	-	11,300 <sup>5</sup>	-	11,500 <sup>5</sup>	-	11,300 <sup>5</sup>	

<sup>1</sup>Vehicles equipped with 5.5' box will accept a fifth-wheel hitch, but current fifth-wheel trailer designs are not compatible with this model (145"-wb, SuperCrew).  
<sup>2</sup>Fifth-wheel towing requires Trailer Tow Package (53A) or Max Trailer Tow Package (53C).  
<sup>3</sup>Requires 2.7L EcoBoost® Payload Package (622).  
<sup>4</sup>Requires Heavy-Duty Payload Package (627).  
<sup>5</sup>Includes 18" tires and wheels.  
<sup>6</sup>Requires Max Trailer Tow Package (53C).  
<sup>7</sup>Limited model only.  
<sup>8</sup>Requires 20" tires and wheels.

**Notes:**  
• Calculated with SAE J2807® method.  
• Trailer king pin load weight should be 15% of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer king pin 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.

Maximum payload and towing capabilities are for properly equipped base vehicles with required equipment and a 150-lb. driver and vary based on cargo, vehicle configuration, accessories and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.



# F-250 SRW Super Duty® Pickup

F-250 Crew Cab with Tremor Package

## CONVENTIONAL TOWING

### MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, refer to the Towing Basics information on page 44 of this towing guide and the reference "Spec'ing F-Series Trucks for Towing."

Automatic Transmission			REGULAR CAB				SUPERCAB						CREW CAB											
Engine	Axle Ratio	GCWR (lbs.)	4x2 142" WB 8' Box		4x4 142" WB 8' Box		4x2 148" WB 6-3/4' Box		4x2 164" WB 8' Box		4x4 148" WB 6-3/4' Box		4x4 164" WB 8' Box		4x2 160" WB 6-3/4' Box		4x2 176" WB 8' Box		4x4 160" WB 6-3/4' Box		4x4 176" WB 8' Box			
			Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing
6.2L V8	3.73	19,500	13,000	13,300	12,900	12,900	13,000	13,000	12,900	12,900	12,600	12,600	12,500	12,500	12,900	12,900	12,700	12,700	12,500	12,500	12,300	12,300		
	4.30	22,000	13,000	14,000	14,000	15,000	13,000	14,000	14,000	15,000	14,000	15,000	15,000	15,000	14,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	14,800	14,800
6.7L V8 Turbo Diesel	3.31	23,500	14,000	15,000	14,000	15,000	14,000	15,000	15,000	15,000	14,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000
	3.55	30,000 <sup>1</sup>	14,000	15,200	14,000	15,000	14,000	15,200	15,200	15,200	14,000	15,000	20,000 <sup>3</sup>	20,000 <sup>3</sup>	15,200	15,200	18,200	18,200	20,000 <sup>3</sup>	20,000 <sup>3</sup>	20,000 <sup>3</sup>	20,000 <sup>3</sup>	20,000 <sup>3</sup>	20,000 <sup>3</sup>
7.3L V8	3.55	21,800	13,000	14,000	14,000	15,000	13,000	14,000	14,000	15,000	14,000	14,800	14,700	14,700	14,000	15,000	14,900	14,900	14,700	14,700	14,500	14,500		
	4.30	24,900 <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15,000	15,000	-	-		
		26,000	13,000	14,000	14,000	15,000	13,000	14,000	14,000	15,000	14,000	15,000	15,000	15,000	14,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000

<sup>1</sup>Requires F-250 High-Capacity Trailer Tow Package (535). <sup>2</sup>Tremor Off-Road Package (17Y). <sup>3</sup>Requires 18" all-season or 20" all-terrain tires.

**Notes:** - Calculated with SAE J2807® method.

- Trailer tongue (trailer king pin for fifth-wheel towing) load weight should be 10% (15% for fifth-wheel towing) of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for fifth-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for fifth-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.

Maximum payload and towing capabilities are for properly equipped base vehicles with required equipment and a 150-lb. driver and vary based on cargo, vehicle configuration, accessories and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.



# F-250 SRW Super Duty® Pickup

F-250 XL Crew Cab 4x4

## FIFTH-WHEEL/ GOOSENECK TOWING

### MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, refer to the Towing Basics information on page 44 of this towing guide and the reference "Spec'ing F-Series Trucks for Towing."

Automatic Transmission			REGULAR CAB		SUPERCAB				CREW CAB			
Engine	Axle Ratio	GCWR (lbs.)	4x2 142" WB 8' Box	4x4 142" WB 8' Box	4x2 148" WB 6-3/4' Box	4x2 164" WB 8' Box	4x4 148" WB 6-3/4' Box	4x4 164" WB 8' Box	4x2 160" WB 6-3/4' Box	4x2 176" WB 8' Box	4x4 160" WB 6-3/4' Box	4x4 176" WB 8' Box
6.2L V8	3.73	19,500	13,300	12,800	13,000	12,900	12,600	12,500	12,900	12,700	12,500	12,200
	4.30	22,000	15,800	15,300	15,500	15,400	15,100	15,000	15,400	15,200	15,000	14,700
6.7L V8 Turbo Diesel	3.31	23,500	16,400	16,000	16,200	16,000	15,500/14,800 <sup>4</sup>	14,700/14,000 <sup>4</sup>	16,100	15,800/15,200 <sup>4</sup>	14,700/14,100 <sup>4</sup>	12,900/12,200 <sup>4</sup>
		30,000 <sup>1</sup>	22,800 <sup>2</sup>	21,800 <sup>2</sup>	22,000 <sup>2</sup>	21,900 <sup>2</sup>	20,100 <sup>2</sup>	19,100 <sup>2</sup>	21,700 <sup>2</sup>	20,400 <sup>2</sup>	19,100 <sup>2</sup>	17,300
7.3L V8	3.55	30,000 <sup>1</sup>	22,800 <sup>2</sup>	21,800 <sup>2</sup>	22,000 <sup>2</sup>	21,900 <sup>2</sup>	20,100 <sup>2</sup>	19,100 <sup>2</sup>	21,700 <sup>2</sup>	20,400 <sup>2</sup>	19,100 <sup>2</sup> /TBD <sup>3</sup> /TBD <sup>3,4</sup>	17,300
	3.55	21,800	15,400	15,000	15,200	15,100	14,700	14,700	15,100	14,800	14,700	14,400
	4.30	24,900 <sup>3</sup>	-	-	-	-	-	-	-	-	17,500	-
		26,000	19,500 <sup>2</sup>	19,100 <sup>2</sup>	19,300 <sup>2</sup>	19,200 <sup>2</sup>	18,800	18,600/18,000 <sup>4</sup>	19,200 <sup>2</sup>	18,900	18,600/18,000 <sup>4</sup>	16,900/16,300 <sup>4</sup>

<sup>1</sup>Requires F-250 High-Capacity Trailer Tow Package (535). <sup>2</sup>Gooseneck tow rating shown, fifth-wheel tow rating limited to fifth-wheel hitch rating of 19,000 lbs.

<sup>3</sup>Tremor Off-Road Package (17Y).

<sup>4</sup>Standard 9900-lb. GVWR Package (68D).

**Notes:** • Calculated with SAE J2807<sup>®</sup> method.

• Trailer tongue (trailer king pin for fifth-wheel towing) load weight should be 10% (15% for fifth-wheel towing) of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for fifth-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for fifth-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.

## TAILGATE CLEARANCE

### Considerations When Towing a Fifth-Wheel or Gooseneck Trailer\*

Model	F-150	F-250	F-350 SRW	F-350 DRW	F-450 DRW	TREMOR
Max. Tailgate Height 4x4**	58.3"	57.8–60.0"	56.7–59.7"	58.1–58.9"	58.8–59.3"	59.7–61.3"

\*Raptor fifth-wheel towing is not recommended.

\*\*Distance from ground to top of closed tailgate lip at base curb weight.

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

Maximum payload and towing capabilities are for properly equipped base vehicles with required equipment and a 150-lb. driver and vary based on cargo, vehicle configuration, accessories and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.

**M** Metric Conversion – To obtain information in millimetres, multiply inches by 25.4 and feet by 304.8; to obtain information in kilograms, multiply pounds by .45.

**TRAILER TOWING SELECTOR**



# F-350 SRW Super Duty® Pickup

F-350 XLT Crew Cab 4x4

## CONVENTIONAL TOWING

### MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, refer to the Towing Basics information on page 44 of this towing guide and the reference "Spec'ing F-Series Trucks for Towing."

Automatic Transmission			REGULAR CAB				SUPERCAB						CREW CAB											
Engine	Axle Ratio	GCWR (lbs.)	4x2 142" WB 8' Box		4x4 142" WB 8' Box		4x2 148" WB 6-3/4' Box		4x2 164" WB 8' Box		4x4 148" WB 6-3/4' Box		4x4 164" WB 8' Box		4x2 160" WB 6-3/4' Box		4x2 176" WB 8' Box		4x4 160" WB 6-3/4' Box		4x4 176" WB 8' Box			
			Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing
6.2L V8	3.73	19,500	13,000	13,200 <sup>3</sup> / 13,100 <sup>4,5</sup> / 13,000 <sup>1</sup>	12,700/ 12,600 <sup>1,2</sup>	12,700/ 12,600 <sup>1,2</sup>	12,800	12,800	12,700	12,700	12,400	12,400	12,300 <sup>7</sup> / 12,200 <sup>2</sup>	12,300 <sup>7</sup> / 12,200 <sup>2</sup>	12,700/ 12,600 <sup>1</sup>	12,700/ 12,600 <sup>1</sup>	12,500/ 12,400 <sup>1</sup>	12,500/ 12,400 <sup>1</sup>	12,300/ 12,200 <sup>1,2</sup>	12,300/ 12,200 <sup>1,2</sup>	12,000	12,000		
	4.30	23,000	13,000	14,000	14,000/ 13,000 <sup>2</sup>	15,000	13,000	14,000	15,000	15,000	14,000/ 13,000 <sup>2</sup>	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000
6.7L V8 Turbo Diesel	3.31	30,000	14,000	15,000	14,000	15,000	14,000	15,000	15,000	15,000	14,000	15,000	20,000 <sup>6</sup>	20,000 <sup>6</sup>	15,000	15,000	18,200	18,200	20,000 <sup>6</sup>	20,000 <sup>6</sup>	20,000 <sup>6</sup>	20,000 <sup>6</sup>	20,000 <sup>6</sup>	20,000 <sup>6</sup>
	3.55	30,000	14,000	15,000	14,000	15,000	14,000	15,000	15,000	15,000	14,000	15,000	20,000 <sup>6</sup>	20,000 <sup>6</sup>	15,000	15,000	18,200	18,200	20,000 <sup>6</sup> / 15,000 <sup>8</sup>	20,000 <sup>6</sup> / 15,000 <sup>8</sup>	20,000 <sup>6</sup>	20,000 <sup>6</sup>	20,000 <sup>6</sup>	20,000 <sup>6</sup>
7.3L V8	3.73	23,500	13,000	14,000	14,000/ 13,000 <sup>2</sup>	15,000	13,000	14,000	15,000	15,000	14,000/ 13,000 <sup>2</sup>	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000
	4.30	27,500	13,000	14,000	14,000/ 13,000 <sup>2</sup>	15,000	13,000	14,000	15,000	15,000	14,000/ 13,000 <sup>2</sup>	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000

<sup>1</sup>18" all-season tires.

<sup>2</sup>18" and 20" all-terrain tires.

<sup>3</sup>17" tires with 6-speed transmission.

<sup>4</sup>17" tires.

<sup>5</sup>18" tires with 6-speed transmission.

<sup>6</sup>Requires 18" all-season or 20" all-terrain tires.

<sup>7</sup>Optional 11,400-lb. GVWR Package (68L).

<sup>8</sup>Tremor Off-Road Package (17Y).

Notes: • Calculated with SAE J2807<sup>®</sup> method.

• Trailer tongue (trailer king pin for fifth-wheel towing) load weight should be 10% (15% for fifth-wheel towing) of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for fifth-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for fifth-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.

Maximum payload and towing capabilities are for properly equipped base vehicles with required equipment and a 150-lb. driver and vary based on cargo, vehicle configuration, accessories and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.

**M** Metric Conversion – To obtain information in millimetres, multiply inches by 25.4 and feet by 304.8; to obtain information in kilograms, multiply pounds by .45.

# F-350 SRW Super Duty® Pickup

F-350 XLT Crew Cab 4x4 with Tremor Package

## FIFTH-WHEEL GOOSENECK TOWING

### MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, refer to the Towing Basics information on page 44 of this towing guide and the reference "Spec'ing F-Series Trucks for Towing."

Automatic Transmission			REGULAR CAB			SUPERCAB				CREW CAB			
Engine	Axle Ratio	GCRW (lbs.)	4x2 142" WB 8' Box	4x4 142" WB 8' Box	4x2 148" WB 6-3/4' Box	4x2 164" WB 8' Box	4x4 148" WB 6-3/4' Box	4x4 164" WB 8' Box	4x2 160" WB 6-3/4' Box	4x2 176" WB 8' Box	4x4 160" WB 6-3/4' Box	4x4 176" WB 8' Box	
6.2L V8	3.73	19,500	13,100/13,000 <sup>1</sup>	12,600	12,800/12,700 <sup>1</sup>	12,700/12,600 <sup>1</sup>	12,400/12,300 <sup>1,2</sup>	12,300/12,200 <sup>1,2</sup>	12,600	12,400	12,200	12,000 <sup>4,6</sup> /11,900 <sup>1,2</sup>	
	4.30	23,000	16,600/16,500 <sup>1</sup>	16,100	16,300/16,200 <sup>1</sup>	16,200/16,100 <sup>2</sup>	15,900/15,800 <sup>1,2</sup>	15,800 <sup>4,6</sup> /15,700 <sup>1,2</sup>	16,100	15,900	15,700	15,500 <sup>4,6</sup> /15,400 <sup>1,2</sup>	
6.7L V8 Turbo Diesel	3.31	30,000	22,800 <sup>3</sup>	22,400 <sup>3,4,6</sup> / 22,300 <sup>2,3</sup>	22,600 <sup>1,3</sup> /22,100 <sup>3</sup>	22,500 <sup>3,6</sup> /22,400 <sup>1,3</sup> / 22,100 <sup>3</sup>	22,200 <sup>3,7</sup> /22,100 <sup>1,2,3</sup> / 21,500 <sup>3</sup>	22,400 <sup>1,3</sup> /22,100 <sup>3,6</sup> / 22,000 <sup>2,3</sup> /21,700 <sup>3</sup>	22,400 <sup>1,3</sup> /21,500 <sup>3</sup>	22,200 <sup>3,6</sup> /22,100 <sup>1,3</sup> / 20,900 <sup>3</sup>	22,000 <sup>3,6</sup> / 21,900 <sup>1,2,3</sup> /21,100 <sup>3</sup>	21,700 <sup>1,2,3</sup> /21,300 <sup>3,6</sup> / 20,700 <sup>3</sup>	
	3.55	30,000	22,800 <sup>3</sup>	22,400 <sup>3,4,6</sup> / 22,300 <sup>2,3</sup>	22,600 <sup>1,3</sup> /22,100 <sup>3</sup>	22,500 <sup>3,6</sup> /22,400 <sup>1,3</sup> / 22,100 <sup>3</sup>	22,200 <sup>3,6</sup> /22,100 <sup>1,2,3</sup> / 21,500 <sup>3</sup>	22,400 <sup>1,3</sup> /22,100 <sup>3,6</sup> / 22,000 <sup>1,2,3</sup> /21,700 <sup>3</sup>	22,400 <sup>1,3</sup> /21,500 <sup>3</sup>	22,200 <sup>3,6</sup> /22,100 <sup>1,3</sup> / 20,900 <sup>3</sup>	22,000 <sup>3,6</sup> / 21,900 <sup>1,2,3</sup> /21,100 <sup>3</sup>	21,700 <sup>1,2,3</sup> /21,300 <sup>3,6</sup> / 20,700 <sup>3</sup>	
7.3L V8	3.73	23,500	17,000	16,600 <sup>4</sup> /16,500 <sup>1,2</sup>	16,800/16,700 <sup>1</sup>	16,700/16,600 <sup>1</sup>	16,300	16,200	16,600	16,400/16,300 <sup>1</sup>	16,200/16,100 <sup>1,2</sup>	16,000 <sup>4</sup> /15,900 <sup>1,2</sup>	
	4.30	27,500	21,000 <sup>3</sup>	16,600/16,500 <sup>1,2</sup>	20,800 <sup>3</sup> /20,700 <sup>1,3</sup>	20,700 <sup>3</sup> /20,600 <sup>1,3</sup>	20,300 <sup>3</sup>	20,200 <sup>3</sup>	20,600 <sup>3</sup>	20,400 <sup>3</sup> /20,300 <sup>1,3</sup>	20,200 <sup>3</sup> /20,100 <sup>1,2,3</sup> / 20,000 <sup>2,3,5</sup>	20,000 <sup>3,4,6</sup> / 19,900 <sup>1,2,3</sup>	

<sup>1</sup>18" all-season tires.

<sup>2</sup>18" and 20" all-terrain tires.

<sup>3</sup>Gooseneck tow rating shown. Fifth-wheel tow rating limited to fifth-wheel hitch rating of 19,000 lbs.

<sup>4</sup>17" tires.

<sup>5</sup>Tremor Off-Road Package (17Y).

<sup>6</sup>Optional 11,400-lb. GVWR Package (68L).

**Notes:** - Calculated with SAE J2807® method.

- Trailer tongue (trailer king pin for fifth-wheel towing) load weight should be 10% (15% for fifth-wheel towing) of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for fifth-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for fifth-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.

Maximum payload and towing capabilities are for properly equipped base vehicles with required equipment and a 150-lb. driver and vary based on cargo, vehicle configuration, accessories and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.



# F-350/450 DRW Super Duty® Pickup

F-450 Limited Crew Cab 4x4

## CONVENTIONAL TOWING

### MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, refer to the Towing Basics information on page 44 of this towing guide and the reference "Spec'ing F-Series Trucks for Towing."

Automatic Transmission			REGULAR CAB				SUPERCAB				CREW CAB									
Engine	Axle Ratio	GCWR (lbs.)	F-350		F-450		F-350		F-350		F-350		F-450							
			4x2 142" WB 8' Box	4x4 142" WB 8' Box	4x2 142" WB 8' Box	4x4 142" WB 8' Box	4x2 164" WB 8' Box	4x4 164" WB 8' Box	4x2 176" WB 8' Box	4x4 176" WB 8' Box	4x2 176" WB 8' Box	4x4 176" WB 8' Box								
			Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing						
6.2L V8	3.73	20,000	13,200	13,200	12,800	12,800	-	-	12,700	12,700	12,300	12,300	12,500	12,500	12,100	12,100	-	-	-	-
	4.30	20,000	13,300 <sup>1</sup>	13,300 <sup>1</sup>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			23,500	16,700	16,700	16,300	16,300	-	-	16,200	16,200	15,800	15,800	16,000	16,000	15,600	15,600	-	-	-
6.7L V8 Turbo Diesel	3.55	40,000	18,000	21,000	18,000	20,000	-	-	18,000	21,200	19,000	21,200	19,000	21,200	21,200	21,200	-	-	-	-
	4.10	43,400	18,000	21,000	18,000	20,000	-	-	18,000	21,200	19,000	21,200	19,000	21,200	21,200	21,200	-	-	-	-
	4.30	43,500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	24,200	24,200	24,200	24,200
		45,300	-	-	-	-	21,200	21,200	21,200	21,200	-	-	-	-	-	-	-	-	-	-
7.3L V8	3.73	24,000	17,000	17,200	16,800	16,800	-	-	16,700	16,700	16,300	16,300	16,500	16,500	16,100	16,100	-	-	-	-
	4.30	28,000	17,000	21,000	18,000	20,000	-	-	18,000	20,700	18,000	20,000	19,000	20,500	19,000	20,100	-	-	-	-

## FIFTH-WHEEL/GOOSENECK TOWING

6.2L V8	3.73	20,000	13,200	12,700	-	-	12,700	12,300	12,500	12,000	-	-
	4.30	20,000	13,200 <sup>1</sup>	-	-	-	-	-	-	-	-	-
			23,500	16,700	16,200	-	-	16,200	15,800	16,000	15,500	-
6.7L V8 Turbo Diesel	3.55	40,000	32,400	32,000	-	-	32,000	31,600/30,700 <sup>3</sup>	31,800	31,300	-	-
	4.10	43,400	35,750 <sup>2</sup>	35,400 <sup>2</sup> /33,600 <sup>2,3</sup>	-	-	35,400 <sup>2</sup> /33,500 <sup>2,3</sup>	35,000 <sup>2</sup> /30,700 <sup>3</sup>	35,200 <sup>2</sup> /32,000 <sup>3</sup>	34,700 <sup>2</sup> /28,900 <sup>3</sup>	-	-
	4.30	43,500	-	-	-	-	-	-	-	-	34,600 <sup>2</sup>	32,600 <sup>2</sup>
		45,300	-	-	37,000 <sup>2</sup>	36,400 <sup>2</sup>	-	-	-	-	-	-
7.3L V8	3.73	24,000	17,200	16,700	-	-	16,700	16,300	16,500	16,000	-	-
	4.30	28,000	21,200	20,700	-	-	20,700	20,300	20,500	20,000	-	-

<sup>1</sup>6-speed transmission. <sup>2</sup>Gooseneck tow rating shown. Fifth-wheel tow rating limited to fifth-wheel hitch rating of 32,500 lbs. <sup>3</sup>Optional 13,000-lb. GVWR Package (68L).

**Notes:** • Calculated with SAE J2807<sup>®</sup> method.

• Trailer tongue (trailer king pin for fifth-wheel towing) load weight should be 10% (15% for fifth-wheel towing) of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for fifth-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for fifth-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.

Maximum payload and towing capabilities are for properly equipped base vehicles with required equipment and a 150-lb. driver and vary based on cargo, vehicle configuration, accessories and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.

**M** Metric Conversion – To obtain information in millimetres, multiply inches by 25.4 and feet by 304.8; to obtain information in kilograms, multiply pounds by .45.



# F-350 Super Duty® Chassis Cab

F-350 SuperCab

## CONVENTIONAL TOWING<sup>1</sup>

### MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Trailer weights shown assume 400-lb.–800-lb. second-unit body weight. Be sure combined weight of vehicle and trailer does not exceed listed GCWR.

Automatic Transmission			REGULAR CAB CHASSIS				SUPERCAB CHASSIS				CREW CAB CHASSIS					
Engine	Axle Ratio	GCWR (lbs.)	F-350 4x2 SRW 145" WB	F-350 4x4 SRW 145" WB	F-350 4x2 DRW 145" WB	F-350 4x2 DRW 169" WB	F-350 4x4 DRW 145" WB	F-350 4x4 DRW 169" WB	F-350 4x2 SRW 168" WB	F-350 4x4 SRW 168" WB	F-350 4x2 DRW 168" WB	F-350 4x4 DRW 168" WB	F-350 4x2 SRW 179" WB	F-350 4x4 SRW 179" WB	F-350 4x2 DRW 179" WB	F-350 4x4 DRW 179" WB
6.2L SOHC V8	3.73	19,500	13,200/ 13,100 <sup>2</sup> / 13,000 <sup>2</sup>	12,700/ 12,500 <sup>2</sup>	-	-	-	-	12,900/ 12,800 <sup>2</sup> / 12,700 <sup>2</sup>	12,400/ 12,200 <sup>2</sup>	-	-	12,600/ 12,400 <sup>2</sup>	12,200/ 12,100 <sup>3</sup> / 12,000 <sup>2</sup>	-	-
		20,000	-	-	13,000	12,800	12,600	12,400	-	-	12,700	12,300	-	-	12,500	12,100
	4.30	23,000	13,500	13,500	-	-	-	-	13,500	13,500	-	-	13,500	13,500	-	-
6.7L V8 Diesel	3.73	30,000	13,500	13,500	-	-	-	-	13,500	13,500	-	-	13,500	13,500	-	-
		31,500	-	-	17,500	17,500	17,500	17,500	-	-	17,500	17,500	-	-	17,500	17,500
	4.10	32,500	-	-	17,500	17,500	17,500	17,500	-	-	17,500	17,500	-	-	17,500	17,500
7.3L V8	3.73	22,500	-	-	15,500	15,300	15,100	14,900	-	-	15,200	14,800	-	-	15,000	14,600
	4.30	26,000	13,500	13,500	17,500	17,500	17,500	17,500	13,500	13,500	17,500	17,500	13,500	13,500	17,500	17,500

## FIFTH-WHEEL/GOOSENECK TOWING

6.2L SOHC V8	3.73	19,500	13,100/ 12,900 <sup>2</sup>	12,700/ 12,600 <sup>3</sup> / 12,500 <sup>2</sup>	-	-	-	-	12,800/ 12,600 <sup>2</sup>	12,400/ 12,300 <sup>3</sup> / 12,200 <sup>2</sup>	-	-	12,600/ 12,500 <sup>3</sup> / 12,400 <sup>2</sup>	12,200/ 12,100 <sup>3</sup> / 12,000 <sup>2</sup>	-	-
		20,000	-	-	13,000	12,800	12,600	12,400	-	-	12,600	12,200	-	-	12,500	12,100
	4.30	23,000	16,600/ 16,400 <sup>2</sup>	16,200/ 16,100 <sup>3</sup> / 16,000 <sup>2</sup>	-	-	-	-	16,300/ 16,100 <sup>2</sup>	15,900/ 15,800 <sup>3</sup> / 15,700 <sup>2</sup>	-	-	16,100/ 16,000 <sup>3</sup> / 15,900 <sup>2</sup>	15,700/ 15,600 <sup>3</sup> / 15,500 <sup>2</sup>	-	-
6.7L V8 Diesel	3.73	30,000	22,700 <sup>2</sup> / 19,000 <sup>3</sup> / 18,000	22,200 <sup>2</sup> / 16,100 <sup>3</sup> / 15,100	-	-	-	-	22,300 <sup>2</sup> / 16,700 <sup>3</sup> / 15,700	21,900 <sup>2</sup> / 13,800 <sup>3</sup> / 12,800	-	-	22,100 <sup>2</sup> / 15,100 <sup>3</sup> / 14,100	21,300 <sup>2</sup> / 12,300 <sup>3</sup> / 11,300	-	-
		31,500	-	-	23,700	23,500	23,300	23,100	-	-	23,400	23,000	-	-	23,200	22,800
	4.10	32,500	-	-	24,700	24,500	24,300	24,100	-	-	24,400	24,000	-	-	24,200	23,800
7.3L V8	3.73	22,500	-	-	15,500	15,300	15,100	14,900	-	-	15,100	14,700	-	-	15,000	14,600
	4.30	26,000	19,600/ 19,400 <sup>2</sup>	19,200/ 19,100 <sup>3</sup> / 19,000 <sup>2</sup>	19,000	18,800	18,600	18,400	19,300/ 19,100 <sup>2</sup>	18,800 <sup>3</sup> / 18,700 <sup>2</sup> / 18,100	18,600	18,200	19,100/ 19,000 <sup>3</sup> / 18,900 <sup>2</sup>	18,500 <sup>3</sup> / 17,600 <sup>3</sup> / 16,600	18,500	18,100

<sup>1</sup>Super Duty Chassis Cab does not offer a conventional hitch receiver as a factory-installed option. <sup>2</sup>18" tires. <sup>3</sup>Optional 10,000-lb. GVWR Package (68D).

**Note:** Trailer tongue (trailer king pin for fifth-wheel towing) load weight should be 10% (15% for fifth-wheel towing) of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for fifth-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for fifth-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.

Maximum payload and towing capabilities are for properly equipped base vehicles with required equipment and a 150-lb. driver and vary based on cargo, vehicle configuration, accessories and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.

**TRAILER TOWING SELECTOR**



# F-450 Super Duty<sup>®</sup> Chassis Cab

F-450 Regular Cab

## CONVENTIONAL TOWING<sup>1</sup>

### MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Trailer weights shown assume 400-lb.–800-lb. second-unit body weight. Be sure combined weight of vehicle and trailer does not exceed listed GCWR.

Automatic Transmission	Axle Ratio	GCWR (lbs.)	REGULAR CAB CHASSIS								SUPERCAB CHASSIS				CREW CAB CHASSIS			
			F-450 4x2 DRW 145" WB	F-450 4x2 DRW 169" WB	F-450 4x2 DRW 193" WB	F-450 4x2 DRW 205" WB	F-450 4x4 DRW 145" WB	F-450 4x4 DRW 169" WB	F-450 4x4 DRW 193" WB	F-450 4x4 DRW 205" WB	F-450 4x2 DRW 168" WB	F-450 4x2 DRW 192" WB	F-450 4x4 DRW 168" WB	F-450 4x4 DRW 192" WB	F-450 4x2 DRW 179" WB	F-450 4x2 DRW 203" WB	F-450 4x4 DRW 179" WB	F-450 4x4 DRW 203" WB
7.3L V8	4.88	28,000	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500
6.7L V8	4.10	32,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500
Diesel	4.30	35,000 <sup>2</sup>	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500

## FIFTH-WHEEL/GOOSENECK TOWING

7.3L V8	4.88	28,000	20,400	20,200	19,800	19,700	20,100	19,800	19,500	19,400	20,100	19,700	19,700	19,400	19,900	19,600	19,600	19,300
6.7L V8	4.10	32,500	24,100	23,900	23,600	23,400	23,800	23,600	23,300	23,100	23,800	23,500	23,500	23,100	23,700	23,400	23,400	23,100
Diesel	4.30	35,000 <sup>2</sup>	26,600	26,400	26,100	25,900	26,300	26,100	25,800	25,600	26,300	26,000	26,000	25,600	26,200	25,900	25,900	25,600

<sup>1</sup>Super Duty Chassis Cab does not offer a conventional hitch receiver as a factory-installed option. <sup>2</sup>Available with High-Capacity Trailer Tow Package (535) only.

**Note:** Trailer tongue (trailer king pin for fifth-wheel towing) load weight should be 10% (15% for fifth-wheel towing) of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for fifth-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for fifth-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.

Maximum payload and towing capabilities are for properly equipped base vehicles with required equipment and a 150-lb. driver and vary based on cargo, vehicle configuration, accessories and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.

**M** Metric Conversion - To obtain information in kilograms, multiply pounds by .45; to obtain information in millimetres multiply inches by 25.4.

**TRAILER TOWING SELECTOR**



# F-550 Super Duty<sup>®</sup> Chassis Cab

F-550 Regular Cab

## CONVENTIONAL TOWING<sup>1</sup>

### MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Trailer weights shown assume 400-lb.–800-lb. second-unit body weight. Be sure combined weight of vehicle and trailer does not exceed listed GCWR.

Automatic Transmission			REGULAR CAB CHASSIS								SUPERCAB CHASSIS				CREW CAB CHASSIS				
Engine	Axle Ratio	GCWR (lbs.)	F-550 4x2 DRW 145" WB	F-550 4x2 DRW 169" WB	F-550 4x2 DRW 193" WB	F-550 4x2 DRW 205" WB	F-550 4x4 DRW 145" WB	F-550 4x4 DRW 169" WB	F-550 4x4 DRW 193" WB	F-550 4x4 DRW 205" WB	F-550 4x2 DRW 168" WB	F-550 4x2 DRW 192" WB	F-550 4x4 DRW 168" WB	F-550 4x4 DRW 192" WB	F-550 4x2 DRW 179" WB	F-550 4x2 DRW 203" WB	F-550 4x4 DRW 179" WB	F-550 4x4 DRW 203" WB	
7.3L V8	4.88	28,000	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500
6.7L V8	4.10	32,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500
Diesel	4.30	37,000 <sup>2</sup>	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500
	4.88	32,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500
		40,000 <sup>2</sup>	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500

## FIFTH-WHEEL/GOOSENECK TOWING

7.3L V8	4.88	28,000	20,400	20,200	19,800	19,700	20,100	19,800	19,500	19,400	20,100	19,700	19,700	19,400	19,900	19,600	19,600	19,300
6.7L V8	4.10	32,500	24,100	23,900	23,600	23,400	23,800	23,600	23,300	23,100	23,800	23,500	23,500	23,100	23,700	23,400	23,400	23,100
Diesel	4.30	37,000 <sup>2</sup>	28,600	28,400	28,100	27,900	28,300	28,100	27,800	27,600	28,300	28,000	28,000	27,600	28,200	27,900	27,900	27,600
	4.88	32,500	24,100	23,900	23,500	23,400	23,800	23,500	23,200	23,100	23,800	23,400	23,400	23,100	23,600	23,300	23,300	23,000
		40,000 <sup>2</sup>	31,600	31,400	31,000	30,900	31,300	31,000	30,700	30,600	31,300	30,900	30,900	30,600	31,100	30,800	30,800	30,500

<sup>1</sup>Super Duty Chassis Cab does not offer a conventional hitch receiver as a factory-installed option. <sup>2</sup>Available with High-Capacity Trailer Tow Package (535) only.

**Note:** Trailer tongue (trailer king pin for fifth-wheel towing) load weight should be 10% (15% for fifth-wheel towing) of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for fifth-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for fifth-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.

Maximum payload and towing capabilities are for properly equipped base vehicles with required equipment and a 150-lb. driver and vary based on cargo, vehicle configuration, accessories and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.

**M** Metric Conversion – To obtain information in millimetres, multiply inches by 25.4; to obtain information in kilograms, multiply pounds by .45.



# F-600 Super Duty® Chassis Cab

F-600 Regular Cab

## CONVENTIONAL TOWING<sup>1</sup>

### MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Trailer weights shown assume 400-lb.–800-lb. second-unit body weight. Be sure combined weight of vehicle and trailer does not exceed listed GCWR.

Automatic Transmission			REGULAR CAB CHASSIS							
Engine	Axle Ratio	GCWR (lbs.)	F-600 4x2 DRW 145" WB	F-600 4x2 DRW 169" WB	F-600 4x2 DRW 193" WB	F-600 4x2 DRW 205" WB	F-600 4x4 DRW 145" WB	F-600 4x4 DRW 169" WB	F-600 4x4 DRW 193" WB	F-600 4x4 DRW 205" WB
7.3L V8	4.88	30,000	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500

## FIFTH-WHEEL/GOOSENECK TOWING

7.3L V8	4.88	30,000	22,200	22,000	21,700	21,500	21,900	21,700	21,400	21,200
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**Note:** Trailer tongue (trailer king pin for fifth-wheel towing) load weight should be 10% (15% for fifth-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 fifth-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for fifth-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.

Maximum payload and towing capabilities are for properly equipped base vehicles with required equipment and a 150-lb. driver and vary based on cargo, vehicle configuration, accessories and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.

**M** Metric Conversion – To obtain information in millimetres, multiply inches by 25.4; to obtain information in kilograms, multiply pounds by .45.

**TRAILER TOWING SELECTOR**



F-750 SuperCab

**2021 F-650/F-750 Super Duty® Chassis Cabs**

**DIESEL ENGINE**

Model	GVWR	GCWR
F-650 Pro Loader (Kick-Up Frame)	20,500–26,000 lbs.	50,000 lbs.
F-650 (Straight Frame)	25,600–29,000 lbs.	50,000 lbs.
F-750 (Straight Frame)	30,200–37,000 lbs.	50,000 lbs.
F-650 Tractor	27,500–29,000 lbs.	50,000 lbs.
F-750 Tractor	30,200–37,000 lbs.	50,000 lbs.

**GAS ENGINE**

Model	GVWR	GCWR
F-650 Pro Loader (Kick-Up Frame)	22,000–26,000 lbs.	37,000 lbs.
F-650 (Straight Frame)	25,600–29,000 lbs.	37,000 lbs.
F-750 (Straight Frame)	30,200–33,000 lbs.	37,000 lbs.

**Note:** Combined weight of vehicle and trailer cannot exceed listed GCWR.

**M** Metric Conversion – To obtain information in kilograms, multiply pounds by .45.



**Super Duty Commercial Stripped Chassis**

GVWR	GCWR	Trailer Weight
16,000 lbs.	23,000 lbs.	7000 lbs.
19,500 lbs.	26,000 lbs.	6500 lbs.
19,500 lbs.	27,200 lbs.	7700 lbs. <sup>1</sup>
22,000 lbs.	26,000 lbs.	4000 lbs.
22,000 lbs.	29,700 lbs.	7700 lbs. <sup>1</sup>

<sup>1</sup>Requires Parcel Delivery Package option.

**Note:** Towing vehicle's braking system is rated for operation at GVWR – NOT GCWR. See page 36 for more details.

**Super Duty Class A Motorhome Chassis**

GVWR	GCWR	Trailer Weight
16,000 lbs.	23,000 lbs.	7000 lbs.
18,000 lbs.	23,000 lbs.	5000 lbs.
20,500 lbs.	26,000 lbs.	5500 lbs.
22,000 lbs.	26,000 lbs.	4000 lbs.
24,000 lbs.	30,000 lbs.	6000 lbs.
26,000 lbs.	30,000 lbs.	4000 lbs.

**Note:** Towing vehicle's braking system is rated for operation at GVWR – NOT GCWR. See page 36 for more details.



E-Series DRW Cutaway

**2021 E-Series Cutaway and Stripped Chassis**

**Maximum Trailer Weight = GCWR – Vehicle GVW or 10,000 pounds, whichever is less.**

**E-350 Super Duty Cutaway SRW GCWRs:**

- 7.3L V8 Economy/6R140 – 13,000 lbs.
- 7.3L V8 Premium/6R140 – 18,500 lbs.

**E-350 Super Duty Cutaway DRW GCWRs:**

- 7.3L V8 Economy/6R140 – 17,000 lbs.
- 7.3L V8 Premium/6R140 – 18,500 lbs.

**E-450 Super Duty Cutaway GCWRs:**

- 7.3L V8 Economy/6R140 – 18,000 lbs.
- 7.3L V8 Premium/6R140 – 22,000 lbs.

**E-350 Super Duty Stripped Chassis GCWRs:**

- 7.3L V8 Economy/6R140 – 17,000 lbs.
- 7.3L V8 Premium/6R140 – 18,500 lbs.

**E-450 Super Duty Stripped Chassis GCWRs:**

- 7.3L V8 Economy/6R140 – 18,000 lbs.
- 7.3L V8 Premium/6R140 – 22,000 lbs.

Maximum payload and towing capabilities are for properly equipped base vehicles with required equipment and a 150-lb. driver and vary based on cargo, vehicle configuration, accessories and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.



# Transit

Passenger Van XLT HR LWB-EL DRW

## PASSENGER VAN

### MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Automatic Transmission			REAR-WHEEL DRIVE						ALL-WHEEL DRIVE					
Engine	Axle Ratio	GCWR (lbs.)	150	150	350	350	350	150	150	350	350	350	350	
			130" WB Low Roof	130" WB Medium Roof	148" WB Low Roof	148" WB Medium Roof	148" WB High Roof	148" WB Extended High Roof	130" WB Low Roof	130" WB Medium Roof	148" WB Low Roof	148" WB Medium Roof	148" WB High Roof	148" WB Extended High Roof
3.5L PFDI V6	3.73	10,800	4600	4400	4200	4100	3900	3400	4400	4200	4000	3800	3700	-
	4.10	11,200	-	-	4500	4400	4200	3700	-	-	4300	4100	4000	-
3.5L EcoBoost® V6	3.31	11,200	-	-	4500	4400	4300	-	-	-	4300	4200	4000	-
	3.73	11,200	-	-	4400	4300	4200	3600	-	-	4200	4100	3900	3300

## CARGO VAN

### MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Automatic Transmission			REAR-WHEEL DRIVE						ALL-WHEEL DRIVE					
Engine	Axle Ratio	GCWR (lbs.)	150/250/350	150/250/350	150/250/350	150/250/350	250/350	150/250/350	150/250/350	150/250/350	150/250/350	150/250/350	150/250/350	250/350
			130" WB Low Roof	130" WB Medium Roof	148" WB Low Roof	148" WB Medium Roof	148" WB High Roof	148" WB Extended High Roof	130" WB Low Roof	130" WB Medium Roof	148" WB Low Roof	148" WB Medium Roof	148" WB High Roof	148" WB Extended High Roof
3.5L PFDI V6	3.73	10,800	5300	5100	5100	5000	4900	4700	5000	4900	4900 <sup>2</sup>	4800	4700	4700
	4.10	12,000	6400	6200	6200	6100	6000	5800	6100	6000	6000 <sup>2</sup>	5900	5800	5800
3.5L EcoBoost V6	3.31	11,200	5600	5400	5500	5300	5200	5000	5300	5200	5200 <sup>2</sup>	5100	5000 <sup>2</sup>	4800
	3.73	12,600	6900	6700	6800	6600	6500	6300	6600	6500	6500	6400	6300	6100
	13,000	-	-	-	-	-	-	6500 <sup>1</sup>	-	-	-	-	-	-

## CREW VAN

### MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Automatic Transmission			REAR-WHEEL DRIVE						ALL-WHEEL DRIVE						
Engine	Axle Ratio	GCWR (lbs.)	150/250/350	150/250/350	150/250/350	150/250/350	350	150/250	150/250/350	150/250	150/250/350	150/250	150/250/350	350	
			130" WB Low Roof	130" WB Medium Roof	148" WB Low Roof	148" WB Medium Roof	148" WB High Roof	148" WB Extended High Roof	130" WB Low Roof	130" WB Medium Roof	148" WB Low Roof	148" WB Medium Roof	148" WB High Roof	148" WB High Roof	
3.5L PFDI V6	3.73	10,800	4900	4800	4800	4700	4600	4600	-	4700	4600	4600	4400	4300	4300
	4.10	12,000	6000	5900	5900	5800	5700	5700	5300	5800	5700	5700	5500	5400	5400
3.5L EcoBoost V6	3.31	11,200	5200	5100	-	-	-	-	-	5000	4900	-	-	-	-
	3.73	12,600	6500	6400	6400	-	6200	-	-	6300	6200	6200	6100	6000	-
	13,000	-	-	-	-	-	-	6200	-	-	-	-	-	-	5900

<sup>1</sup>350 models only. <sup>2</sup>250 models only.

- Notes:**
- Transit calculated with SAE J2807® method.
  - Do not exceed trailer weight of 5000 lbs. when towing with bumper only.
  - 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.

Maximum payload and towing capabilities are for properly equipped base vehicles with required equipment and a 150-lb. driver and vary based on cargo, vehicle configuration, accessories and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.

# Transit

## CUTAWAY

### MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Automatic Transmission			REAR-WHEEL DRIVE					ALL-WHEEL DRIVE				
Engine	Axle Ratio	GCWR (lbs.)	250/350 138" WB	350HD DRW 138" WB	250/350 156" WB	350HD DRW 156" WB	350HD DRW 178" WB	250/350 138" WB	350HD DRW 138" WB	250/350 156" WB	350HD DRW 156" WB	350HD DRW 178" WB
3.5L PFDI V6	4.10	12,000	6600	6400	6400	6200	6000	6300	6200	6200	6000	5800
3.5L EcoBoost® V6	3.31	11,200	5800	-	5600	-	-	5500	-	5400	-	-
		12,600	7100	-	6900	-	-	6800	-	6700	-	-
	13,000	-	7300	-	7100	-	6900	-	7100	-	6900	6700
		15,000	-	7500	-	-	-	7500	-	7500	-	7500

## CHASSIS CAB

### MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Automatic Transmission			REAR-WHEEL DRIVE					ALL-WHEEL DRIVE				
Engine	Axle Ratio	GCWR (lbs.)	250/350 138" WB	350HD DRW 138" WB	250/350 156" WB	350HD DRW 156" WB	350HD DRW 178" WB	250/350 138" WB	350HD DRW 138" WB	250/350 156" 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	3.31	11,200	5800	-	5600	-	-	5500	-	5400	-	-
		12,600	7100	-	6900	-	-	6800	-	6700	-	-
	13,000	-	7300	-	7100	-	6900	-	7100	-	6900	6600
		15,000	-	7500	-	7500	7500	-	7500	-	7500	7500

**Notes:** • Transit calculated with SAE J2807® method.  
 • Do not exceed trailer weight of 5000 lbs. when towing with bumper only.  
 • 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.

# Ranger

Automatic Transmission			MAXIMUM LOADED TRAILER WEIGHT (lbs.)	
Engine	Axle Ratio	GCWR (lbs.)	SUPERCAB 4x4	SUPERCREW® 4x4
2.3L EcoBoost I-4	3.73	8900	3500	-
		9000	-	3500
		12,400	7500 <sup>1</sup>	-
		12,500	-	7500 <sup>1</sup>

<sup>1</sup>Requires optional Trailer Towing Package (53R) **Notes:** • Ranger calculated with SAE J2807 method.  
 • Do not exceed trailer weight of 3500 lbs. when towing with bumper only.



Lariat SuperCrew 4x4

Maximum payload and towing capabilities are for properly equipped base vehicles with required equipment and a 150-lb. driver and vary based on cargo, vehicle configuration, accessories and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.

**M** Metric Conversion – To obtain information in millimetres, multiply inches by 25.4; to obtain information in kilograms, multiply pounds by .45.

# TRAILER TOWING SELECTOR



Expedition Platinum

Automatic Transmission			MAXIMUM LOADED TRAILER WEIGHT (lbs.) <sup>1</sup>	
Engine	Axle Ratio	GCWR (lbs.)	EXPEDITION	EXPEDITION MAX
			4x4	4x4
3.5L EcoBoost® V6	3.31	12,100	6000	-
		12,300	6000	-
		12,400	-	6000
	3.73	12,300 <sup>2</sup>	6000	-
		12,400 <sup>2</sup>	-	6000
		15,500 <sup>3</sup>	9200	9000

<sup>1</sup>Maximum loaded trailer weight requires weight-distributing hitch. <sup>2</sup>Included with FX4 Off-Road Package (17F). <sup>3</sup>Requires optional Class IV Heavy-Duty Trailer Tow Package (536).

**Notes:** • Trailer tongue load weight should be 10% of total loaded trailer weight. **Make sure vehicle payload (reduced 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.  
• Expedition calculated with SAE J2807<sup>®</sup> method.

Automatic Transmission			MAXIMUM LOADED TRAILER WEIGHT (lbs.) <sup>1</sup>	
Engine	Axle Ratio	GCWR (lbs.) 4WD	EXPLORER	
			4WD	4WD
2.3L EcoBoost I-4	3.58	7800	3000 <sup>1</sup>	
		10,100	5300 <sup>2</sup>	
3.0L EcoBoost V6 <sup>3</sup>	3.31 <sup>4</sup>	10,800	5600	
	3.58 <sup>5</sup>	10,600	5600	
3.3L Ti-VCT V6 <sup>6</sup>	3.58	8000/10,600	3000/5600 <sup>2</sup>	
3.3L HEV V6	3.73	8600/10,600	3000/5000 <sup>2</sup>	

<sup>1</sup>Explorer does not offer factory-installed towing equipment for this application; only available as Dealer accessory. <sup>2</sup>Requires optional Class III Trailer Tow Package (52T). <sup>3</sup>Class III Trailer Tow Package standard on ST and Platinum models. <sup>4</sup>Platinum model only. <sup>5</sup>ST model only. <sup>6</sup>Fleet only.

**Notes:** • Explorer calculated with SAE J2807 method.  
• Cargo and load capacity limited by weight and weight distribution.



Explorer Limited Hybrid

Automatic Transmission			MAXIMUM LOADED TRAILER WEIGHT (lbs.)	
Engine	Final Drive Ratio	GCWR (lbs.)		ESCAPE
		FWD	AWD	
2.5L I-4 Hybrid	2.91	5375	5530	1500 <sup>1</sup>
2.5L I-4 Plug-in Hybrid	2.91	5705	-	1500 <sup>1</sup>
1.5L EcoBoost I-3	3.52	5622	-	2000 <sup>2</sup>
	3.81	-	5785	2000 <sup>2</sup>
2.0L EcoBoost I-4	3.47	-	7374	3500 <sup>3</sup>

<sup>1</sup>Escape Hybrid/Plug-in Hybrid does not offer factory-installed towing equipment for this application; only available as a Dealer accessory. <sup>2</sup>Escape does not offer factory-installed towing equipment for this application; only available as Dealer accessory. <sup>3</sup>Includes Class II Trailer Tow Package.

**Notes:** • Be sure to familiarize yourself with federal and provincial requirements when towing and when travelling to the US; certain states require electric trailer brakes for trailers over a specified weight. Be sure to check regulations for this specified weight. **WARNING:** Do not tow a trailer fitted with electric trailer brakes unless your vehicle is fitted with a compatible aftermarket electronic trailer brake controller. Failure to follow this instruction could result in the loss of control of your vehicle, personal injury or death. For additional information and assistance, we recommend that you contact an authorized dealer.  
• Escape calculated with SAE J2807 method.



Escape Titanium

Automatic Transmission			MAXIMUM LOADED TRAILER WEIGHT (lbs.)	
Engine	Final Drive Ratio	GCWR (lbs.)		ECOSPORT <sup>1</sup>
		FWD	4WD	
1.0L EcoBoost I3	3.44	4960	-	1400
2.0L Ti-VCT I-4	3.51	-	5754	2000

<sup>1</sup>EcoSport does not offer factory-installed towing equipment for this application; only available as aftermarket accessory.

**Notes:** • Be sure to familiarize yourself with federal and provincial requirements when towing and when travelling to the US; certain states require electric trailer brakes for trailers over a specified weight. Be sure to check regulations for this specified weight. The maximum trailer weights listed above may be limited to this specified weight, as the electrical system does not include the wiring connector needed to activate electric trailer brakes.  
• EcoSport calculated with SAE J2807 method.

Maximum payload and towing capabilities are for properly equipped base vehicles with required equipment and a 150-lb. driver and vary based on cargo, vehicle configuration, accessories and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.



EcoSport Titanium

**TRAILER TOWING SELECTOR**



Edge ST

Automatic Transmission		MAXIMUM LOADED TRAILER WEIGHT (lbs.)
Engine	Axle Configuration	EDGE
2.0L EcoBoost® I-4	FWD/AWD	1500 <sup>1</sup> /3500 <sup>2</sup>
2.7L EcoBoost V6	AWD	3500 <sup>3</sup>

<sup>1</sup>Edge does not offer factory-installed towing equipment for this application; only available as Dealer accessory. <sup>2</sup>Requires Class II Trailer Tow Package (53G). <sup>3</sup>Edge ST. Includes Class II Trailer Tow Package standard.

**Note:** Edge calculated with SAE J2807® method.

Automatic Transmission		MAXIMUM LOADED TRAILER WEIGHT (lbs.)
Engine	Axle Configuration	TRANSIT CONNECT VAN/WAGON
2.0L I-4	FWD	2000 <sup>1</sup>
2.5L I-4 <sup>2</sup>	FWD	2000 <sup>1</sup>

<sup>1</sup>Requires Class I Trailer Tow Package (53T). <sup>2</sup>Fleet only. Requires CNG/LPG Engine Prep Package (98G).

**Note:** Transit Connect calculated with SAE J2807 method.



Transit Connect Cargo Van

Automatic Transmission		MAXIMUM LOADED TRAILER WEIGHT (lbs.)
Engine	Axle Configuration	MUSTANG <sup>1,2</sup>
2.3L EcoBoost I-4	RWD	1000
2.3L High Performance EcoBoost I-4	RWD	1000
5.0L V8	RWD	1000

**Manual Transmission**

2.3L EcoBoost I-4	RWD	1000
2.3L High Performance EcoBoost I-4	RWD	1000
5.0L V8	RWD	1000

<sup>1</sup>Mustang does not offer factory-installed towing equipment for this application; only available as aftermarket accessory. <sup>2</sup>Shelby GT350/GT350R and Mustang GT500 are not rated to tow a trailer.

**Note:** Mustang calculated with SAE J2807 method.



Mustang GT

Automatic Transmission		MAXIMUM LOADED TRAILER WEIGHT (lbs.)
Engine	Axle Configuration	FUSION <sup>1,2</sup>
1.5L EcoBoost I-4	FWD	1000

<sup>1</sup>Fusion does not offer factory-installed towing equipment for this application; only available as aftermarket accessory. <sup>2</sup>Fusion Hybrid and Fusion Plug-In Hybrid are not rated to tow a trailer.

**Note:** Fusion calculated with SAE J2807 method.



Fusion Titanium

Maximum payload and towing capabilities are for properly equipped base vehicles with required equipment and a 150-lb. driver and vary based on cargo, vehicle configuration, accessories and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.

**M** Metric Conversion – To obtain information in kilograms, multiply pounds by .45.

# WHAT TO 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 (see page 16). 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's Owner Guide 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 page 41). 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

Provinces in Canada, as well as many states in the US, may require a separate braking system on trailers with a loaded weight of more than 1500 lbs. For your safety, 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 regulations. See *Towing Basics on the last page 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 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's Owner Guide 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

*Refer to chart on page 16 for standard and optional wiring harness usage.*

# 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') trailers

Ford trucks and compact SUVs can be  
equipped to tow these trailers<sup>1</sup>

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 them<sup>1</sup>

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

## CLASS IV EXTRA-HEAVY-DUTY<sup>2</sup>

Over 5000-lb. gross trailer weight<sup>2</sup>

Largest travel and fifth-wheel trailers  
made for recreation

Most Ford trucks and some SUVs can  
be equipped to handle trailer weights  
in this class<sup>1</sup>

Most applications require a conventional  
weight-distributing or fifth-wheel hitch

<sup>1</sup>Refer to page 15 for Required Equipment.

<sup>2</sup>Some industry sources refer to trailers over 10,000 lbs. as Class V Trailers. Ford F-150, Super Duty® Pickups and Chassis Cabs can be equipped to handle these trailers.

# 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 travelling package
- Easily manoeuvrable – generally 8' to 16' 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' long
- Normally towed with a conventional weight-distributing hitch, depending on weight



## FIFTH-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 fifth-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 metres, multiply feet by .3.

# CHOOSING THE PROPER HITCH STYLE



## 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 Escape; bumper hitch not available with Escape or Explorer). Ford hitch receivers provide weight-carrying capacities as shown in the chart on page 39. (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.



## 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 (see the chart on page 39).

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
- Attachment rails require no welding (sold separately)



## FIFTH-WHEEL

A fifth-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 2" 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. fifth-wheel hitches are commonly used for RV trailers.

 Metric Conversion – To obtain information in centimetres, multiply inches by 2.54.

# HITCH RECEIVER OPTIONS AND CAPACITIES

Factory-installed trailer hitch receiver options available on the following vehicles:

## Transit Connect:

Included with Class I Trailer Tow Package – Option Code 53T

## Edge:

Included with Class II Trailer Tow Package – Option Code 53G

## Escape:

Included with Class II Trailer Tow Package/ 2.0L EcoBoost® Engine/AWD – Option Code 999/U9H or U9J

## Explorer:

Included with Class III Trailer Tow Package – Option Code 52T

## Expedition:

Standard Class IV Heavy-Duty Trailer Tow Package – Option Code 536

## Transit:

Included with Trailer Tow Package – Option Code 53B

## Ranger:

Included with Trailer Tow Package – Option Code 53R

## F-150 Raptor:

Standard

## F-150 Pickup:

Included with Trailer Tow Packages – Option Code 53A, 53B and 53C

## F-250/F-350/F-450 Super Duty® Pickups:

A conventional trailer hitch receiver is standard on all Super Duty Pickups. The following configurations have a standard 2.5" receiver:

F-250 (less Trailer Tow Package)

F-350 Single Rear Wheel Gas

The following configurations have a standard 3" receiver with a 2.5" reducer and a high capacity 5/8" pin:

F-250 equipped with Trailer Tow Package

F-350 Single Rear Wheel 6.7L

F-350/F-450 Dual Rear Wheel

You are responsible for obtaining the proper hitch ball, ball mounting, weight-distributing equipment (e.g., equalizing arms and snap-up brackets, sway control system) and other appropriate equipment to tow both the trailer and its cargo load.

**Note:** The chart below shows the weight-carrying and weight-distributing capacities of these hitch receivers. (These capacities are also shown on a label affixed to each receiver.)

## Fifth-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 fifth-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.

**Note:**  
Raptor fifth-wheel towing is not recommended.

Ford Motor Company offers a factory-installed fifth-wheel hitch prep package option for Super Duty only. Optional fifth-wheel hitch and gooseneck ball are also available. Go to [accessories.ford.ca](http://accessories.ford.ca) for more information.

## REAR STEP BUMPER/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 on pages 18–35 for Maximum Loaded Trailer Weights for each vehicle.

Vehicle	Weight-Carrying Max. Trailer Capacity (lbs.) <sup>1</sup>	Max. Tongue Load (lbs.)	Weight-Distributing Max. Trailer Capacity (lbs.) <sup>1</sup>	Max. Tongue Load (lbs.)
<b>REAR STEP BUMPER</b>				
Ranger	3500	350	–	–
Transit	5000	500	–	–
F-150	5000	500	–	–
<b>HITCH RECEIVER</b>				
Transit Connect	2000	200	–	–
Edge	3500	350	–	–
Escape Hybrid/Plug-in Hybrid	1500	150	–	–
Escape	3500	350	–	–
Explorer Hybrid	5300	530	–	–
Explorer	5600	560	–	–
Transit Cargo Van	7500	750	–	–
Transit Passenger Van	5000	500	–	–
Expedition	6000	600	9200	920
Expedition MAX	6000	600	9000	900
Ranger	7500 <sup>2</sup>	750 <sup>2</sup>	–	–
F-150	5000	500	13,200	1320
F-150 Raptor	5000	500	8000	800
F-250 less Trailer Tow Package/F-350 Super Duty SRW gas engine	15,000	1500	15,000	1500
F-250 with Trailer Tow Package/F-350 Super Duty SRW w/6.7L engine	21,200	2120	21,200	2120
F-350 Super Duty DRW/F-450 Regular Cab	21,200	2120	21,200	2120
F-450 Super Duty Crew Cab	24,200	2420	24,200	2420

<sup>1</sup>Ford rear step bumpers and 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 (e.g., equalizing arms and snap-up brackets, sway control system) and other appropriate equipment to tow both the trailer and its cargo load. <sup>2</sup>When properly equipped.

Maximum payload and towing capabilities are for properly equipped base vehicles with required equipment and a 150-lb. driver and vary based on cargo, vehicle configuration, accessories and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.



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

# CALCULATE WEIGHT DISTRIBUTION

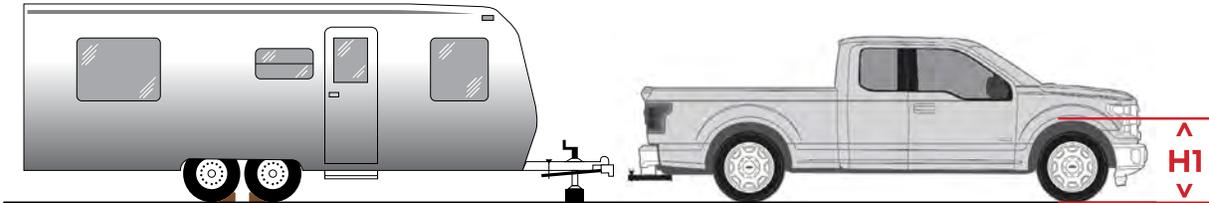
## WEIGHT DISTRIBUTION HITCH SETUP

Vehicle	Weight Distribution Correction Factor
Mustang	Not Required
Fusion	Not Required
Edge	Not Required
EcoSport	Not Required
Escape	Not Required
Transit Connect	Not Required
Explorer	Not Required
Expedition	50%
Transit	Use Not Recommended
Ranger	Not Required
F-150	25%
F-150 Raptor	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%

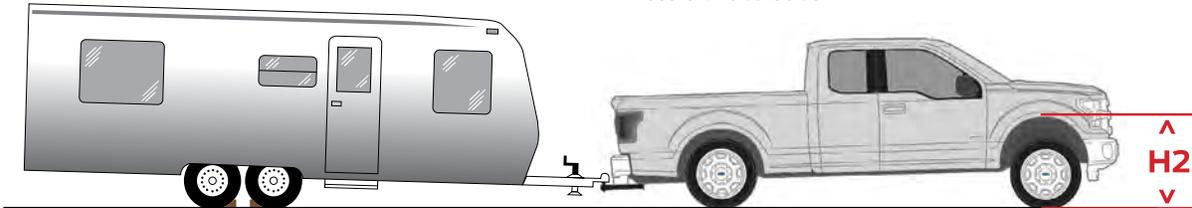
CALCULATION	
Vehicle =	
H1 =	
H2 =	
Correction Factor =	
Height Change =	(H2) minus (H1)
Reduction Amount =	(Height Change) times (Correction Factor)
Height Change =	(H2) minus (Reduction Amount)
Target Height =	

CALCULATION EXAMPLE	
Vehicle =	<b>F-150</b>
H1 =	<b>37 inches</b>
H2 =	<b>38 inches</b>
Correction Factor =	<b>25%</b>
Height Change =	<b>38 - 37 = 1 inch</b>
Reduction Amount =	<b>1 x 25% = .25 inches</b>
Height Change =	<b>38 - .25 = 37.75 inches</b>
Target Height =	<b>37.75 inches</b>

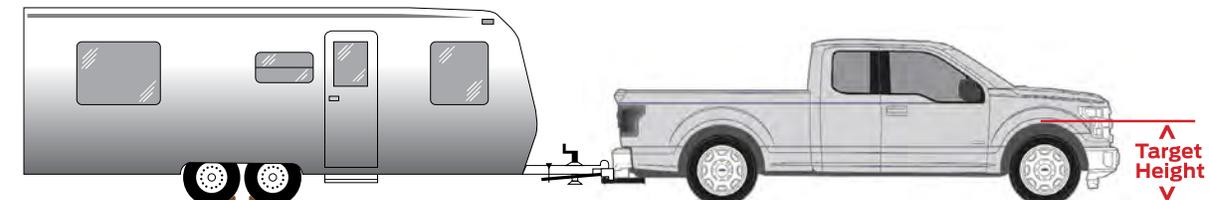
- Load trailer similar to the way it will be loaded for the trip with 10% tongue load and park on level ground.
- Adjust trailer tongue jack to get trailer level or just slightly nose down.
- Load tow vehicle similar to the way it will be used for the trip and park vehicle on level ground.
- Adjust and 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.
- Measure top of front fender lip above the centre of the wheel to ground.
- Record this value as "H1."



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



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



# WEIGHING IN

## 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.



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

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

$$\text{GVW} + \text{Loaded Trailer Weight} = \text{Gross Combination Weight (GCW)}$$

GCW must not exceed GCWR (obtain from charts on pages 18–35 or your vehicle's Owner Guide).



## 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 (see next page). **The GVW must never exceed the GVWR.**

## 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 (see next page). **The GVW must never exceed the GVWR.**

## 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.**

## 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 fifth-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.

# WEIGHT LIMITS

## 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.

## Maximum Loaded Trailer Weight

(as shown in the Trailer Towing Selector charts on pages 18–35) 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% (fifth-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 Fifth-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 fifth-wheel trailers, king pin weight 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. fifth-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.

\*Refer to the chart on page 39 for tongue load recommendations with Ford factory-installed trailer hitch receivers.

# HOW TO FIND YOUR TRUCK'S AXLE RATIO.

If you do not know the axle ratio of your vehicle, check its Truck 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 below to find the axle ratio that corresponds to that code.

## REAR AXLE RATIO CODES

Vehicle	Rear Axle Ratio	Non-Limited Slip	Limited Slip	Electronic Locking
Super Duty (F-250/F-550/F-600)	3.31	Not Available	Not Available	3H
	3.55	Not Available	3K	3J
	3.73	Not Available	3L	3E
	4.10	Not Available	4N/4W <sup>1</sup>	Not Available
	4.30	Not Available	4L/4X <sup>2</sup>	4M
	4.88	Not Available	8L	Not Available
F-150	3.15	15	Not Available	L5
	3.31	27	Not Available	L3
	3.55	19	Not Available	L9
	3.73	26	Not Available	L6
	4.10	Not Available	Not Available	L4
Explorer	3.31	3A	Not Available	Not Available
	3.58	3B	Not Available	Not Available
	3.73	3C	Not Available	Not Available
Expedition	3.15	10	Not Available	Not Available
	3.31	15	Not Available	Not Available
	3.73	Not Available	3L <sup>3</sup>	Not Available
Transit	3.31	31	3L	Not Available
	3.73	73	7L	Not Available
	4.10	41	4L	Not Available
Ranger	3.73	71	Not Available	73
E-Series Cutaway	4.10	52/56	E2/E6	Not Available
	4.56	58/83/85	E8/F3/F5	Not Available
Motorhome	4.88	48	Not Available	Not Available
	5.86	58	Not Available	Not Available
	6.14	61	Not Available	Not Available
Commercial Stripped Chassis	4.30	43	Not Available	Not Available
	4.88	48	Not Available	Not Available
	5.38	53	Not Available	Not Available

<sup>1</sup>Wide rear axle on F-350 DRW Chassis Cab with Ambulance Package and 6.7L diesel engine.

<sup>2</sup>Wide rear axle on F-350 DRW Chassis Cab with Ambulance Package and 7.3L gas engine.

<sup>3</sup>Electronic limited slip axle.

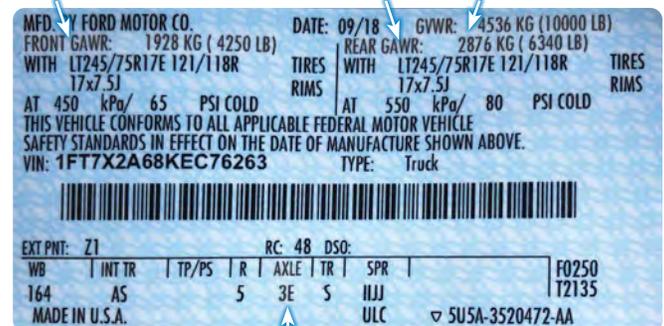
## Sample Truck Safety Compliance Certification Label

(Refer to actual label on your vehicle)

### Front GAWR

### Rear GAWR

### GVWR



↑  
Axle Code



Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in centimetres, multiply feet by 30.48.

# ACCESSORIZE YOUR TOW



FORD ACCESSORIES

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



## Trailer Hitch Wiring Harnesses – Four-Pin

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

**Base Part No. 15A416**

Uses a four-pin trailer tow connector and converter box that interfaces to the vehicle's rear lighting signals and power source.

**Base Part No. 15A416**

The seven-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 Assemblies

**CLASS II, III and IV:** Original equipment hitch bolts directly into existing holes – no drilling or welding required. Rear fascia trim required for installation.

May be required.

*NOTE: Towing capacity could be limited by vehicle powertrain. See your Ford Dealer or Owner Guide for details.*

**Base Part No. 19D520**

## Fifth-Wheel/Gooseneck Hitch Prep Package

Required Prep Package for Fifth-Wheel and Gooseneck Hitch Kits. Wiring harness not included.

**Base Part No. 5F057**

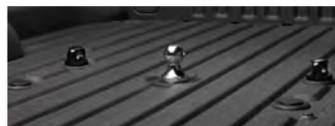


## Fifth-Wheel Hitch Kits

The Fifth-Wheel Hitch Kits have a Gross Trailer Weight Rating of 19,000 and 32,500 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" to 18" vertical height adjustment; and an extended-length handle.

*NOTE: This kit is only for use with the Fifth-Wheel and Gooseneck Hitch Prep Package. Other restrictions: only compatible with 8' beds – cannot be used with drop-in bedliners or bed mats. See Owner Guide for specific vehicle tow ratings.*

**Base Part No. 19D520**



## Gooseneck Hitch Kit

This Gooseneck Hitch Ball has a Gross Trailer Weight Rating of 27,500 lbs. on a 2-5/16" ball and 37,000 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 Fifth-Wheel and Gooseneck Hitch Prep Package. Other restrictions: cannot be used with drop-in bedliners or bed mats. See Owner Guide for specific vehicle tow ratings.*

**Base Part No. 19F503**



## Trailer Hitch Ball Mounts – Square Shank

Can be used in the raised or dropped position to match trailer coupler height. Available in durable

black powder coat. See your Ford Dealer or Owner Guide for towing limitations.

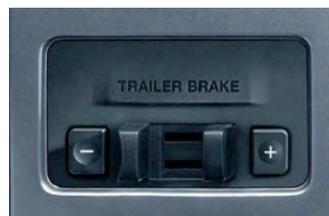
**Base Part No. 19A282**



## 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**



## Trailer Brake Kit

Vehicles must be equipped with Trailer Tow Package or Max Trailer Tow Package (wiring) for kit to be functional.

**Base Part No. 19H332**



## Neutral Tow Kit

This handy kit allows you to tow your vehicle behind your motorhome – with all four wheels on the ground. Available for 4WD and an automatic transmission. Dealer installation recommended. Not available for AWD vehicles.

**Base Part No. 7H332**



## Telescoping Trailer Tow Mirrors

**MANUAL:** When towing, the mirror telescopes out to help increase your range of vision. When not towing, the mirror slides in for normal range. Mirrors also include a rearward folding feature that allows them to be folded against the vehicle for tight spaces. (Black housing.)

**POWER:** Provides the same features as manual trailer tow mirrors, but the mirror glass features a power adjust. Mirror glass is also electrically heated to minimize snow and ice buildup. The mirror telescoping feature is still manual. (Black and chrome housing cap.)

*NOTE: Power trailer tow mirrors are for vehicles equipped with power mirrors only and turn signal/marker light feature is only functional on vehicles originally equipped with those features.*

**Base Part No. 17682 Passenger Side**  
**Base Part No. 17683 Driver Side**  
**Base Part No. 17696 Kit (Driver and Passenger Side)**

## Trailer-Mounted Camera

Attach this helpful weatherproof camera to the rear of the trailer to show you what's behind when in reverse gear; image can be accessed on the 8" colour LCD screen in the centre stack.

**Part No. HC3Z-19G490-K**  
**(Camera only)**

**Part No. HC3Z-19G490-J**  
**(Customer-Placed Camera with Trailer Tire Pressure Monitoring System)**

## 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.

**Part No. HC3Z-1A189-C**  
**(Tire Pressure Monitoring System)**

# TOWING BASICS

Towing a trailer is demanding on your vehicle, your trailer and your personal driving skills. Follow some basic rules that will help you tow safely and have a lot more fun.

For the latest RV & Trailer Towing information, check out [p2p.dealerconnection.com](http://p2p.dealerconnection.com).

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Many of the recreational vehicles shown in this brochure are modified or manufactured by companies other than Ford Motor Company. Ford assumes no responsibility for such modifications or manufacturing.

## Cargo and Weight Distribution

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

Keep centre of gravity low for best handling.

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, practise 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.

## Turning

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

## Braking

Allow considerably more distance for stopping with trailer attached.

Remember, the braking system of the tow vehicle is rated for operation at the GVWR, not GCWR.

If your tow vehicle is an 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.

## Towing on Hills

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

With TorqShift® transmission, select tow/haul mode 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 four-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.

To eliminate this condition and achieve steadier performance, overdrive can be locked out (see vehicle Owner Guide).

If excessive shifting does not occur, use overdrive to help enhance performance.

Overdrive may also be locked out to obtain engine braking on downgrades.

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

## Driving with Cruise Control

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 km, 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 GVWs and GCWs by 2% per 1000' 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 Guide.