



2022 FORD RV & TRAILER TOWING GUIDE

EQUIPMENT | WEIGHTS | TECHNOLOGY | CAPABILITY



Super Duty F-350 Lariat Crew Cab 4x4 in Iconic Silver Metallic

TOWING GUIDE CONTENTS

POWERFUL. CAPABLE. BUILT FORD TOUGH.®

The 2022 F-Series have an advanced, torque-rich powertrain lineup, delivering impressive payload and trailer tow ratings, no matter which model you choose. Whether carrying a serious payload or towing the heaviest of trailers, F-Series trucks are designed and built to conquer the toughest of jobs.

F-Series – America’s best-selling truck for 44 years¹ running, bringing decades of RV and towing experience for every configuration!



SAE TOWING STANDARD

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: E-Transit, Mustang Mach-E, Shelby GT500 Mustang and Mustang Mach 1.

¹. Based on 1977–2020 CY total sales.

F-150 Pickup	3
Super Duty® Pickup	6
Super Duty Chassis Cab	8
Maverick and Ranger	9
Class A Motorhome Chassis	10
Commercial Stripped Chassis	11
E-Series Class C Motorhome Chassis	12
Transit Class C Motorhome Chassis	13
Slide-In Camper	14
Four-Wheel-Down Towing	16
Tow-Dolly Flexibility	17
Towing Equipment and Frontal Area Considerations	18
Maximum Trailer Weights and Towing Equipment/Packages	19
TRAILER TOWING SELECTOR	
F-150 Pickup	21
F-250 SRW Super Duty Pickup	26
F-350 SRW Super Duty Pickup	28
F-350/F-450 DRW Super Duty Pickups	30
F-350/F-450/F-550/F-600 Super Duty Chassis Cabs	31
F-650/F-750 Super Duty, Class A Motorhome Chassis, Commercial Stripped Chassis and E-Series Cutaway/Stripped Chassis	35
Transit Vans	36
Transit Cutaway/Chassis Cab	37
Ranger and Maverick	38
Bronco and Bronco Sport	39
Expedition, Explorer and Edge	40
Escape, Transit Connect, EcoSport and Mustang	41
Know Before You Tow	42
Trailer Classes/Types	43
Choosing the Proper Hitch Style	44
Factory-Installed Hitch Receivers	45
Calculate Weight Distribution	46
Weighty Information	47
Weight Limits and Axle Ratios	48
Towing Accessories	49
Towing Basics	50

F-150 TOUGH, SMART, CAPABLE.

The all-new 2022 F-150 Pickup is a true workhorse and is purpose-built to handle the toughest jobs. A fully boxed high-strength steel frame with a high-strength, military-grade, aluminum alloy body add capability, helping F-150 tow best-in-class maximum available **14,000 lbs.**¹ and deliver a best-in-class available payload rating of **3,325 lbs.**²

MORE POWER AND CAPABILITY

F-150 has earned the reputation of being composed while working the hardest due to the strength of its torque-rich powertrain lineup. With 6 different engine choices, F-150 offers you many options – to meet diverse job applications. 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 recreational vehicle or job-related towing needs.

All 2022 F-150 powertrains include an innovative 10-speed automatic transmission with optimized gear spacing, including 3 overdrive gears to help maximize shift points to optimize power, low-rpm torque and fuel efficiency. Selectable Drive Modes provide added functionality.



F-150 Lariat SuperCrew® 4x4 with Sport Appearance Package in Agate Black Metallic

Engine	HP @ rpm	Torque @ rpm	Available Max Towing (lbs.)	Available Max Payload (lbs.)
3.3L Ti-VCT V6	290 @ 6,500	265 lb.-ft. @ 4,000	8,200	1,965
2.7L EcoBoost® V6	325 @ 5,000	400 lb.-ft. @ 3,000	10,100	2,480
3.5L EcoBoost V6	400 @ 6,000	500 lb.-ft. @ 3,100	14,000	3,250
3.5L PowerBoost™ Full Hybrid V6	430 @ 6,000	570 lb.-ft. @ 3,000	12,700	2,120
5.0L Ti-VCT V8	400 @ 6,000	410 lb.-ft. @ 4,250	13,000	3,325
3.5L EcoBoost H. O. V6 ³	450 @ 5,850	510 lb.-ft. @ 3,000	8,200	1,400

1. Max towing of 14,000 lbs. available on SuperCab 8' box 4x2 and SuperCrew® 4x2 configurations with the 3.5L EcoBoost engine and Max Trailer Tow Package (not shown). Max towing varies based on cargo, vehicle configuration, accessories and number of passengers. Class is Full-Size Pickups under 8,500 lbs. GVWR. 2. Max payload of 3,325 lbs. on Regular Cab 8' box 4x2 with 5.0L gas engine and Max Trailer Tow and Heavy-Duty Payload Packages (not shown). Max payload varies and is based on accessories and vehicle configuration. Class is Full-Size Pickups under 8,500 lbs. GVWR. 3. Raptor only.

Note: Horsepower, torque payload, towing and EPA Estimated Fuel Economy Ratings are independent attributes and may not be achieved simultaneously.

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, improves 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 onboard computer.

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 available trailer tow monitoring alerts the driver if something is detected in the trailer's blind spot (Standard on Lariat, King Ranch®, Platinum and Limited; available on XLT).

Trailer Reverse Guidance uses high-definition cameras to provide multiple views along with helpful steering guidance graphics to assist in backing and maneuvering a conventional trailer. Included with available Tow Technology Package (17T).

Note: Driver-assist features are supplemental and do not replace the driver's attention, judgement and need to control the vehicle. It does not replace safe driving. See Owner's Manual for details and limitations.

Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. Maximum payload capabilities are for properly equipped vehicles with required equipment and vary based on vehicle configuration, accessories, and option content. 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 PRODUCTIVITY MAXIMIZED.

Designed and built for getting things done, the 2022 F-150 Pickup brings ingenious features and purposeful technology to maximize your productivity.

A. PRO POWER ONBOARD

Available class-exclusive¹ feature expands F-150's capability by bringing generator levels of exportable power to work sites and campsites. Provides 2.0kW, 2.4kW or 7.2kW of output depending on configuration. Accessible via in-cabin outlets and up to 4 cargo bed-mounted 120-volt/20-amp outlets with a 240-volt/30-amp outlet on models equipped with the available 7.2kW system.

B. TAILGATE CLEATS AND WORK SURFACE

Standard new cleats mounted to the sides of the tailgate act as tie-down locations for extra-long items in the bed. New clamp pockets are built in to the tailgate to hold down materials for precision work. Available flat Tailgate Work Surface includes integrated rulers, mobile device holder, cup holder and pencil holder.

C. REAR SEAT STORAGE AND LOCKABLE UNDER-SEAT STORAGE

Keeps your essentials concealed and secure with new, available lockable under-seat storage. It's integrated with the floor to keep your gear conveniently out of the way. The rear flat load floor gives you a spot to slide in all your larger equipment.

D. AVAILABLE INTERIOR WORK SURFACE AND STOWABLE SHIFTER

Interior work surface provides space for working on a laptop or enjoying a meal when parked. The shifter stows so the large work surface can fold directly from the center console or pivot out with bench seats.

E. CLASS EXCLUSIVE¹ MAX RECLINE SEATS²

Provides ultimate comfort during downtime. Max Recline Seats fold flat to nearly 180 degrees, with the bottom cushion rising to meet the back cushion and the upper back support rotating forward up to 10 degrees for maximum comfort and rest between jobs.

F. 12" CENTER STACK TOUCHSCREEN

New Sync[®] 4 with new available 12-inch touchscreen with landscape orientation allows split-screen access and control of multiple functions simultaneously, including navigation and key truck features.

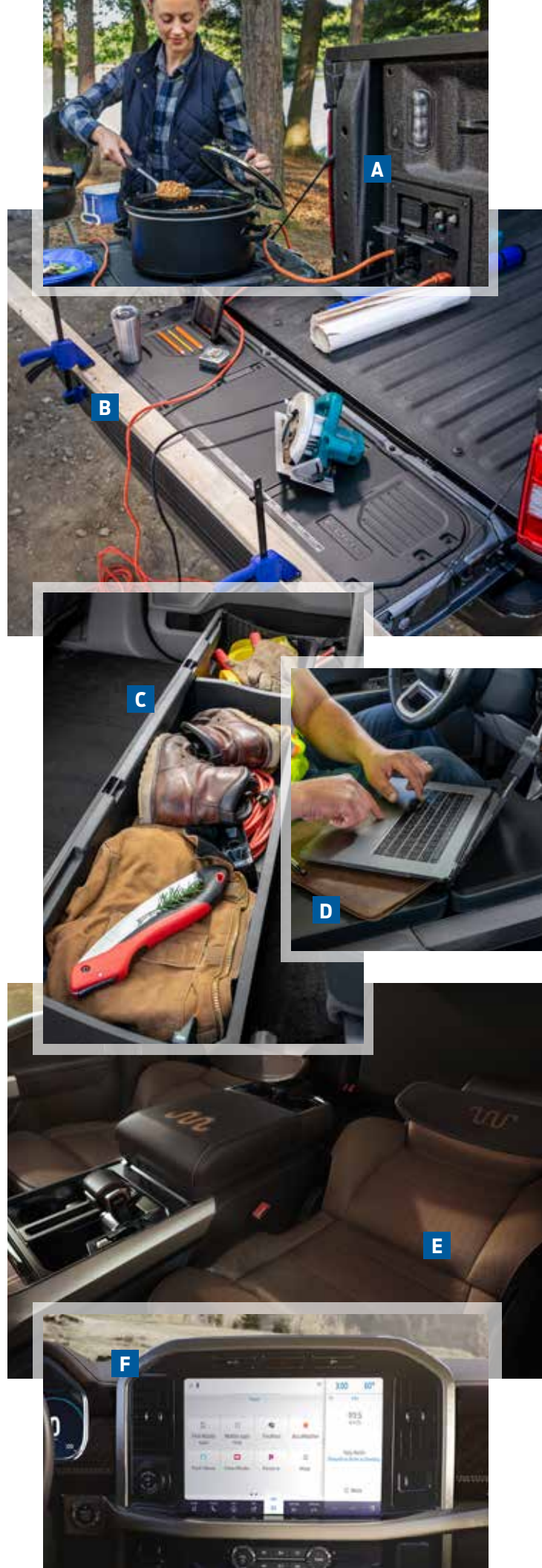
FORD CO-PILOT360™ ASSIST 2.0³

Provides an extra level of driver-assist technology including Intelligent Adaptive Cruise Control with Stop-and-Go, Lane Centering and Speed Sign Recognition, Evasive Steering Assist, Intersection Assist and Connected Built-in Navigation.⁴

FORD POWER-UP SOFTWARE UPDATES

Standard bumper-to-bumper feature helps your truck stay at the forefront of purposeful technology. Includes all-new functions and features throughout the life of the truck.

1. Class is Full-Size Pickups under 8500 lbs. GVWR. 2. Available on King Ranch[®], Platinum and Limited models. Not to be used while driving. 3. Ford Co-Pilot360 Assist 2.0 is available on XLT and Lariat; standard on King Ranch, Platinum and Limited models. 4. Navigation services require Sync 4 and FordPass Connect, complimentary Connected Service and the FordPass™ app.





F-150 Lightning vehicles shown are pre-production models



F-150 LIGHTNING

POWERFUL. PRODUCTIVE. QUICK.

The all-new F-150 Lightning represents a leap ahead in innovation for Ford trucks. It's designed to be quick and powerful with a targeted 775 lb.-ft. of torque. It's an all-electric truck with real-world functionality and a targeted 320 miles of all-electric range.¹ It goes to work like an F-150 and offers the same Built Ford Tough® durability as all F-Series pickups. F-150 Lightning brings features such as a targeted maximum towing rating of 10,000 lbs.², zero tailpipe emissions and a Mega Power Frunk that holds up to 400 lbs.³

Performance

- Dual electric motors (one on each axle)
- Targeted 580 horsepower and 775 lb.-ft. of torque in extended-range models⁴
- Targeted 452 horsepower, 775 lb.-ft. of torque in standard-range models⁴
- Independent front and rear suspension with rear semi-trailing arm
- Available extended-range battery with 320 miles of range⁴
- Selectable Drive Modes: Normal, Sport, Tow/Haul and Off-Road

Capability

- 4x4 drivetrain standard
- Targeted 10,000 lbs. max. available towing² and 2,235 lbs. max payload⁵

Available Tow Technology Package includes:

- Integrated Trailer Brake Controller (TBC)
- Pro Trailer Backup Assist™
- Smart Hitch and Smart Trailer Tow Connector
- Trailer camera and Trailer Reverse Guidance
- Onboard Scales – show weight being carried in bed and front trunk

Innovation

- Standard Mega Power Frunk is a 14.1-cubic-foot front trunk that holds up to 400 lbs. – or the equivalent of eight 50-lb. bags of ready-mix cement
- Enhanced Pro Power Onboard with 9.6kW output available and up to 11 outlets⁶
- Available Enhanced Zone Lighting – 4 lighting areas (front, both sides and rear) that can be controlled from the center-stack screen or FordPass™ App
- Available 15.5" center-stack touchscreen

1. Excludes Platinum models. Based on full charge. USA EPA-targeted range reflecting current status based on analytical projection consistent with US EPA combined drive cycle. Actual range varies with conditions, such as external environment, vehicle use, vehicle maintenance, lithium-ion battery age and state of health. Final EPA-estimated ratings available in 2022 calendar year. **2.** Max towing on Pro, XLT and Lariat models with available extended-range battery, Max Trailer Tow Package and 18" All-Terrain or 20" All-Season tires. Max towing varies based on cargo, vehicle configuration, accessories and number of passengers. **3.** Cargo and load capacity limited by weight and weight distribution. **4.** Based on manufacturer testing using computer engineering simulations. Calculated via peak performance of the electric motor(s) at peak battery power. Your results may vary. **5.** Max payload with Pro trim, standard-range battery and 18-inch wheels. See label on doorjamb for carrying capacity of a specific vehicle. Horsepower, torque, payload, towing and EPA Estimated Fuel Economy Ratings are independent attributes and may not be achieved simultaneously. **6.** Optional on PRO and XLT (311A), Included on XLT (312A), standard on Lariat and Platinum. See Owner's Manual for complete operating instructions.

Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. Maximum payload capabilities are for properly equipped vehicles with required equipment and vary based on vehicle configuration, accessories, and option content. 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.

OUR MOST CAPABLE SUPER DUTY® PICKUP.

2022 Super Duty Pickups reinforce the long tradition of F-Series toughness and continue to meet the needs of a multitude of commercial vocations, as well as personal use towing customers. Whether hauling construction materials, towing RVs or venturing off-road, these Built Ford Tough® trucks have the power and capability to make demanding jobs look easy. Super Duty Pickups are built to handle your toughest jobs with SuperCab and Crew Cab configurations in both 4x2 and 4x4 drivetrains, for added flexibility.



Super Duty F-350 XL Regular Cab 4x4 with 7.3L engine in Oxford White

6.7L V8 POWER STROKE® TURBO DIESEL

Available on all models
and cab configurations.

HORSEPOWER

475 hp @ 2,600 rpm

TORQUE

1,050 lb.-ft. @ 1,600 rpm

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

NEXT LEVEL POWER

6.7L Power Stroke Diesel – Maximum Horsepower and Torque

The third-generation 6.7-liter Power Stroke engine includes a 36,000-psi fuel-injection system that helps optimize combustion and provide excellent throttle response. Forged-steel pistons provide high firing pressure capability and less friction for improved durability. A turbocharger with a fully electronic vane actuator helps cold-weather performance, while the grille design ensures plenty of airflow to help keep things cool.

7.3L Gas V8 – Most Powerful In Its Class¹

The available 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.¹, and expanded towing and payload capability for the toughest of jobs. Port injection with variable-valve timing optimizes the intake and exhaust to match performance with workloads. Oil jets cool the pistons under heavy loads.

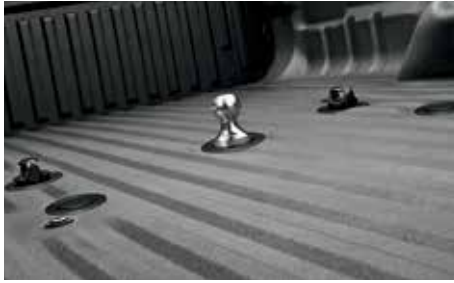
6.2L 2-Valve Gas V8 – A Proven Workhorse

This available 6.2L V8 workhorse eases your heavy-duty workload with 385 hp 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.

M Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in kilometers, multiply miles by 1.6; to obtain information in centimeters, multiply inches by 2.54.

¹ Class is Full-Size Pickups over 8,500 lbs. GVWR.

SUPER DUTY® TOW TECHNOLOGY.



5th-Wheel/Gooseneck Prep Package

Available on all models

Provides the necessary under-the-bed hardware to allow mounting of a 5th-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 7-pin connector

Smart Trailer Tow Connector¹

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

Alerts/warnings are displayed in the message center on the 4.2" screen in the center instrument cluster

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 condition²

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 Reverse Guidance

Utilizes 3 cameras to provide multiple views along with steering guidance graphics to assist in backing and maneuvering a trailer

Trailer Reverse Guidance functions with all trailers, including gooseneck and 5th-wheel applications

Included with the Ultimate Trailer Tow Camera System

Trailer Brake Controller (TBC)¹

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 lockup, the controller's trailer braking strategy changes to compensate for traction conditions, reducing the risk of trailer brake lockup

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

Factory-installed and warranted by Ford Motor Company³



Ultimate Trailer Tow Camera System With Pro Trailer Backup Assist



Available 360-degree camera with split-view display utilizes 5 cameras to provide an all-around view on 8" color screen on XL and XLT. 12" color screen on Lariat, King Ranch®, Platinum and Limited

Plus, once programmed,⁴ class exclusive Pro Trailer Backup Assist™ with Trailer Reverse Guidance⁵ make parking your trailer as simple as turning a knob on the instrument panel left or right in the direction you want the trailer to go

Available on XL, XLT and Lariat; Standard on King Ranch, Platinum and Limited

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 traveling 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

¹ Standard on XL DRW, XLT, Lariat, King Ranch, Platinum and Limited. Optional on XL SRW. ² 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. ³ See limited warranty for details. Ask your Ford Dealer for details. ⁴ Please consult your Owner's Manual or Pro Trailer Parking Assist Quick Start Guide for information on setting up your trailer. ⁵ Driver-assist features are supplemental and do not replace the driver's attention, judgment and need to control the vehicle. It does not replace safe driving. See Owner's Manual for details and limitations.

SUPER DUTY® CHASSIS CABS NEXT LEVEL CAPABILITY.

The 2022 Super Duty Chassis Cab models define the legendary work ethic, capability and toughness associated with being Built Ford Tough®. They meet the needs of a multitude of commercial applications, as well as personal use towing customers. Powerful engines, a heavy-duty 10-speed automatic transmission and available driver-assist technologies make F-350/F-450/F-550 and the F-600 Super Duty Chassis Cabs smart and capable. They are always ready to handle the hardest of towing jobs, aggressive payloads and are designed to conquer even the most challenging jobs.



STANDARD, HEAVY-DUTY TORQSHIFT 10-SPEED AUTOMATIC TRANSMISSION FEATURES

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

SelectShift® capability and Progressive Range Select

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

F-600 XL Chassis Cab in Race Red

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 upfits.

For more information on any of these Ford trucks, see your Ford Dealer or visit www.ford.com.

FORD MAVERICK... VERSATILE AND CAPABLE.

The all-new 2022 Maverick is the first-ever standard full-hybrid pickup, targeted to be the most fuel-efficient pickup on the market¹ with the durability that comes from being Built Ford Tough®. A FLEXBED™ truck bed system provides flexible organization and storage solutions while the multi-position tailgate and tie downs are optimized to secure items in the truck bed. The available 2.0-liter EcoBoost® engine with available all-wheel drive makes Ford Maverick a more than capable machine. With available 4,000 lbs. of maximum towing capacity² available and its standard 1,500-lb. payload capacity³, Maverick is ready for work and for play.

Maverick Lariat SuperCrew® in Hot Pepper Red
Metallic Tinted Clearcoat



SMART TECHNOLOGY

From the boat launch to the highway, the Maverick pickup's standard and available smart technology features are designed to help you feel confidently in command at the wheel:

- Ford Co-Pilot360™ Technology⁴ including automatic emergency braking, auto high-beam headlamps and available Adaptive Cruise Control with Stop and Go, Lane Centering and Evasive Steering

- Five selectable drive modes include Normal, Eco, Sport, Slippery and Tow Haul to enhance performance and confidence in various driving conditions
- Seamless integration of Apple CarPlay®/Android Auto and Waze on a standard 8-inch touchscreen with available SYNC® 3
- Standard FordPass™ Connect with embedded modem keep you connected and on the go

1. 2.5L Hybrid Powertrain. Actual mileage will vary. Final EPA Estimated Ratings available later in 2021 model year. 2. Requires available Trailer Tow Package (53Q). Available only with 2.0L EcoBoost AWD. 3. Max payload varies and is based on accessories and vehicle configuration. See label on door jam for carrying capacity of a specific vehicle. 4. Driver-assist features are supplemental and do not replace the driver's attention, judgment and need to control the vehicle. It does not replace safe driving. See Owner's Manual for details and limitations.

FORD RANGER... ADVENTURE READY.



Whether carrying kayaks and camping gear to an out-of-the-way spot or towing your favorite trailer, 2022 Ranger makes adventure possible. Built Ford Tough capability combined with a proven 2.3L EcoBoost engine and available off-road features, such as the Terrain Management System and Trail Control, inspire the confidence to get there. And with up to 7,500 pounds of available towing capability⁵ Ranger is more than ready to move boats to their slips and campers to their sites.

Ranger Lariat SuperCrew 4x4 with FX4 Off-Road and Chrome Appearance Packages in Magnetic Gray Metallic

5. Requires available Trailer Tow Package (53R). Max towing varies based on cargo, vehicle configuration, accessories and number of passengers.



CLASS A MOTORHOME CHASSIS

FEATURES

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

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 (7,000 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 4-wheel disc Anti-lock Brake System (ABS) for consistent, responsive braking performance

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

22.5-inch aluminum wheels and tires included with 22,000/24,000/26,000-lb. GVWR

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

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

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

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

7-wire trailer wiring harness with relays, blunt cut and labeled

Hill start assist

Embedded modem

Fleet telematics modem

Electronic stability control available

High-capacity front axle system

80-gallon 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

For additional information, see your Ford Dealer.



COMMERCIAL STRIPPED CHASSIS

FEATURES

Five wheelbase choices:
158/168¹/178/190/208-inch

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

Four Gross Combination Weight Ratings (GCWRs): 23,000/26,000/27,200¹/
29,700¹ lbs.

7,700 lbs. maximum trailer weight with
19,500-lb. or 22,000-lb. GVWR with optional
Parcel Delivery Package (7,000 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 4-wheel disc Anti-lock Brake System
(ABS) for consistent, responsive braking
performance

19.5-inch steel wheels and tires

7-wire trailer wiring harness with relays, blunt
cut and labeled

Fleet telematics modem

40-gallon fuel tank capacity, aft of axle

Front and rear stabilizer bars

Driver's steering column positioned for easy
ingress and egress

Galvanized frame available on 208-inch
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

Embedded modem

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

Air Conditioning Prep Packages available

Available Driver-Assist Technology Package

240-amp extra/extra heavy-duty
alternator available

CNG/LPG Gaseous Fuel Prep Package
available

¹ Only available with Parcel Delivery Package (59P).



Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in centimeters, multiply inches by 2.54; to obtain information in liters, multiply gallons by 3.8; to obtain information in kilometers, multiply miles by 1.6.

Maximum towing capabilities require Parcel Delivery Package (59P). For additional information, see your Ford Dealer.



2023 E-SERIES CLASS C MOTORHOME CHASSIS

E-450 Cutaway DRW in Oxford White

FEATURES

Three wheelbase choices:
138/158/176-inch

Up to 14,500-lb. GVWR and 22,000-lb. GCWR¹

Two engine choices: 7.3L V8 premium engine or 7.3L V8 economy 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

Driver and front passenger airbags²

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

Steel ladder-type truck frame with seven cross members

40-gallon fuel tank (E-350; optional on E-450); 55-gallon 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 Technology Package

Fleet telematics modem

Electronic stability control

Traction control

Hill start assist

Available dual alternators – 240-amp/157-amp

CNG/Propane Gaseous Fuel Prep Package available

1. 22,000-lb. GCWR requires electrical connector heat shield on all E-450 Cutaways. 2. Always wear your safety belt.

For additional information, see your Ford Dealer.

MOTORHOME Customer Care

Customer Assistance Center

This 24-hour, seven-days-a-week hotline was designed to serve both motorhome owners and RV dealers. By simply calling 1-800-444-3311, the caller has access to:

The nearest appropriate service location

Assistance in scheduling a service appointment

Service assistance for motorhome customers and RV dealers in resolving Ford chassis-related concerns

In-Dealership Service Support

Over 1,900 Ford dealerships in the U.S. and Canada 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



T-350HD AWD LWB-EL DRW in Oxford White

TRANSIT CLASS C MOTORHOME CHASSIS

FEATURES

Three wheelbase choices: 138/156/178-inch

Up to 11,000-lb. GVWR¹ and 15,000-lb. GCWR¹

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

10-speed automatic transmission with SelectShift[®]

Available All-Wheel-Drive (AWD)

Co-Pilot360[™] Technologies

Driver and front passenger airbags²

4-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

25-gallon fuel tank capacity; 31-gallon available

Frame rail extension adapters

Available Trailer Brake Controller (TBC)

Available tow/haul mode with Trailer Wiring Provisions

Available dual alternators – 240-amp/157-amp

1. Only available with 3.5L EcoBoost. 2. Always wear your safety belt.

For additional information, see your Ford Dealer.



NOTE: Image shown on TV screen is simulated.



F-150 PICKUP SLIDE-IN CAMPER

F-150 Lariat SuperCrew® 4x4 in Rapid Red Metallic Tinted Clearcoat

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 ¹	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	141.5"	7,850	7,850	2,780	2,856
4x2 SuperCab	164.1"	7,850	7,850	2,064	2,093
4x2 SuperCrew	157.2"	7,850	7,850	1,963	1,980
4x4 Reg. Cab	141.5"	7,850	7,850	2,566	2,583
4x4 SuperCab	164.1"	7,850	7,850	1,824	1,848
4x4 SuperCrew	157.2"	7,850	7,850	1,721	1,731

1. Requires Heavy-Duty Payload Package option.

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 any other options. Option weights and center-of-gravity information are available on the Ford Pickup Truck Consumer Information Sheet.

F-150 HEAVY-DUTY PAYLOAD PACKAGE (OPTION CODE 627)

Increases GVWR to 7,850 lbs. on XL and XLT LT275/65R18C OWL A/T tires

18" silver aluminum heavy-duty wheels

Upgraded springs

9.75" gear set with 3.73 electronic-locking rear axle

36-gallon fuel tank

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

CAMPER CENTER-OF-GRAVITY

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

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

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

SLIDE-IN CAMPER INSTALLATION

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

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

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

If you intend to pull a trailer in addition to carrying your camper, see the F-150 Pickup Trailer Towing Selector charts on pages 21 and 22.

Maximum cargo weight capabilities requires Heavy-Duty Payload Package (627) and are exclusive of the weight of the occupants in the vehicle, computed as 150-lbs. times the number of designated seating positions, and vary based on cargo, vehicle configuration, accessories, and option content. See Truck Camper Loading document provided with the vehicle for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.

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 center-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; standard on F-350)

Slide-in camper certification

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

If you intend to pull a trailer in addition to carrying your camper, see the Super Duty Pickup Trailer Towing Selector charts on pages 26, 28 and 30.

M Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in kilometers, multiply miles by 1.6; to obtain information in centimeters, multiply feet by 30.48.

1. Requires Camper Package option. 2. With Trailer Tow Package. 3. With available 9,900-lb. GVWR Package. 4. With available 10,000-lb. GVWR Package. 5. With available 13,000-lb. GVWR Package. 6. Tremor Package.

Maximum cargo weight capabilities requires Camper Package (471) and are exclusive of the weight of the occupants in the vehicle, computed as 150-lbs. times the number of designated seating positions, and vary based on cargo, vehicle configuration, accessories, and option content. See Truck Camper Loading document provided with the vehicle for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.

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.

	Wheelbase	GVWR (lbs.)			Maximum Cargo Weight Rating (lbs.)		
		6.2L	7.3L	6.7L	6.2L Std./Opt. ³	7.3L Std./Opt. ³	6.7L Std./Opt. ³
F-250 Super Duty¹							
4x2 Reg. Cab	141.6"	10,000	10,000	10,000	3,816/3,716	3,710/3,610	3,010/2,910
4x2 Reg. Cab	141.6"	–	–	10,600 ²	– / –	– / –	3,542/ –
4x2 SuperCab	148.0"	10,000	10,000	10,000	3,091/2,991	2,985/2,885	2,291/2,191
4x2 SuperCab	148.0"	–	–	10,700 ²	– / –	– / –	2,923/ –
4x2 SuperCab	164.2"	10,000	10,000	10,000	2,979/2,879	2,874/2,774	2,159/2,059
4x2 SuperCab	164.2"	–	–	10,800 ²	– / –	– / –	2,893/ –
4x2 Crew Cab	159.8"	10,000	10,000	10,000	2,991/2,891	2,886/2,786	2,171/2,071
4x2 Crew Cab	159.8"	–	–	10,800 ²	– / –	– / –	2,905/ –
4x2 Crew Cab	176.0"	10,000	10,000	10,000	2,762/2,662	2,657/2,557	1,942/1,842
4x2 Crew Cab	176.0"	–	–	10,800 ²	– / –	– / –	2,676/ –
4x4 Reg. Cab	141.6"	10,000	10,000	10,000	3,385/3,285	3,280/3,180	2,597/2,497
4x4 Reg. Cab	141.6"	–	–	10,800 ²	– / –	– / –	3,330/ –
4x4 SuperCab	148.0"	10,000	10,000	10,000	2,672/2,572	2,566/2,466	1,894/1,794
4x4 SuperCab	148.0"	–	–	10,800 ²	– / –	– / –	2,626/ –
4x4 SuperCab	164.2"	10,000	10,000	10,000	2,580/2,480	2,474/2,374	1,773/1,673
4x4 SuperCab	164.2"	–	–	10,800 ²	– / –	– / –	2,476/ –
4x4 Crew Cab	159.8"	10,000	10,000	10,000	2,584/2,484	2,478/2,378	1,784/1,684
4x4 Crew Cab	159.8"	–	10,000	9,900	– / –	2,102 ⁵ /2,045 ⁶	– /1,333 ⁶
4x4 Crew Cab	159.8"	–	–	10,800 ²	– / –	– / –	2,487/ –
4x4 Crew Cab	176.0"	10,000	10,000	10,000	– / –	– / –	2,233 ⁶ / –
4x4 Crew Cab	176.0"	–	–	10,800 ²	– / –	– / –	1,508/1,408
4x4 Crew Cab	176.0"	–	–	10,800 ²	– / –	– / –	2,211/ –
F-350 SRW Super Duty¹							
17" Tires							
4x2 Reg. Cab	141.6"	10,100	10,100	10,600	3,725/3,625	3,691/3,591	3,537/2,937
4x2 SuperCab	148.0"	10,100	10,100	10,700	3,027/2,927	2,993/2,893	2,960/2,260
4x2 SuperCab	164.2"	10,400	10,400	11,000	3,214/2,814	3,180/2,780	3,133/2,133
4x2 Crew Cab	159.8"	10,200	10,200	10,800	2,966/2,766	2,932/2,732	2,879/2,079
4x2 Crew Cab	176.0"	10,600	10,600	11,100	3,139/2,539	3,105/2,505	2,941/1,841
4x4 Reg. Cab	141.6"	10,400	10,400	11,000	3,603/3,203	3,568/3,168	3,519/2,519
4x4 SuperCab	148.0"	10,500	10,500	11,000	3,001/2,501	2,967/2,467	2,843/1,843
4x4 SuperCab	164.2"	10,800	10,800	11,300	3,192/2,392	3,158/2,358	3,016/1,716
4x4 Crew Cab	159.8"	10,600	10,600	11,200	2,951/2,351	2,917/2,317	2,864/1,664
4x4 Crew Cab	176.0"	10,900	10,900	11,500	– / –	2,042 ² / –	1,379 ² / –
4x4 Crew Cab	176.0"	–	–	11,500	3,018/2,118	2,984/2,084	2,882/1,382
18" Tires							
4x2 Reg. Cab	141.6"	10,500	10,500	11,100	4,098/ –	4,064/ –	3,980/ –
4x2 SuperCab	148.0"	10,600	10,600	11,200	3,497/ –	3,463/ –	3,403/ –
4x2 SuperCab	164.2"	10,900	10,900	11,500	3,688/ –	3,654/ –	3,575/ –
4x2 SuperCab	164.2"	–	–	11,400	– / –	– / –	3,475/ –
4x2 Crew Cab	159.8"	10,700	10,700	11,300	3,440/ –	3,406/ –	3,322/ –
4x2 Crew Cab	176.0"	11,100	11,100	11,500	3,613/ –	3,579/ –	3,284/ –
4x2 Crew Cab	176.0"	–	–	11,400	– / –	– / –	3,184/ –
4x4 Reg. Cab	141.6"	10,900	10,900	11,500	4,077/ –	4,042/ –	3,962/ –
4x4 SuperCab	148.0"	11,000	11,000	11,500	3,475/ –	3,441/ –	3,285/ –
4x4 SuperCab	164.2"	11,300	11,300	11,500	3,666/ –	3,632/ –	3,159/ –
4x4 Crew Cab	159.8"	11,100	11,100	11,500	3,425/ –	3,391/ –	3,107/ –
4x4 Crew Cab	176.0"	11,300	11,300	12,000	3,391/ –	3,357/ –	3,406/ –
18"/20" All-Terrain and 20" All-Season Tires							
4x4 Reg. Cab	141.6"	11,400	11,400	11,500	4,572/ –	4,537/ –	3,957/ –
4x4 Reg. Cab	141.6"	–	–	11,400	– / –	– / –	3,857/ –
4x4 SuperCab	148.0"	11,300	11,300	11,500	3,770/ –	3,736/ –	3,281/ –
4x4 SuperCab	148.0"	–	–	11,400	– / –	– / –	3,181/ –
4x4 SuperCab	164.2"	11,500	11,800	11,500	3,861/ –	4,127/ –	3,154/ –
4x4 SuperCab	164.2"	11,400	11,500	11,400	3,761/ –	3,827/ –	3,054/ –
4x4 SuperCab	164.2"	–	11,400	–	– / –	3,727/ –	– / –
4x4 Crew Cab	159.8"	11,300	11,300	11,500	3,620/ –	3,586/ –	3,102/ –
4x4 Crew Cab	159.8"	–	11,300	11,500	– / –	3,373 ⁵ / –	2,910 ⁵ / –
4x4 Crew Cab	159.8"	–	–	11,400	– / –	– / –	3,002 ⁵ / –
4x4 Crew Cab	176.0"	11,500	11,900	12,400	3,586/ –	3,952/ –	3,801/ –
4x4 Crew Cab	176.0"	11,400	11,500	11,400	3,486/ –	3,552/ –	2,751/ –
4x4 Crew Cab	176.0"	–	11,400	–	– / –	3,452/ –	– / –
F-350 DRW Super Duty¹							
4x2 Reg. Cab	141.6"	14,000	14,000	14,000	7,278/6,278	7,274/6,274	6,556/5,556
4x2 SuperCab	164.2"	14,000	14,000	14,000	6,359/5,359	6,363/5,363	5,653/4,653
4x2 Crew Cab	176.0"	14,000	14,000	14,000	6,133/5,133	6,137/5,137	5,436/4,436
4x4 Reg. Cab	141.6"	14,000	14,000	14,000	6,833/5,833	6,837/5,837	6,123/5,123
4x4 SuperCab	164.2"	14,000	14,000	14,000	5,940/4,940	5,944/4,944	5,232/4,232
4x4 Crew Cab	176.0"	14,000	14,000	14,000	5,708/4,708	5,712/4,712	4,967/3,967
F-450 DRW Super Duty¹							
4x2 Reg. Cab	141.6"	–	–	14,000	– / –	– / –	5,838/ –
4x4 Reg. Cab	141.6"	–	–	14,000	– / –	– / –	5,538/ –
4x2 Crew Cab	176.0"	–	–	14,000	– / –	– / –	4,818/ –
4x4 Crew Cab	176.0"	–	–	14,000	– / –	– / –	4,513/ –



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 42 and 50 for additional brake information.

Note: Some aftermarket camper centers offer kits which 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 FORD DEALER FOR COMPLETE DETAILS.

FOUR-WHEEL-DOWN AVAILABILITY

2022 FORD CARS	Automatic Transmission	Manual Transmission
Mustang – All Models	No	No
Shelby GT500	No	N/A
2022 FORD ELECTRIFIED VEHICLES		
Mustang Mach-E	No	N/A
Escape Hybrid	Yes ^{1,2,3}	N/A
Escape Plug-in Hybrid	Yes ^{1,2,3}	N/A
Maverick Hybrid	Yes ^{1,2,3}	N/A
E-Transit	No	N/A
F-150 Lightning	No	N/A
2022 FORD CUVS/SUVS		
Transit Connect	No	N/A
EcoSport	No	N/A
Bronco Sport	No	N/A
Escape	No	N/A
Edge	No	N/A
Edge ST	Yes ^{4,5,6,7}	N/A
Bronco	Yes ⁹	Yes ⁹
Explorer	No	N/A
Expedition/Expedition MAX 4x2	No	N/A
Expedition/Expedition MAX 4x4	Yes ^{8,9}	N/A
2022 FORD TRUCKS		
Maverick	No	N/A
Ranger 4x2	No	N/A
Ranger 4x4	Yes ⁹	N/A
F-150 Pickup 4x2	No	N/A
F-150 Pickup 4x4	Yes ⁹	N/A
F-150 Raptor Pickup 4x4	Yes ⁹	N/A
F-250/350/450/550/600 Super Duty® 4x2	No	N/A
F-250/350/450/550/600 Super Duty 4x4	Yes ⁹	N/A
Transit	No	N/A
2023 E-Series Cutaway/Stripped Chassis	No	N/A

1. Maximum speed with hybrid transmission is 70 mph. 2. Select “Neutral Tow” mode – refer to Owner’s Manual transmission and towing sections to follow procedures. 3. Start the engine and allow it to run for one (1) minute at the beginning of each day and every six (6) hours thereafter. 4. Intelligent all-wheel-drive (AWD)/4WD vehicles cannot be towed on a dolly. 5. Maximum speed with automatic transmission is 65 mph. 6. Start the engine and allow it to run for five (5) minutes at the beginning of each day and every six (6) hours thereafter. 7. Activate Manual Park Release (MPR) – refer to Owner’s Manual to follow procedures. 8. Requires 2-speed transfer case. 9. Place the transfer case in the neutral tow position to engage the four-wheel-down towing feature – refer to Owner’s Manual to follow procedure.

N/A – Not Applicable.

TOW-DOLLY FLEXIBILITY

Tow-dollies allow you to tow your vehicle behind a 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

2022 FORD CARS	FWD	RWD	AWD/4WD ¹
Mustang	N/A	No	N/A

2022 FORD ELECTRIFIED VEHICLES

Mustang Mach-E	N/A	No	No
Escape Hybrid	Yes	N/A	No
Escape Plug-in Hybrid	Yes	N/A	N/A
Maverick Hybrid	Yes	N/A	N/A
E-Transit	N/A	No	N/A
F-150 Lightning	N/A	N/A	No

2022 FORD CUVS/SUVS

EcoSport	Yes	N/A	No
Transit Connect	Yes	N/A	N/A
Bronco Sport	N/A	N/A	No
Escape	Yes	N/A	No
Edge	Yes	N/A	No
Bronco	N/A	N/A	No
Explorer	N/A	No	No
Expedition	N/A	No	No

2022 FORD TRUCKS

Maverick	Yes	N/A	No
Ranger	N/A	No	No
F-150 Pickup	N/A	No	No
Super Duty® Pickup/Chassis Cab	N/A	No	No
Transit	N/A	No	No
2023 E-Series Cutaway/Stripped Chassis	N/A	No	N/A

1. AWD/4WD vehicles cannot be towed with 2 wheels lifted off the ground. N/A – Not Applicable.



M Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in kilometers, multiply miles by 1.6; to obtain information in square meters, multiply square feet by .09; to obtain information in centimeters, multiply inches by 2.54.

TOWING EQUIPMENT

It is essential that your vehicle includes any optional equipment needed to best perform its expected towing tasks. This equipment falls into two categories: **Required and Recommended**.

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.

Transit Connect

For trailers over 1,500 lbs. – Class I Trailer Tow Package (53T)

Edge

For trailers over 1,500 lbs. – Class II Trailer Tow Package (53G) and AWD

Bronco Sport

For trailers over 1,500 lbs. – Class II Trailer Tow Package (53B)

Escape

For trailers over 2,000 lbs. – Class II Trailer Tow Package (536)

Bronco

For trailers over 2,000 lbs. – Towing Capability (53Q)

Explorer

For trailers over 3,000 lbs. – Class IV Trailer Tow Package (52T)

Expedition

For trailers over 6,000 lbs. – Class IV Heavy-Duty Trailer Tow Package (536)

Transit

For trailers over 5,000 lbs. – Heavy-Duty Trailer Tow Package (53B)

Maverick

For trailers over 2,000 lbs. – Trailer Tow Package (53Q)

Ranger

For trailers over 3,500 lbs. – Trailer Tow Package (53R)

F-150 Lightning

For trailers over 5,000 lbs. with standard-range battery or trailers over 7,700 lbs. with extended-range battery – Trailer Tow Package (53D)

F-150 Pickup

For trailers over 5,000 lbs. – Trailer Tow Package (17T, 53A, 53B) or Max Trailer Tow Package (53C)

F-250 Pickup

For 20,000-lb. conventional tow rating – High-Capacity Trailer Tow Package (535) with 18" All-Season or 20" All-Terrain Tires

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 (535)

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 5,000 pounds. See pages 44 and 45 for weight-distributing hitch towing requirements.

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

For a listing of all CUV/SUV/Truck standard and optional towing equipment, see chart on the next page.

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	Trailer Frontal Area Limitations/Considerations	With
Mustang	12 sq. ft.	All Applications
Transit Connect	20 sq. ft.	All Applications
EcoSport	20 sq. ft.	All Applications
Bronco Sport	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
Edge	20 sq. ft.	Without Class II Trailer Tow Package
	30 sq. ft.	With Class II Trailer Tow Package
Explorer	30 sq. ft.	Without Class IV Trailer Tow Package
	40 sq. ft.	With 3.3L HEV V6 engine and Class IV Trailer Tow Package
	55 sq. ft.	With Class IV Trailer Tow Package
Expedition	55 sq. ft.	Without Heavy-Duty Trailer Tow Package
	60 sq. ft.	With Heavy-Duty Trailer Tow Package
Bronco	20 sq. ft.	Without Towing Capability (53Q)
	40 sq. ft.	With Raptor Tow Package 2
Maverick	20 sq. ft.	Without Trailer Tow Package (53Q)
	40 sq. ft.	With Trailer Tow Package (53Q)
Ranger	30 sq. ft.	Without Trailer Tow Package
	55 sq. ft.	With Trailer Tow Package
F-150 Lightning	40 sq. ft.	With standard-range battery and without Trailer Tow Package (53D)
	55 sq. ft.	With standard-range battery and Trailer Tow Package (53D)
	60 sq. ft.	With extended-range battery
F-150 Pickup	55 sq. ft.	Any Powertrain with Trailer Towing Package or Payload Package and Trailer Towing Ratings between 5,001 and 7,700 lbs.
	60 sq. ft.	Any Powertrain with Trailer Towing Package or Payload Package and Trailer Towing Ratings 7,701 lbs. and greater
	75 sq. ft.	All 5th-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 5th-Wheel and Gooseneck Applications
	60 sq. ft.	All Other Applications
Transit Cargo Van/Passenger Van	55 sq. ft.	All Applications
Transit Cutaway/Chassis Cab	72 sq. ft.*	See Incomplete Vehicle Manual (IVM) for frontal area restriction details
E-Series Cutaway	82 sq. ft.*	All Applications

*Base vehicle frontal area.

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

For additional information, see your Ford Dealer.

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

GOOSENECK

37,000 Super Duty® Pickup
34,500 Super Duty Chassis Cab

5TH-WHEEL

32,500 Super Duty Pickup
32,500 Super Duty Chassis Cab
14,000 F-150 Pickup

CONVENTIONAL

24,200 Super Duty Pickup
18,500 Super Duty Chassis Cab
14,000 F-150 Pickup
10,000 F-150 Lightning
9,300 Expedition
7,500 Transit Cutaway/Chassis Cab

7,500 Ranger
6,900 Transit Cargo Van
6,500 Transit Crew Van
5,600 Explorer
4,600 Transit Passenger Van
4,000 Maverick

4,500 Bronco Raptor
3,500 Escape
3,500 Edge
2,200 Bronco Sport
2,000 Transit Connect
2,000 EcoSport
1,000 Mustang

M Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in centimeters, multiply inches by 2.54.

Legend

Rows designated with **(Std.)**, are for the base vehicle. Content marked with an "X" in that row, signifies that the content is part of the base vehicle.

For rows designated with a **Option Code**, (i.e. **53Q**) content marked with an "X" in that row, signifies that the content is included with the package. If the content is marked with an "S", it means the content is standard on the vehicle.

CUV/SUV/TRUCK TOWING EQUIPMENT & TRAILER TOWING PACKAGES

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

Model	(Option Code)	7-Wire Harness & 4-/7-Pin Connector	7-Wire Harness (Blunt Cut) with Relays	Trailer Wiring Harness (4-Pin)	Trailer Module	Trailer Wiring Provision	Hitch Receiver (See chart on page 45)	Aux. Auto Trans. Oil Cooler	Radiator Upgrade	Smart Trailer Tow Connector	Trailer Brake Wiring/Feed Kit	Upgraded Rear Axle	Increased GCW (6.7L)	Upgraded Rear Bumper	Tow/Haul Mode	2-Speed Automatic 4WD	Ultimate Trailer Tow Camera System	Trailer Brake Controller	Trailer Sway Control	Trailer Reverse Guidance	360-Degree Camera	Lane Keeping Alert	Tailgate LED	Pro Trailer Backup Assist	Onboard Scales	Smart Hitch	36-Gallon Fuel Tank	Full-Size Spare Tire
Transit Connect Van/Wagon	(53T)			X	X	X													X									
Bronco Sport	(53B)			X		X													X									X
Escape ¹	(536)			X		X	X												X									
Edge	(536) ⁴			X		X													X									
Explorer	(52T)	X				X									S				X									
Expedition	(536)	S				S						X			S	X ¹²		X	S	X ¹⁴	X ¹⁴			X				S
Transit	(53B) ⁵	X ⁸				X	X								X													S
Bronco	(53Q) ⁶	X			X	X													S			S						S
Bronco Raptor ²²	(Std.)	X			X	X	X	X							X				X		X	X						X
Maverick	(53Q)	X				X	X	X	X																			
Ranger	(53R)	X		S	X	X									X				S									S
F-150 Lightning	(Std.)	X				X				X ²³					X				X		X ¹⁵	X	X ¹⁷					X
F-150 Lightning	(53D) ²¹	S				S				S					S				S		S ¹⁵	S	S ¹⁷					S
F-150 Lightning	(17V) ⁷	S				S				S					S				X	S	X	S ¹⁶	S	S	X	X	X	S
F-150	(Std.)			X											X				X					X ¹⁸				X
F-150 Raptor	(Std.)	X				X	X	X	X	X	X	X			X	X			X		X	X					X	X
F-150	(17T)									X					S				X	S	X	X		X	X			S
F-150	(53B)	X				X				X					S				S									S
F-150	(53A)	X				X				X					S				X	S				X	X ¹⁹			S
F-150	(53C)	X				X				X		X		X	S				X	S			X	X ¹⁹			X ²⁰	S
F-250/F-350/F-450 Super Duty Pickup	(Std.)	X				X				X ⁹	X ¹⁰	X ⁹	X ⁹		X				X ⁹	X								X
F-250 Super Duty Pickup ²	(535)	S				S					S	X	X		S				S ¹³	S								S
F-250 Super Duty Pickup ²	(53Q)	S				S					S	X	X		S		X	S ¹³	S			X		X				S
F-350/F-450/F-550/F-600 Super Duty Chassis Cab	(Std.)		X												X				X									X
F-350/F-450/F-550 Super Duty Chassis Cab	(531) ³		S								X				S				S									S
F-450/F-550 Super Duty Chassis Cab	(535) ²		S								X ¹¹	X	X		S				S									S

1. Available with 2.0L EcoBoost® I4 or 2.5L I4 Hybrid/Plug-in Hybrid (SEL or Titanium) only. 2. Requires 6.7L diesel engine. 3. XL model only. 4. Available with twin-scroll 2.0L EcoBoost I4 only and AWD only. Standard on ST. 5. Not available on Cutaway or Chassis Cab models. 6. 53Q featured content is exclusively a factory-installed package. 7. Optional on Pro, XLT and Lariat (510A), included on Lariat (511A) and standard on Platinum. 8. Includes relay system for backup/B+/running lights. 9. F-350 DRW/F-450 only. 10. In-cab, no controller (SRW). 11. Not included if Trailer Brake Controller is ordered. 12. 4x4 only. 13. Required on XL. 14. Availability varies by model. See your Ford Dealer for details. 15. Standard on XLT, Lariat and Platinum models. 16. Standard on XLT, Lariat and Platinum models, included in Towing Technology Package (17V) on Pro model. 17. Not available on Pro model without Towing Technology Package (17V). Tailgate LED is included with 360-degree camera. 18. Included on XLT (302A) and above. 19. Not included on XL (100A). 20. Not available with 3.5L PowerBoost™ engine or XL Regular Cab. 21. Optional on Pro, XLT and Lariat, standard on Platinum. 22. Bronco Raptor includes Tow Package 2 as standard equipment. 23. Standard on Lariat, Tremor and Raptor models.

Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.

F-150 PICKUPS AND SUPER DUTY® TRUCKS.

Select the F-Series cab design and drive system (4x2 or 4x4) you prefer. (See pages 21–34.) 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% (5th-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 18.

TRAILER TOWING SELECTOR





F-150 STX SuperCab 4x4 in Velocity Blue Metallic

F-150 PICKUP

CONVENTIONAL TOWING

Automatic Transmission

			MAXIMUM LOADED TRAILER WEIGHT (lbs.)												
			REGULAR CAB				SUPERCAB				SUPERCREW®				
Engine	Axle Ratio	GCWR (lbs.)	4x2		4x4		4x2		4x4		4x2		4x4		
			122.8" WB	141.5" WB	122.8" WB	141.5" WB	145.4" WB	164.1" WB	145.4" WB	164.1" WB	145.4" WB	157.2" WB	145.4" WB	157.2" WB	
3.3L PFDI V6 ¹	3.55	9,500	5,000												
		9,600		5,000											
		9,800			5,000										
		9,900					5,100								
		10,000									5,100				
	3.73	12,700	8,200												
		12,800		8,200											
		12,900			8,100	8,100									
		13,000					8,200				8,100				
		13,200							8,100						
5.0L 4-Valve V8 ²	3.31	13,100	8,300												
		13,200		8,200											
		14,800			9,900			9,700	9,600			9,600	9,600	9,400	9,300
		14,900					9,700			9,500	9,400				
		13,900	9,100												
	3.73	14,600			9,600										
		15,300		10,400											
		15,600					10,500	10,400				10,400			
		15,700									10,500				
		15,800											10,400	10,300	
		15,900								10,500	10,400				
		17,700 ³								10,500	12,300				
		17,900 ³		13,000				12,800							
		18,000 ⁴				12,800									
		18,100		13,000 ⁴								12,900 ³			
18,200 ³									13,000		13,000				
18,300 ^{3,4}					13,000										
18,400							13,000					13,000 ³	12,900 ³		
18,500											13,000 ^{3,4}				
18,600 ^{3,4}															
18,700 ^{3,4}													13,000		

1. Do not exceed a trailer weight of 6,000 lbs. with only the Class IV hitch (53B), without the Trailer Tow Package (53A). 2. Do not exceed a trailer weight of 7,000 lbs. with only the Class IV hitch (53B), without the Trailer Tow Package (53A). 3. Requires Max Trailer Tow Package (53C). 4. Requires Heavy-Duty Payload Package (627).

Notes: • Calculated with SAE J2807® method.
 • Do not exceed trailer weight of 5,000 lbs. when towing with bumper only.
 • Combined weight of vehicle and trailer cannot exceed listed GCWR.
 • Do not exceed the Maximum Loaded Trailer Weight listed.
 • Trailer tongue load weight should be 10% of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.



F-150 King Ranch®
SuperCrew 4x2 in
Agate Black Metallic

F-150 PICKUP

CONVENTIONAL TOWING			MAXIMUM LOADED TRAILER WEIGHT (lbs.)												
			REGULAR CAB				SUPERCAB				SUPERCREW®				
Automatic Transmission			4x2		4x4		4x2		4x4		4x2		4x4		
Engine	Axle Ratio	GCWR (lbs.)	122.8" WB	141.5" WB	122.8" WB	141.5" WB	145.4" WB	164.1" WB	145.4" WB	164.1" WB	145.4" WB	157.2" WB	145.4" WB	157.2" WB	
2.7L GTDI V6 ¹	3.55	12,200	7,600												
		12,300		7,600											
		12,600			7,700										
	12,700				7,700	7,700	7,600								
	12,800							7,600			7,700				
	12,900										7,800				
	13,000												7,700		
	3.73	13,200	8,600												
		13,300		8,600						8,100					
		13,400			8,500	8,400	8,400	8,300			8,300	8,300	8,100		
		14,900 ⁴		10,000											
		15,000 ⁴					10,000								
		15,100 ⁴				10,000		10,000							
		15,200 ⁴									10,000	10,000			
		15,400 ⁴								10,100					
15,500 ⁴												10,100			
3.5L GTDI V6 ²	3.31	16,200		11,200			11,000								
		16,300													
		16,500				11,200					11,200				
	16,600							11,200	11,100						
	16,700											11,300			
	16,800												11,200	11,200	
	16,900										11,200				
	3.55	16,200		11,200											
		16,300						11,000							
		16,500					11,200					11,200			
		16,600							11,200	11,100					
		16,800											11,300		11,200
		16,900										11,200		11,300	
		17,600 ⁵						12,300							
		17,700 ⁵								12,100					
3.73	18,000 ⁵		13,000		12,700										
	19,400 ⁵							14,000			13,900	14,000	13,800	13,800	
	19,500 ⁵										13,800				
	17,100 ⁶												11,000		
	18,500 ^{5,7}		13,300		13,100										
	19,400 ^{5,7}							14,000							
	19,500 ^{5,7}									13,800		14,000		13,700	
3.5L GTDI V6 H.O. ³	4.10	14,500											8,200		
		14,575 ⁸											8,200		

1. Do not exceed a trailer weight of 6,000 lbs. with only the Class IV hitch (53B), without the Trailer Tow Package (53A). 2. Do not exceed a trailer weight of 7,000 lbs. with only the Class IV hitch (53B), without the Trailer Tow Package (53A). 3. Raptor only. 4. Requires 2.7L EcoBoost® Payload Package (622). 5. Requires Max Trailer Tow Package (53C). 6. Tremor Package. 7. Requires Heavy-Duty Payload Package (627). 8. Available Raptor 37 Performance Package (68R).

Notes: - Calculated with SAE J2807® method.
 - Do not exceed trailer weight of 5,000 lbs. when towing with bumper only.
 - Combined weight of vehicle and trailer cannot exceed listed GCWR.
 - Do not exceed the Maximum Loaded Trailer Weight listed.
 - Trailer tongue load weight should be 10% of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.



F-150 Platinum SuperCrew 4x4 in Iconic Silver Metallic

F-150 PICKUP

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Towing capability will be reduced based on trim series, option content and payload.
Prior to making final vehicle selection, reference the Towing Basics information on the last page.
 See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing".

CONVENTIONAL TOWING

Automatic Transmission			SUPERCREW®			
Engine	Axle Ratio	GCWR (lbs.)	4x2		4x4	
			145.4" WB	157.2" WB	145.4" WB	157.2" WB
3.5L Hybrid V6 ¹	3.55	16,800	11,000			
		16,900		11,100		
		18,500 ²	12,700	12,700		
	3.73	17,100			11,000	11,000
		18,400 ²			12,300	12,300
Electric (F-150 Lightning)	9.61	11,700 ³			5,000	
		14,400 ^{3,4}			7,700	
		15,000 ⁵			7,700	
		15,900 ^{4,5,6}			8,500	
		16,700 ^{4,5,7}			9,600	
		17,300 ^{4,5,8}			10,000	

5TH-WHEEL/GOOSENECK TOWING

Automatic Transmission			SUPERCREW			
Engine	Axle Ratio	GCWR (lbs.)	4x2		4x4	
			145.4" WB	157.2" WB	145.4" WB	157.2" WB
3.5L Hybrid V6 ¹	3.55	16,800	10,200			
		16,900		10,400		
		18,500 ²	10,200	10,400		
		3.73	17,100			8,500
	18,400 ²			8,500	8,300	

1. Do not exceed a trailer weight of 7,000 lbs. with only the Class IV hitch (53B), without the Trailer Tow Package (53A). **2.** Requires Max Trailer Tow Package (53C). **3.** Standard range battery. **4.** Available Trailer Tow Package (53D). **5.** Extended range battery. **6.** Platinum model. **7.** Requires 20" All-Terrain tires. **8.** Requires 18" All-Terrain tires or 20" All-Season tires.

- Notes:**
- Calculated with SAE J2807® method.
 - Do not exceed trailer weight of 5,000 lbs. when towing with bumper only.
 - Combined weight of vehicle and trailer cannot exceed listed GCWR.
 - Do not exceed the Maximum Loaded Trailer Weight listed.
 - Trailer tongue load weight should be 10% of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

TAILGATE CLEARANCE

Considerations When Towing a 5th-Wheel or Gooseneck Trailer*

Model	F-150
Max. Tailgate Height 4x4**	58.3 inches

*5th-wheel towing is not recommended for Raptor or Lightning models.
 **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.

M Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in kilometers, multiply miles by 1.6; to obtain information in centimeters, multiply feet by 30.48.



F-150 Lightning SuperCrew 4x4 in Iced Blue Silver
 Pre-production model shown

Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.



F-150 XLT SuperCrew 4x4 with Chrome Appearance Package in Iconic Silver Metallic

F-150 PICKUP

5TH-WHEEL/ GOOSENECK TOWING

Automatic Transmission

			MAXIMUM LOADED TRAILER WEIGHT (lbs.)												
			Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, reference the Towing Basics information on the last page. See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing".												
			REGULAR CAB				SUPERCAB				SUPERCREW®				
Engine	Axle Ratio	GCWR (lbs.)	4x2		4x4		4x2		4x4		4x2		4x4		
			122.8" WB	141.5" WB	122.8" WB	141.5" WB	145.4" WB	164.1" WB	145.4" WB	164.1" WB	145.4" WB ⁵	157.2" WB	145.4" WB ⁵	157.2" WB	
3.3L PFDI V6 ¹	3.55	9,500	5,000												
		9,600		5,000											
		9,800			5,000										
		9,900					5,000								
		10,000									5,000				
	3.73	12,700	8,200												
		12,800		8,200											
		12,900			8,100	8,000									
		13,000					8,100				8,000				
		13,200							8,100						
5.0L 4-Valve V8 ²	3.31	13,100	8,300												
		13,200		8,100											
		14,800		9,800			9,600	9,500			9,600	9,500	9,300	9,200	
	3.73	14,900			9,700			9,500	9,400						
		13,900	9,100												
		14,600		9,000											
		15,300		10,300											
		15,600					10,400	10,300				10,300			
		15,700				10,500					10,500				
		15,800											10,300	10,200	
		15,900							10,500	10,400					
		17,700 ³								10,700					
		17,900 ³		12,000			11,100								
18,000 ³				11,700											
18,100		13,000 ⁴								12,000 ³					
18,200 ³							11,800				11,400				
18,300				13,000 ⁴											
18,400							13,000 ⁴					10,800 ³	10,700 ³		
18,500									11,100 ³		13,000 ⁴				
18,600 ⁴									12,900						
18,700 ⁴													12,900		

1. Do not exceed a trailer weight of 6,000 lbs. with only the Class IV hitch (53B), without the Trailer Tow Package (53A). 2. Do not exceed a trailer weight of 7,000 lbs. with only the Class IV hitch (53B), without the Trailer Tow Package (53A). 3. Requires Max Trailer Tow Package (53C). 4. Requires Heavy-Duty Payload Package (627). 5. Vehicles equipped with a 5.5' box will accept a 5th-wheel hitch but most 5th-wheel trailer designs are not compatible with this model.

Notes: • Calculated with SAE J2807[®] method.
• Combined weight of vehicle and trailer cannot exceed listed GCWR.
• Do not exceed the Maximum Loaded Trailer Weight listed.
• 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 towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.



F-150 XLT SuperCab 4x4 with Chrome Appearance Package in Carbonized Grey Metallic

F-150 PICKUP

5TH-WHEEL/ GOOSENECK TOWING

Automatic Transmission

			MAXIMUM LOADED TRAILER WEIGHT (lbs.)												
			REGULAR CAB				SUPERCAB				SUPERCREW®				
Engine	Axle Ratio	GCWR (lbs.)	4x2		4x4		4x2		4x4		4x2		4x4		
			122.8" WB	141.5" WB	122.8" WB	141.5" WB	145.4" WB	164.1" WB	145.4" WB	164.1" WB	145.4" WB ⁷	157.2" WB	145.4" WB ⁷	157.2" WB	
2.7L GTDI V6 ¹	3.55	12,200	7,500												
		12,300		7,500											
		12,600			7,600										
	12,700				7,600	7,700	7,600								
	12,800							7,500		7,700					
	12,900										7,800				
	13,000												7,600		
	3.73	13,200	8,500												
		13,300		8,500						8,000					
		13,400			8,300	8,300	8,400	8,300			8,100	8,300	8,000		
		14,900 ³		10,000											
		15,000 ³					9,900								
		15,100 ³				9,900		9,900							
	3.5L GTDI V6 ²	3.31	16,200		11,200										
			16,300					10,100							
16,500						11,200				9,500					
16,600							10,900	9,900							
16,700											10,800				
16,800												9,800	10,100		
16,900										9,700					
3.55		16,200		11,200											
		16,300					10,100								
		16,500				11,200				9,500					
		16,600						10,900	9,900						
		16,700										10,800			
		16,800											9,800	10,100	
		16,900													
		17,600					10,100								
	17,700 ⁴							9,900							
3.73	18,000 ⁴		13,000		11,700										
	19,300 ⁴									11,100					
	19,400 ⁴							10,900			10,800	9,800	10,100		
	19,500 ⁴								9,700						
	17,100 ⁵											9,000			
	18,500 ^{4,6}		13,300		13,000										
19,400 ^{4,6}							13,900								
19,500 ^{4,6}									13,800		14,000		13,700		

1. Do not exceed a trailer weight of 6,000 lbs. with only the Class IV hitch (53B), without the Trailer Tow Package (53A). 2. Do not exceed a trailer weight of 7,000 lbs. with only the Class IV hitch (53B), without the Trailer Tow Package (53A). 3. Requires 2.7L EcoBoost® Payload Package (622). 4. Requires Max Trailer Tow Package (53C). 5. Tremor Package. 6. Requires Heavy-Duty Payload Package (627). 7. Vehicles equipped with a 5.5' box will accept a 5th-wheel hitch but most 5th-wheel trailer designs are not compatible with this model.

Notes: • Calculated with SAE J2807® method.
• Combined weight of vehicle and trailer cannot exceed listed GCWR.
• Do not exceed the Maximum Loaded Trailer Weight listed.
• 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 towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.



F-250 Lariat Sport Crew Cab 4x4 in Rapid Red Metallic Tinted Clearcoat

F-250 SRW SUPER DUTY® PICKUP

CONVENTIONAL TOWING

Automatic Transmission

			MAXIMUM LOADED TRAILER WEIGHT (lbs.)																			
			REGULAR CAB				SUPERCAB				CREW CAB											
			4x2 141.6" WB		4x4 141.6" WB		4x2 148.0" WB		4x2 164.2" WB		4x4 148.0" WB		4x4 164.2" WB		4x2 159.8" WB		4x2 176.0" WB		4x4 159.8" WB		4x4 176.0" WB	
			8' Box		8' Box		6-3/4' Box		8' Box		6-3/4' Box		8' Box		6-3/4' Box		8' Box		6-3/4' Box		8' Box	
Engine	Axle Ratio	GCWR (lbs.)	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	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
		30,000 ¹	14,000	15,200	14,000	15,000	14,000	15,200	15,200	15,200	14,000	15,000	20,000 ³	20,000 ³	15,200	15,200	18,200	18,200	20,000 ³	20,000 ³	20,000 ³	20,000 ³
	3.55	23,500 ²	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
		30,000 ¹	14,000	15,200	14,000	15,000	14,000	15,200	15,200	15,200	14,000	15,000	20,000 ³	20,000 ³	15,200	15,200	18,200	18,200	20,000 ³ / 15,000 ⁴	20,000 ³ / 15,000 ⁴	20,000 ³	20,000 ³
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 ⁴																			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

1. Requires F-250 High-Capacity Trailer Tow Package (535). 2. Included when ordered with 3.55 Electronic Locking Axle without High-Capacity Trailer Tow Package (535) or Tremor. 3. Requires 18" All-Season or 20" All-Terrain Tires. 4. Tremor Off-Road Package (17Y).

Notes:

- Calculated with SAE J2807[®] method.
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.
- Conventional trailer tongue load weight should be 10% (15% for 5th-wheel and gooseneck towing) of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

M Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in centimeters, multiply inches by 2.54.

Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.



F-250 King Ranch® Crew Cab in Antimatter Blue Metallic Stone Gray Two-Tone

F-250 SRW SUPER DUTY® PICKUP

5TH-WHEEL/ GOOSENECK TOWING

Automatic Transmission			MAXIMUM LOADED TRAILER WEIGHT (lbs.)											
			REGULAR CAB				SUPERCAB				CREW CAB			
Engine	Axle Ratio	GCWR (lbs.)	4x2 141.6" WB 8' Box	4x4 141.6" WB 8' Box	4x2 148.0" WB 6-3/4' Box	4x2 164.2" WB 8' Box	4x4 148.0" WB 6-3/4' Box	4x4 164.2" WB 8' Box	4x2 159.8" WB 6-3/4' Box	4x2 176.0" WB 8' Box	4x4 159.8" WB 6-3/4' Box	4x4 176.0" WB 8' Box		
6.2L 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 ⁴	14,700/14,000 ⁴	16,100	15,800/15,200 ⁴	14,700/14,100 ⁴	12,900/12,200 ⁴		
		30,000 ¹	22,800 ²	21,800 ²	22,000 ²	21,900 ²	20,100 ²	19,100 ²	21,700 ²	20,400 ²	19,100 ²	17,300		
	3.55	23,500 ³	16,400	16,000	16,200	16,000	15,800	15,700	16,100	15,800	15,700	15,400		
7.3L V8		30,000 ¹	22,800 ²	21,800 ²	22,000 ²	21,900 ²	20,100 ²	19,100 ²	21,700 ²	20,400 ²	19,100 ² /17,800 ⁵	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 ³									17,200			
		26,000	19,500 ²	19,100 ²	19,300 ²	19,200 ²	18,800	18,600/18,000 ⁴	19,200 ²	18,900	18,600/18,000 ⁴	16,900/16,300 ⁴		

1. Requires F-250 High-Capacity Trailer Tow Package (535). 2. Gooseneck tow rating shown. 5th-wheel tow rating limited to 5th-wheel hitch rating of 19,000 lbs. 3. Included when ordered with 3.55 Electronic Locking Axle without High-Capacity Trailer Tow Package (535) or Tremor. 4. Available 9,900-lb. GVWR Package (68D). 5. Tremor Off-Road Package (17Y).

Notes:

- Calculated with SAE J2807[®] method.
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.
- Conventional trailer tongue load weight should be 10% (15% for 5th-wheel and gooseneck towing) of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

TAILGATE CLEARANCE

Considerations When Towing a 5th-Wheel or Gooseneck Trailer

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

*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 towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.



F-350 Platinum Crew Cab in Antimatter Blue Metallic

F-350 SRW SUPER DUTY® PICKUP

CONVENTIONAL TOWING

Automatic Transmission

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, reference the Towing Basics information on the last page. See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing".

			REGULAR CAB				SUPERCAB				CREW CAB											
			4x2 141.6" WB 8' Box		4x4 141.6" WB 8' Box		4x2 148.0" WB 6-3/4' Box		4x2 164.2" WB 8' Box		4x4 148.0" WB 6-3/4' Box		4x2 164.2" WB 8' Box		4x2 159.8" WB 6-3/4' Box		4x2 176.0" WB 8' Box		4x4 159.8" WB 6-3/4' Box		4x4 176.0" WB 8' Box	
Engine	Axle Ratio	GCWR (lbs.)	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 ¹ / 13,100 ^{2,3} / 13,000 ⁴	12,700/ 12,600 ^{4,5}	12,700/ 12,600 ^{4,5}	12,800	12,800	12,700	12,700	12,400	12,400	12,300/ 12,200 ⁵	12,300/ 12,200 ⁵	12,700/ 12,600 ⁴	12,700/ 12,600 ⁴	12,500/ 12,400 ⁴	12,500/ 12,400 ⁴	12,300/ 12,200 ^{4,5}	12,300/ 12,200 ^{4,5}	12,000	12,000
	4.30	23,000	13,000	14,000	14,000/ 13,000 ⁵	15,000	13,000	14,000	15,000	15,000	14,000/ 13,000 ⁵	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	15,000 ^{2,6} / 20,000 ^{4,7}	15,000 ^{2,6} / 20,000 ^{4,7}	15,000	15,000	18,200	18,200	15,000 ^{2,6} / 20,000 ^{4,7}	15,000 ^{2,6} / 20,000 ^{4,7}	18,200 ^{2,6} / 20,000 ^{4,7}	18,200 ^{2,6} / 20,000 ^{4,7}
	3.55	30,000	14,000	15,000	14,000	15,000	14,000	15,000	15,000	15,000	14,000	15,000	15,000 ^{2,6} / 20,000 ^{4,7}	15,000 ^{2,6} / 20,000 ^{4,7}	15,000	15,000	18,200	18,200	15,000 ^{2,6,8} / 20,000 ^{4,7}	15,000 ^{2,6,8} / 20,000 ^{4,7}	18,200 ^{2,6} / 20,000 ^{4,7}	18,200 ^{2,6} / 20,000 ^{4,7}
7.3L V8	3.73	23,500	13,000	14,000	14,000/ 13,000 ⁵	15,000	13,000	14,000	15,000	15,000	14,000/ 13,000 ⁵	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 ⁵	15,000	13,000	14,000	15,000	15,000	14,000/ 13,000 ⁵	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000

1. 17" Tires with 6-speed transmission.
 2. 17" Tires. 3. 18" Tires with 6-speed transmission.
 4. 18" All-Season Tires. 5. 18" and 20" All-Terrain Tires. 6. 18" All-Terrain Tires. 7. Requires 20" All-Terrain Tires. 8. Tremor Off-Road Package (17Y).

- Notes:**
- Calculated with SAE J2807[®] method.
 - Combined weight of vehicle and trailer cannot exceed listed GCWR.
 - Do not exceed the Maximum Loaded Trailer Weight listed.
 - Conventional trailer tongue load weight should be 10% (15% for 5th-wheel and gooseneck towing) of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.



F-350 Limited Crew Cab 4x4 in Agate Black Metallic

F-350 SRW SUPER DUTY® PICKUP

5TH-WHEEL/ GOOSENECK TOWING

Automatic Transmission

		MAXIMUM LOADED TRAILER WEIGHT (lbs.)										
		REGULAR CAB				SUPERCAB				CREW CAB		
		Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, reference the Towing Basics information on the last page. See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing".										
Engine	Axle Ratio	GCWR (lbs.)	4x2 141.6" WB 8' Box	4x4 141.6" WB 8' Box	4x2 148.0" WB 6-3/4' Box	4x2 164.2" WB 8' Box	4x4 148.0" WB 6-3/4' Box	4x4 164.2" WB 8' Box	4x2 159.8" WB 6-3/4' Box	4x2 176.0" WB 8' Box	4x4 159.8" WB 6-3/4' Box	4x4 176.0" WB 8' Box
6.2L V8	3.73	19,500	13,100 ^{1,2} /13,000 ³	12,600	12,800/12,700 ³	12,700/12,600 ³	12,400/12,300 ^{3,6}	12,300/12,200 ^{3,6,7}	12,600	12,400	12,200	12,000 ¹ /11,900 ^{3,6,7}
	4.30	23,000	16,600/16,500 ³	16,100	16,300/16,200 ³	16,200/16,100 ³	15,900/15,800 ^{3,6}	15,800/15,700 ^{3,6,7}	16,100	15,900	15,700	15,500 ¹ /15,400 ^{3,6,7}
6.7L V8 Turbo Diesel	3.31	30,000	22,800 ⁴ /19,200 ^{4,5}	22,400 ^{3,4,7} /22,300 ^{6,4,7} /16,400 ⁵	22,600 ^{3,4} /22,100 ⁴ /17,700 ⁵	22,400 ^{3,4,7} /22,100 ⁴ /16,800 ⁵	22,100 ^{3,4,6,7} /21,500 ⁴ /14,800 ⁵	22,000 ^{3,4,6,7} /21,700 ⁴ /14,000 ⁵	22,400 ^{3,4} /21,500 ⁴ /16,500 ⁵	22,100 ^{3,4,7} /20,900 ⁴ /14,900 ⁵	21,900 ^{3,4,7} /21,100 ⁴ /13,700 ⁵	21,700 ^{3,4,6} /20,900 ^{3,6,7} /20,700 ^{4,7} /12,000 ⁵
	3.55	30,000	22,800 ⁴ /19,200 ^{4,5}	22,400 ^{3,4,7} /22,300 ^{6,4,7} /16,400 ⁵	22,600 ^{3,4} /22,100 ⁴ /17,700 ⁵	22,400 ^{3,4,7} /22,100 ⁴ /16,800 ⁵	22,100 ^{3,4,6,7} /21,500 ⁴ /14,800 ⁵	22,000 ^{3,4,6,7} /21,700 ⁴ /14,000 ⁵	22,400 ^{3,4} /21,500 ⁴ /16,500 ⁵	22,100 ^{3,4,7} /20,900 ⁴ /14,900 ⁵	21,900 ^{3,4,6,7} /21,100 ⁴ /21,800 ^{4,8}	21,700 ^{3,4,6} /20,900 ^{3,6,7} /20,700 ^{4,7} /12,000 ⁵
7.3L V8	3.73	23,500	17,000	16,600/16,500 ^{3,6}	16,800/16,700 ³	16,700/16,600 ³	16,300	16,200	16,600	16,400/16,300 ³	16,200/16,100 ^{3,6}	16,000/15,900 ^{3,6,7}
	4.30	27,500	21,000 ⁴	20,600 ^{4,5} /20,500 ^{3,4,6} /16,500 ^{3,6}	20,800 ⁴ /20,700 ^{1,4}	20,700 ⁴ /20,600 ^{1,4}	20,300 ⁴ /19,200 ^{4,5}	20,200 ⁴ /18,500 ⁵	20,600 ⁴	20,400 ⁴ /20,300 ^{1,4} /19,500 ^{4,5}	20,200 ⁴ /20,100 ^{3,4,6} /18,200 ⁵	20,000 ^{1,4} /19,900 ^{3,4,6,7} /16,700 ⁵

1. 17" Tires. 2. 18" All-Season Tires and 6-speed transmission. 3. 18" All-Season Tires. 4. Gooseneck tow rating shown. 5th-wheel tow rating limited to 5th-wheel hitch rating of 19,000 lbs. 5. Available 10,000-lb. GVWR Package (68D). 6. 18" and 20" All-Terrain Tires (20" N/A on Regular Cab). 7. Available 11,400-lb. GVWR Package (68L). 8. Tremor Off-Road Package (17Y).

Notes:

- Calculated with SAE J2807[®] method.
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.
- Conventional trailer tongue load weight should be 10% (15% for 5th-wheel and gooseneck towing) of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.



F-450 Limited Crew Cab 4x4 in Star White Metallic Tri-Coat with FX4 Package

F-350/450 DRW SUPER DUTY® PICKUPS

CONVENTIONAL TOWING

Automatic Transmission

		MAXIMUM LOADED TRAILER WEIGHT (lbs.)																			
		Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, reference the Towing Basics information on the last page. See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing".																			
		REGULAR CAB				SUPERCAB				CREW CAB											
		F-350		F-450		F-350		F-350		F-350		F-450		F-350		F-450		F-450			
		4x2 141.6" WB 8' Box		4x4 141.6" WB 8' Box		4x2 141.6" WB 8' Box		4x4 141.6" WB 8' Box		4x2 164.2" WB 8' Box		4x4 164.2" WB 8' Box		4x2 176.0" WB 8' Box		4x4 176.0" WB 8' Box		4x2 176.0" WB 8' Box		4x4 176.0" WB 8' Box	
Engine	Axle Ratio	GCWR (lbs.)	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	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 ¹	13,300 ¹									16,200	16,200	15,800	15,800	16,000	16,000	15,600	15,600	
			23,500	16,700	16,700	16,300	16,300							18,000	21,200	19,000	21,200	19,000	21,200	21,200	21,200
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
		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			

5TH-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 ¹										16,200	15,800	16,000	15,500				
			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 ³	31,800	31,300/28,900 ³						
	4.10	43,400	35,750 ²	35,400 ² /33,600 ^{2,3}							35,400 ² /33,500 ^{2,3}	35,000 ² /30,700 ³	35,200 ² /32,100 ³	34,700 ² /28,900 ³						
	4.30	43,500																34,600 ²	32,600 ²	
		45,300					37,000 ²	36,400 ²												
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						

1. 6-speed transmission.
 2. Gooseneck tow rating shown.
 5th-wheel tow rating limited to 5th-wheel hitch rating of 32,500 lbs. 3. Available 13,000 GVWR Package (68L).

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

Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.



F-350 XL SuperCab in White

F-350 SUPER DUTY® CHASSIS CAB

CONVENTIONAL TOWING¹

MAXIMUM LOADED TRAILER WEIGHT (lbs.)
Trailer weights shown assume 400-lb.–800-lb. second-unit body weight.

Automatic Transmission			REGULAR CAB CHASSIS						SUPERCAB CHASSIS				CREW CAB CHASSIS			
Engine	Axle Ratio	GCCR (lbs.)	4x2 SRW 145.3" WB	4x4 SRW 145.3" WB	4x2 DRW 145.3" WB	4x2 DRW 169.3" WB	4x4 DRW 145.3" WB	4x4 DRW 169.3" WB	4x2 SRW 167.9" WB	4x4 SRW 167.9" WB	4x2 DRW 167.9" WB	4x4 DRW 167.9" WB	4x2 SRW 179.8" WB	4x4 SRW 179.8" WB	4x2 DRW 179.8" WB	4x4 DRW 179.8" WB
6.2L SOHC V8	3.73	19,500	13,200 ^{2/} 13,100 ^{3/} 13,000 ⁴	12,700 ^{2,3/} 12,500 ⁴					12,900 ^{2/} 12,800 ^{3/} 12,700 ⁴	12,400 ^{2,3/} 12,200 ⁴			12,600 ^{2,3/} 12,400 ⁴	12,200 ^{2/} 12,100 ^{3/} 12,000 ⁴		
		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

5TH-WHEEL/GOOSENECK TOWING

6.2L SOHC V8	3.73	19,500	13,100 ^{2,3/} 12,900 ⁴	12,700 ^{2/} 12,600 ^{3/} 12,500 ⁴					12,800 ^{2,3/} 12,600 ⁴	12,400 ^{2/} 12,300 ^{3/} 12,200 ⁴			12,600 ^{2/} 12,500 ^{3/} 12,400 ⁴	12,200 ^{2/} 12,100 ^{3/} 12,000 ⁴		
		20,000			13,000	12,800	12,600	12,400			12,600	12,200			12,500	12,100
	4.30	23,000	16,600 ^{2,3/} 16,400 ⁴	16,200 ^{2/} 16,100 ^{3/} 16,000 ⁴					16,300 ^{2,3/} 16,100 ⁴	15,900 ^{2/} 15,800 ^{3/} 15,700 ⁴			16,100 ^{2/} 16,000 ^{3/} 15,900 ⁴	15,700 ^{2/} 15,600 ^{3/} 15,500 ⁴		
6.7L V8 Diesel	3.73	30,000	22,700 ⁴	22,200 ⁴					22,300 ⁴	21,900 ⁴			22,100 ⁴	21,300 ⁴		
		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	19,400 ⁴	19,000 ⁴	19,000	18,800	18,600	18,400	19,100 ⁴	18,700 ⁴	18,600	18,200	18,900 ⁴	18,500 ⁴	18,500	18,100

1. Super Duty Chassis Cab does not offer a conventional hitch receiver as a factory-installed option. 2. 17" Tires. Requires Payload Downgrade Package (68D). 3. 18" Tires with available Payload Downgrade Package (68D). 4. 18" Tires.

Notes:

- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.
- Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel and gooseneck towing) of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.



F-450 XL Crew Cab in White

F-450 SUPER DUTY® CHASSIS CAB

CONVENTIONAL TOWING¹

MAXIMUM LOADED TRAILER WEIGHT (lbs.)
Trailer weights shown assume 400-lb.–800-lb. second-unit body weight.

Automatic Transmission	Axle Ratio	GCWR (lbs.)	REGULAR CAB CHASSIS																SUPERCAB CHASSIS				CREW CAB CHASSIS							
			4x2 DRW				4x4 DRW				4x2 DRW		4x4 DRW		4x2 DRW		4x4 DRW													
			145.3" WB	169.3" WB	193.3" WB	205.3" WB	145.3" WB	169.3" WB	193.3" WB	205.3" WB	167.9" WB	191.9" WB	167.9" WB	191.9" WB	179.8" WB	203.8" WB	179.8" WB	203.8" 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	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	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 ²	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	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500

5TH-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 ²	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

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

- Notes:**
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
 - Do not exceed the Maximum Loaded Trailer Weight listed.
 - Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel and gooseneck towing) of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

M Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in square meters, multiply square feet by .09; to obtain information in centimeters, multiply inches by 2.54; to obtain information in kilometers, multiply miles by 1.6.

Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.



F-550 XL Regular Cab in White

F-550 SUPER DUTY® CHASSIS CAB

CONVENTIONAL TOWING¹

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Trailer weights shown assume 400-lb.–800-lb. second-unit body weight.

Automatic Transmission			REGULAR CAB CHASSIS								SUPERCAB CHASSIS				CREW CAB CHASSIS			
Engine	Axle Ratio	GCWR (lbs.)	4x2 DRW				4x4 DRW				4x2 DRW		4x4 DRW		4x2 DRW		4x4 DRW	
			145.3" WB	169.3" WB	193.3" WB	205.3" WB	145.3" WB	169.3" WB	193.3" WB	205.3" WB	167.9" WB	191.9" WB	167.9" WB	191.9" WB	179.8" WB	203.8" WB	179.8" WB	203.8" 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
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
Diesel	4.30	37,000 ²	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
		40,000 ²	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

5TH-WHEEL/GOOSENECK TOWING

Engine	Axle Ratio	GCWR	4x2 DRW				4x4 DRW				4x2 DRW		4x4 DRW		4x2 DRW		4x4 DRW	
			145.3" WB	169.3" WB	193.3" WB	205.3" WB	145.3" WB	169.3" WB	193.3" WB	205.3" WB	167.9" WB	191.9" WB	167.9" WB	191.9" WB	179.8" WB	203.8" WB	179.8" WB	203.8" WB
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 ²	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 ²	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

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

- Notes:**
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
 - Do not exceed the Maximum Loaded Trailer Weight listed.
 - Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel and gooseneck towing) of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.



F-600 XL Regular Cab in White

F-600 SUPER DUTY® CHASSIS CAB

CONVENTIONAL TOWING			MAXIMUM LOADED TRAILER WEIGHT (lbs.)							
			Trailer weights shown assume 400-lb.–800-lb. second-unit body weight.							
Automatic Transmission			REGULAR CAB CHASSIS							
Engine	Axle Ratio	GCWR (lbs.)	4x2 DRW 145.3" WB	4x2 DRW 169.3" WB	4x2 DRW 193.3" WB	4x2 DRW 205.3" WB	4x4 DRW 145.3" WB	4x4 DRW 169.3" WB	4x4 DRW 193.3" WB	4x4 DRW 205.3" WB
7.3L V8	4.88	30,000	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500
6.7L V8 Diesel	4.88	43,000	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500

5TH-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
6.7L V8 Diesel	4.88	43,000	34,500 ¹	34,300 ¹	33,900 ¹	33,800 ¹	34,200 ¹	33,900 ¹	33,600 ¹	33,500 ¹

¹ Gooseneck tow rating shown. 5th-wheel tow rating limited to 5th-wheel hitch rating of 32,500 lbs.

Notes:

- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.
- Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel and gooseneck towing) of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.



2023 F-650/F-750 Super Duty® Chassis Cabs

F-650 SuperCab

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; to obtain information in centimeters, multiply inches by 2.54.

2023 E-Series Cutaway and Stripped Chassis

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

Super Duty Class A Motorhome Chassis

GVWR	GCWR	Trailer Weight
16,000 lbs.	23,000 lbs.	7,000 lbs.
18,000 lbs.	23,000 lbs.	5,000 lbs.
20,500 lbs.	26,000 lbs.	5,500 lbs.
22,000 lbs.	26,000 lbs.	4,000 lbs.
24,000 lbs.	30,000 lbs.	6,000 lbs.
26,000 lbs.	30,000 lbs.	4,000 lbs.

Notes:

- Towing vehicle's braking system is rated for operation at GVWR – NOT GCWR. See page 42 for more details.
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.

Super Duty Commercial Stripped Chassis

GVWR	GCWR	Trailer Weight
16,000 lbs.	23,000 lbs.	7,000 lbs.
19,500 lbs.	26,000 lbs.	6,500 lbs.
19,500 lbs.	27,200 lbs.	7,700 lbs. ¹
22,000 lbs.	26,000 lbs.	4,000 lbs.
22,000 lbs.	29,700 lbs.	7,700 lbs. ¹

¹ Requires Parcel Delivery Package option.

Notes:

- Towing vehicle's braking system is rated for operation at GVWR – NOT GCWR. See page 42 for more details.
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.



E-450 Cutaway DRW

Automatic Transmission		GCWR (lbs.)												
		CUTAWAY						STRIPPED CHASSIS						
Engine	GVWR Axle (lbs.)	E-350 SRW		E-350 DRW		E-450 DRW		E-350 DRW		E-450 DRW				
		138.0" WB	158.0" WB	138.0" WB	158.0" WB	176.0" WB	158.0" WB	176.0" WB	138.0" WB	158.0" WB	176.0" WB	158.0" WB	176.0" WB	
7.3L V8 Economy	4.10	10,050	13,000	13,000										
		11,500			13,000	13,000			13,000					
		12,500			13,000	13,000			13,000	13,000				
	4.56	10,050	13,000	13,000										
		11,500			17,000	17,000			17,000					
		12,500			17,000	17,000			17,000	17,000				
7.3L V8 Premium	4.10	10,050	18,500	18,500										
		11,500			18,500	18,500			18,500					
		12,500			18,500	18,500	18,500			18,500	18,500			
	4.56	10,050	18,500	18,500										
		11,500			18,500					18,500				
		12,500			18,500	18,500				18,500	18,500			
							22,000	22,000						
							22,000	22,000				22,000	22,000	

Notes:

- Do not exceed trailer weight of 5,000 lbs. when towing with bumper only.
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight.

Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.



T-150 Cargo Van Medium Roof in Oxford White

TRANSIT

PASSENGER VAN

Automatic Transmission

		MAXIMUM LOADED TRAILER WEIGHT (lbs.)											
		REAR-WHEEL DRIVE						ALL-WHEEL DRIVE					
		150 130" WB		350 148" WB				150 130" WB		350 148" WB			
Engine	Axle GCWR Ratio (lbs.)	Low Roof	Medium Roof	Low Roof	Medium Roof	High Roof	Extended High Roof	Low Roof	Medium Roof	Low Roof	Medium Roof	High Roof	Extended High Roof
3.5L PFDI V6	3.73 10,800	4,600	4,400	4,200	4,100	3,900		4,400	4,200	4,000	3,900	3,700	
	4.10 11,200			4,500	4,400	4,200	3,700			4,300	4,200	4,000	
3.5L EcoBoost® V6	3.73 11,200			4,400	4,300	4,200	3,600			4,200	4,100	4,000	3,400

CARGO VAN

Automatic Transmission

		MAXIMUM LOADED TRAILER WEIGHT (lbs.)											
		REAR-WHEEL DRIVE						ALL-WHEEL DRIVE					
		150/ 250/350 130" WB	150/250/350 130" WB Medium Roof	150/ 250/350 148" WB	150/250/350 148" WB Medium Roof	250/350 148" WB High Roof	350HD 148" WB Extended High Roof	150/ 250/350 130" WB	150/250/350 130" WB Medium Roof	150/ 250/350 148" WB	150/250/350 148" WB Medium Roof	250/350 148" WB High Roof	350HD 148" WB Extended High Roof
Engine	Axle GCWR Ratio (lbs.)	Low Roof	Roof	Low Roof	Roof	High Roof	High Roof	Low Roof	Roof	Low Roof	Roof	High Roof	High Roof
3.5L PFDI V6	3.73 10,800	5,300	5,100	5,100	5,000	4,900		5,100	4,900	4,900	4,800	4,700	
	4.10 12,000	6,400	6,200	6,200	6,100	6,000	5,800	6,200	6,000	6,000	5,900	5,800	5,600
3.5L EcoBoost V6	3.73 12,600	6,900	6,700	6,800	6,600	6,500	6,300	6,700	6,500	6,600	6,400	6,300	6,100
	13,000						6,500						6,300

CREW VAN

Automatic Transmission

		MAXIMUM LOADED TRAILER WEIGHT (lbs.)											
		REAR-WHEEL DRIVE						ALL-WHEEL DRIVE					
		150/ 250/350 130" WB	150/250/350 130" WB Medium Roof	150/ 250/350 148" WB	150/250/350 148" WB Medium Roof	250/350 148" WB High Roof	350 148" WB Extended High Roof	150/ 250/350 130" WB	150/250/350 130" WB Medium Roof	150/ 250/350 148" WB	150/250/350 148" WB Medium Roof	250/350 148" WB High Roof	350 148" WB Extended High Roof
Engine	Axle GCWR Ratio (lbs.)	Low Roof	Roof	Low Roof	Roof	High Roof	High Roof	Low Roof	Roof	Low Roof	Roof	High Roof	High Roof
3.5L PFDI V6	3.73 10,800	4,900	4,800	4,800	4,700	4,600		4,700	4,600	4,600	4,500	4,400	
	4.10 12,000	6,000	5,900	5,900	5,800	5,700	5,300	5,800	5,700	5,700	5,600	5,500	5,000
3.5L EcoBoost V6	3.73 12,600	6,500	6,400	6,400/6,500	6,300	6,200		6,300	6,200	6,200	6,100	6,000	
	13,000						6,200						6,000

1. 250 models only.

Notes: • Transit calculated with SAE J2807® method.

- Do not exceed trailer weight of 5,000 lbs. when towing with bumper only.
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.
- Trailer tongue load weight should be 10% of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.



T-350HD Cutaway AWD in Race Red

TRANSIT

CUTAWAY

Automatic Transmission

		MAXIMUM LOADED TRAILER WEIGHT (lbs.)												
		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	350 178" WB	350HD DRW 178" WB	250/350 138" WB	350HD DRW 138" WB	250/350 156" WB	350HD DRW 156" WB	350 178" WB	350HD DRW 178" WB
3.5L PFDI V6	4.10	12,000	6,600	6,400	6,400	6,200	6,200	6,000	6,400	6,200	6,200	6,000	5,900	5,800
3.5L EcoBoost® V6	3.73	12,600	7,100		6,900				6,900		6,700			
		13,000		7,300		7,100	7,100	6,900		7,100		6,900	6,900	6,700
		15,000		7,500		7,500		7,500		7,500		7,500		7,500

CHASSIS CAB

Automatic Transmission

		MAXIMUM LOADED TRAILER WEIGHT (lbs.)												
		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	350 178" WB	350HD DRW 178" WB	250/350 138" WB	350HD DRW 138" WB	250/350 156" WB	350HD DRW 156" WB	350 178" WB	350HD DRW 178" WB
3.5L PFDI V6	4.10	12,000	6,500	6,400	6,400	6,200	6,100	6,000	6,300	6,100	6,200	6,000	5,900	5,700
3.5L EcoBoost V6	3.73	12,600	7,100		6,900				6,800		6,700			
		13,000		7,300		7,100	7,000	6,900		7,100		6,900	6,800	6,600
		15,000		7,500		7,500		7,500		7,500		7,500		7,500

Notes: • Combined weight of vehicle and trailer cannot exceed listed GCWR.

• Do not exceed the Maximum Loaded Trailer Weight listed.

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

Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.



Ranger STX SuperCrew 4x4 in Hot Pepper Red Metallic Tinted Clearcoat

RANGER

Automatic Transmission			MAXIMUM LOADED TRAILER WEIGHT (lbs.)			
Engine	Axle Ratio	GCWR (lbs.)	SUPERCAB		SUPERCREW®	
			4x2	4x4	4x2	4x4
2.3L EcoBoost® I4	3.73	8,650	3,500			
		8,750			3,500	
		8,900		3,500		
		9,000				3,500
		12,150	7,500 ¹			
		12,250			7,500 ¹	
		12,400		7,500 ¹		
		12,500				7,500 ¹

1. Requires available Trailer Towing Package (53R). Max towing varies based on cargo, vehicle configuration, accessories and number of passengers.

- Notes:**
- Ranger calculated with SAE J2807® method.
 - Do not exceed trailer weight of 3,500 lbs. when towing with bumper only.
 - Combined weight of vehicle and trailer cannot exceed listed GCWR.
 - Do not exceed the Maximum Loaded Trailer Weight listed.

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

MAVERICK

Automatic Transmission			MAXIMUM LOADED TRAILER WEIGHT (lbs.)	
Engine	Axle Ratio	GCWR (lbs.)	SUPERCREW	
			FWD	AWD
2.5L I4 Hybrid	2.91	6,010	2,000	
2.0L EcoBoost I4	3.63	5,900	2,000	
		6,145		2,000
		8,145		4,000 ²

2. Available 4,000-lb. towing with available 2.0L EcoBoost engine and available 4,000-lb. Tow Package (53Q). Max towing varies based on cargo, vehicle configuration, accessories and number of passengers.

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



Maverick Hybrid XLT SuperCrew in Area 51

Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.



Bronco Raptor in Code Orange. Pre-production model shown with available features.

BRONCO

10-Speed Automatic Transmission				MAXIMUM LOADED TRAILER WEIGHT (lbs.) ¹													
Engine	Axle Ratio	GCWR (lbs.)		BASE		BIG BEND™		BLACK DIAMOND™		OUTER BANKS™		BADLANDS™		WILDTRAK™		EVERGLADES™	RAPTOR™
		2-Door	4-Door	2-Door	4-Door	2-Door	4-Door	2-Door	4-Door	2-Door	4-Door	2-Door	4-Door	2-Door	4-Door	4-Door	4-Door
2.3L EcoBoost® I4	3.73	8,480	8,480	3,500	3,500	3,500	3,500			3,500	3,500						
	4.27	8,480	8,480			3,500	3,500			3,500	3,500						
	4.46	8,780	8,780					3,500	3,500			3,500	3,300				
	4.70	8,780	8,780	3,500	3,500	3,500	3,500	3,500	3,400	3,500	3,500	3,480	3,280			3,240	
2.7L EcoBoost V6	3.73	8,740	8,480	3,500	3,500	3,500				3,500				3,500			
			8,740		3,500		3,500				3,500					3,400	
	4.27	8,740	8,480			3,500	3,500			3,500	3,500						
			8,740				3,500				3,500						
4.46	8,840	8,840					3,500	3,440 ² /3,460 ³			3,500	3,320					
4.70 ⁴	8,840	8,780	3,500	3,500	3,500		3,500		3,500		3,500		3,500				
		8,840			3,500		3,500		3,300		3,500		3,260		3,320		
3.0L EcoBoost V6	4.70		10,650														4,500 ⁵

7-Speed Manual Transmission				MAXIMUM LOADED TRAILER WEIGHT (lbs.) ¹													
Engine	Axle Ratio	GCWR (lbs.)		BASE		BIG BEND™		BLACK DIAMOND™		OUTER BANKS™		BADLANDS™		WILDTRAK™		EVERGLADES™	RAPTOR™
		2-Door	4-Door	2-Door	4-Door	2-Door	4-Door	2-Door	4-Door	2-Door	4-Door	2-Door	4-Door	2-Door	4-Door	4-Door	4-Door
2.3L EcoBoost I4	3.73	8,780	8,480	3,500		3,500		3,500				3,500					
	4.46	8,780	8,780	3,500		3,500	3,500	3,500	3,500			3,500					
	4.70	8,780	8,780											3,320			

1. Available Towing Capability (53Q) featured content is exclusively a factory-installed package. 2. Equipped with Electromechanical Transfer Case (EMTC). 3. Equipped with Electronic Shift On-the-Fly (ESOF). 4. Sasquatch™ Package (765). 5. Raptor model includes Tow Package 2 as standard equipment.

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



Bronco Sport Badlands in Area 51. Optional features shown with available Ford Accessories.

BRONCO SPORT

Automatic Transmission			MAXIMUM LOADED TRAILER WEIGHT (lbs.)
Engine	Final Drive Ratio	GCWR (lbs.) 4x4	
1.5L EcoBoost I3	3.81	5,860	2,000 ^{1,2}
2.0L EcoBoost I4	3.81	6,260	2,200 ^{2,3}

1. Big Bend and Outer Banks models only. 2. Requires available Class II Trailer Tow Package (53B). 3. Badlands model only.

Notes: • Certain states require electric trailer brakes for trailers over a specified weight. Be sure to check state 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. • Bronco Sport calculated with SAE J2807® method. • Combined weight of vehicle and trailer cannot exceed listed GCWR. • Do not exceed the Maximum Loaded Trailer Weight listed.

Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.



Expedition Platinum in Stone Blue Metallic. Optional features shown with available Ford Accessories.



Explorer Timberline in Forged Green Metallic. Optional features shown with available Ford Accessories.



Edge ST in Ford Performance Blue

Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.

EXPEDITION

Automatic Transmission			MAXIMUM LOADED TRAILER WEIGHT (lbs.) ¹				
Engine	Axle Ratio	GCWR (lbs.)	EXPEDITION		EXPEDITION MAX		
			4x2	4x4	4x2	4x4	
3.5L EcoBoost® V6	3.31	12,000	6,000				
		12,300		6,000			
		12,400				6,000	
		12,500			6,300		
	3.73	12,300 ²		6,000			6,000
		12,400 ²					6,000
		15,200 ³				9,000	
		15,300 ³	9,300				
	15,500 ³		9,200			9,000	

1. Maximum loaded trailer weight requires weight-distributing hitch. See page 45 for additional information. 2. Included in Electronic Limited Slip rear axle. 3. Requires available 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[®] method.
 - Combined weight of vehicle and trailer cannot exceed listed GCWR.
 - Do not exceed the Maximum Loaded Trailer Weight listed.

EXPLORER

Automatic Transmission				MAXIMUM LOADED TRAILER WEIGHT (lbs.)	
Engine	Axle Ratio	GCWR (lbs.)		RWD	4WD
		RWD	4WD		
2.3L EcoBoost I4	3.58	7,700	7,800	3,000 ¹	3,000 ¹
		10,000	10,100	5,300 ²	5,300 ²
			10,300		5,300 ³
3.0L EcoBoost V6 ⁶	3.31 ⁴	10,800	10,800	5,600	5,600
	3.58 ⁵		10,800	5,600	5,600
3.3L Ti-VCT V6 ⁷	3.58	8,000/10,600		3,000 ¹ /5,600 ²	
3.3L HEV V6	3.58	8,500/10,500		3,000 ¹ /5,000 ²	
	3.73	8,600/10,600		3,000 ¹ /5,000 ²	

1. Explorer does not offer factory-installed towing equipment for this application; only available as dealer accessory. 2. Requires available Class IV Trailer Tow Package (52T). 3. Class IV Trailer Tow Package standard on Timberline model. 4. King Ranch[®] and Platinum models only. 5. ST model only. 6. Class IV Trailer Tow Package (52T) standard on ST model. 7. Fleet only.

- Notes:**
- Certain states require electric trailer brakes for trailers over a specified weight. Be sure to check state 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.
 - Explorer calculated with SAE J2807[®] method.
 - Combined weight of vehicle and trailer cannot exceed listed GCWR.
 - Do not exceed the Maximum Loaded Trailer Weight listed.

EDGE

Automatic Transmission			MAXIMUM LOADED TRAILER WEIGHT (lbs.)
Engine	Axle Configuration	GCWR (lbs.)	
2.0L EcoBoost I4	AWD	6,300	1,500 ¹
	AWD	8,300	3,500 ²
2.7L EcoBoost V6	AWD	8,500	3,500 ³

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

- Notes:**
- Certain states require electric trailer brakes for trailers over a specified weight. Be sure to check state 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.
 - Edge calculated with SAE J2807[®] method.
 - Combined weight of vehicle and trailer cannot exceed listed GCWR.
 - Do not exceed the Maximum Loaded Trailer Weight listed.



Escape Platinum in Star White Metallic Tri-Coat



Transit Connect Passenger Wagon in Blue Metallic



EcoSport SES in Mooncast Silver Metallic



Mustang GT Premium in Shadow Black

ESCAPE

Automatic Transmission				MAXIMUM LOADED TRAILER WEIGHT (lbs.)
Engine	Final Drive Ratio	GCWR (lbs.) FWD AWD		
2.5L I4 Hybrid	2.91	5,470	5,600	1,500 ¹
2.5L I4 Plug-in Hybrid	2.91	5,820		1,500 ¹
1.5L EcoBoost® I3	3.52	5,670		2,000 ²
	3.81	5,830		2,000 ²
2.0L EcoBoost I4	3.47	7,460		2,000 ² /3,500 ³

1. Requires Class II Trailer Tow Package (536) available on SEL/Titanium Hybrid or SEL/Titanium Plug-in Hybrid series. 2. Escape does not offer factory-installed towing equipment for this application; only available as dealer accessory. 3. Requires Class II Trailer Tow Package (536).

- Notes:**
- Certain states require electric trailer brakes for trailers over a specified weight. Be sure to check state 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.
 - Combined weight of vehicle and trailer cannot exceed listed GCWR.
 - Do not exceed the Maximum Loaded Trailer Weight listed.

TRANSIT CONNECT

Automatic Transmission			MAXIMUM LOADED TRAILER WEIGHT (lbs.)
Engine	Final Drive Ratio	GCWR (lbs.)	VAN/WAGON
2.0L I4	3.80	6,380	2,000 ¹
2.5L I4 ²	3.21	6,369	2,000 ¹

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

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

ECOSPORT¹

Automatic Transmission				MAXIMUM LOADED TRAILER WEIGHT (lbs.)
Engine	Final Drive Ratio	GCWR (lbs.) FWD 4WD		
2.0L Ti-VCT I4	3.51	5,754		2,000

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

- Notes:**
- Certain states require electric trailer brakes for trailers over a specified weight. Be sure to check state 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.
 - Combined weight of vehicle and trailer cannot exceed listed GCWR.
 - Do not exceed the Maximum Loaded Trailer Weight listed.

MUSTANG^{1,2}

Automatic Transmission		MAXIMUM LOADED TRAILER WEIGHT (lbs.)
Engine	Axle Configuration	
2.3L EcoBoost I4	RWD	1,000
2.3L High Performance EcoBoost I4	RWD	1,000
5.0L V8 GT	RWD	1,000
Manual Transmission		
2.3L EcoBoost I4	RWD	1,000
2.3L High Performance EcoBoost I4	RWD	1,000
5.0L V8 GT	RWD	1,000

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

- Notes:**
- Mustang calculated with SAE J2807® method.
 - Do not exceed the Maximum Loaded Trailer Weight listed.

Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.



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 18). Keep in mind that performance can be severely affected in hilly terrain when the minimum acceptable powertrain combination is selected. Consider purchasing a vehicle with a more powerful engine.

AFTER YOU BUY

Before heading out on a trip, check your vehicle Owner's Manual for break-in and severe-duty maintenance schedules (do not tow a trailer until your vehicle has been driven at least 1,000 miles). Be sure to have your fully-loaded vehicle (including passengers) and trailer weighed so as not to exceed critical weight limits (see page 47). 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

Many states require a separate braking system on trailers with a loaded weight of more than 1,500 pounds. 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 state 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 Owner's Manual for safety chain attachment information.
- For rental trailers, follow rental agency instructions for hookup of safety chains.

TRAILER WIRING HARNESS

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

Refer to chart on page 19 for standard and optional wiring harness usage.

TRAILER CLASSES

CLASS I

LIGHT-DUTY

2,000-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

2,001–3,500-lb. gross trailer weight

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

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

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

CLASS III

HEAVY-DUTY

3,501–5,000-lb. gross trailer weight

Dual-axle or large single-axle travel trailers

Most properly equipped Ford trucks and SUVs can tow them¹

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

CLASS IV

EXTRA-HEAVY-DUTY²

Over 5,000-lb. gross trailer weight²

Largest travel and 5th-wheel trailers made for recreation

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

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

¹. Refer to page 18 for Required Equipment.

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

TRAILER TYPES

FOLDING CAMPING TRAILER

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

Lightweight for easy towing

Simple conventional weight-carrying hitch is usually sufficient for towing

Compact, low-profile traveling package

Easily maneuverable – generally 8 to 16 feet long



CONVENTIONAL TRAVEL TRAILER

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

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

Sizes usually range from 12 to 35 feet long

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



5TH-WHEEL TRAILER

Provides the same types of accommodations as a conventional travel trailer but with these unique characteristics:

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

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

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



M Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in kilometers, multiply miles by 1.6.

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 45. (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 45).

- 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.



5TH-WHEEL

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



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)



FACTORY-INSTALLED TRAILER HITCH RECEIVER OPTIONS AND CAPACITIES.

Transit Connect

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

Bronco Sport

Included with Trailer Tow Package – Option Code 53B

Escape

Included with Class II Trailer Tow Package – Option Code 536

Edge

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

Bronco Raptor

Standard

Bronco

Included with Towing Capability – Option Code 53Q

Explorer

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

Expedition

Standard

Transit

Included with Trailer Tow Package – Option Code 53B

Maverick

Included with Trailer Tow Package – Option Code 53Q

Ranger

Included with Trailer Tow Package – Option Code 53R

F-150 Lightning

Standard

F-150 Raptor Pickup

Standard

F-150 Pickup

Included with Trailer Tow Packages – Option Code 53A, 53B includes 2" receiver rated at 11,600 lbs., Option Code 53C includes 2" reinforced receiver rated at 14,000 lbs.

F-250/F-350/F-450 Super Duty® Pickups

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 Diesel 4x4 on the 160", 164", 176" WB
 - F-350/F-450 Dual Rear Wheel Diesel and Gas 7.3L
- All other Super Duty Pickup configurations equipped with a 2.5" receiver

5TH-WHEEL AND GOOSENECK HITCH RECOMMENDATION

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

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

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

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

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 21–41 for Maximum Loaded Trailer Weights for each vehicle.

Vehicle	Weight-Carrying Max. Trailer Capacity (lbs.) ¹	Max. Tongue Load (lbs.)	Weight-Distributing Max. Trailer Capacity (lbs.) ¹	Max. Tongue Load (lbs.)
REAR STEP BUMPER				
Ranger	3,500	350		
Transit Cargo Van	5,000	500		
F-150 Pickup	5,000	500		
HITCH RECEIVER				
Transit Connect	2,000	200		
Bronco Sport	2,200	220		
Escape Hybrid/Plug-in Hybrid	1,500 ²	150 ²		
Escape	3,500	350		
Edge	3,500	350		
Bronco	3,500	350		
Bronco Raptor	4,500	450		
Maverick	4,000	400		
Explorer Hybrid	5,300	530		
Explorer	5,600	560		
Expedition	6,000	600	9,300	930
Expedition MAX	6,300	630	9,000	900
Transit Passenger Van	4,600	460		
Transit Crew Van	6,500	650		
Transit Cargo Van	6,900	690		
Ranger	7,500 ²	750 ²		
F-150 Pickup	5,000	500	14,000	1,400
F-150 Lightning	5,000	500	10,000	1,000
F-150 Raptor Pickup	5,000	500	8,200	820
F-250 less Trailer Tow Package/F-350 SRW Diesel 4x2/F-350 SRW Diesel 4x4 142" 148"	18,200	1,820	18,200	1,820
F-350 SRW Gas/F-350 DRW Gas 6.2L	18,200	1,820	18,200	1,820
F-250 with Trailer Tow Package/F-350 SRW Diesel 4x4 160" 164" 176"	21,200	2,120	21,200	2,120
F-350 DRW Diesel and Gas 7.3L/F-450 DRW 142"	21,200	2,120	21,200	2,120
F-450 DRW 176"	24,200	2,420	24,200	2,420

1. 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 (i.e., equalizing arms and snap-up brackets, sway control system) and other appropriate equipment to tow both the trailer and its cargo load. 2. When properly equipped.

Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.

WEIGHT DISTRIBUTION HITCH SETUP

CALCULATE WEIGHT DISTRIBUTION.

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

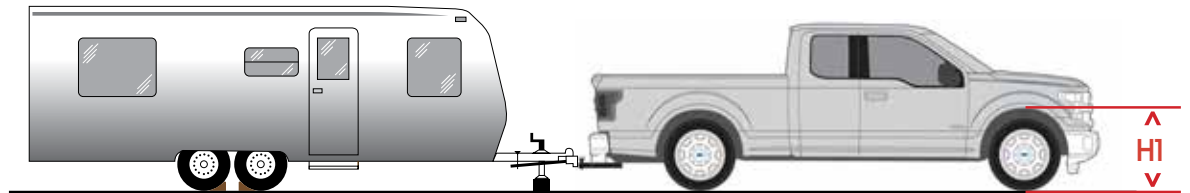
CALCULATION

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 =	

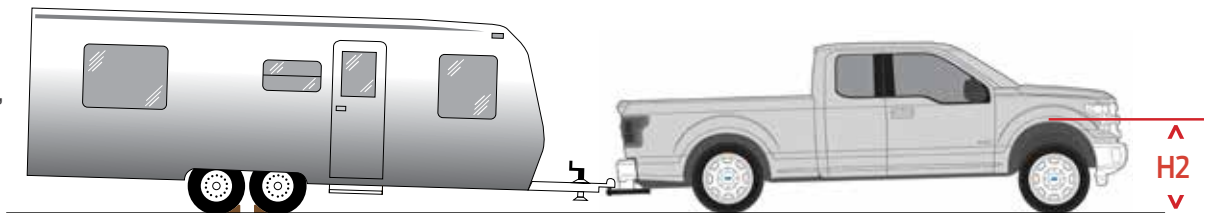
CALCULATION EXAMPLE

Vehicle =	F-150
H1 =	37 inches
H2 =	38 inches
Correction Factor =	50%
Height Change =	38" - 37" = 1 inch
Reduction Amount =	1" x 50% = .50 inch
Height Change =	38" - .50" = 37.5 inches
Target Height =	37.5 inches

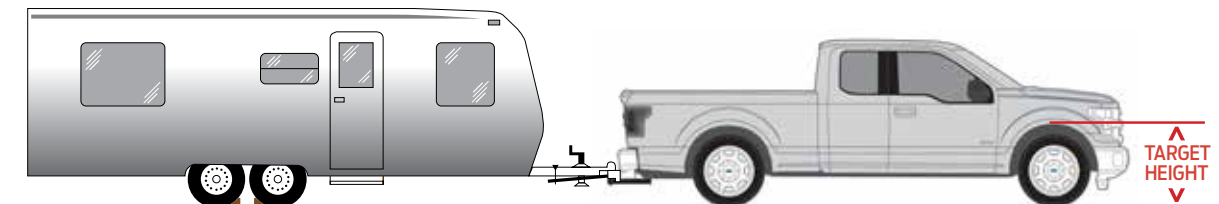
- 1 Load trailer similar to the way it will be loaded for the trip with 10% tongue load and park on level ground
- 2 Adjust trailer tongue jack to get trailer level or just slightly nose down
- 3 Load tow vehicle similar to the way it will be used for the trip and park vehicle on level ground
- 4 Adjust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



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



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



WEIGHTY INFORMATION.

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

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

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

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

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

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

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

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

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 21–41 or your vehicle Owner's Manual).

MEASURING TONGUE LOAD WITH COMMERCIAL SCALE

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



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 1,500 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 21–41) is the highest possible weight of a fully loaded trailer the vehicle can tow, based on a minimum towing vehicle GVW. It assumes a towing vehicle with any mandatory options, no cargo, tongue load of 10% (conventional trailer) or king pin weight of 15% (5th-wheel trailer), and driver and passenger (150 lbs. each). F-Series Super Duty® Chassis Cab models also assume a second-unit body weight based on 80 lbs. per foot cab-to-axle (CA). Weight of additional options, passengers, cargo and hitch must be deducted from this weight.

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

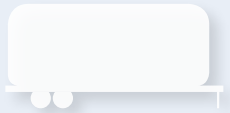
Tongue load or king pin weights must meet the following requirements:*

For trailers up to 2,000 lbs., tongue load not to exceed 200 lbs.

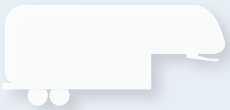
For conventional trailers over 2,000 lbs., tongue load is 10% of loaded trailer weight.

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

EXAMPLES:



For a 5,000-lb. conventional trailer, multiply 5,000 by .10 to obtain a proper tongue load of 500 lbs.



For an 11,500-lb. 5th-wheel trailer, multiplying 11,500 by .15 yields a king pin weight of 1,725 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 45 for tongue load recommendations with Ford factory-installed trailer hitch receivers.

HOW TO FIND THE TRUCK'S AXLE RATIO.

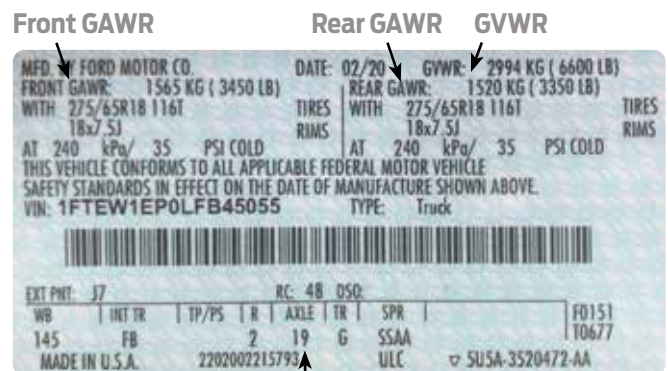
If you do not know the axle ratio of your vehicle, check its Truck Safety Compliance Certification Label (located on the left front door lock facing or the door latch post pillar). Below the bar code, you will see the word AXLE and a two-digit code. Use the chart below to find the axle ratio that corresponds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

REAR AXLE RATIO CODES

Vehicle	Rear Axle Ratio	Non-Limited Slip	Limited Slip	Electronic Locking
Super Duty (F-250/600)	3.31	31	Not Available	3H
	3.55	35	3K	3J
	3.73	37	3L	3E
	4.10	41	4N/4W ¹	Not Available
	4.30	Not Available	4L/4X ²	4M
	4.88	48	8L	Not Available
F-150 Pickup	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
F-150 Lightning	9.61	Not Available	Not Available	Std.
Explorer	3.31	3A	Not Available	Not Available
	3.58	3B	3B ³	Not Available
	3.73	3C	Not Available	Not Available
Expedition	3.31	15	Not Available	Not Available
	3.73	2L	2E ⁴	Not Available
Transit	3.73	73	7L	Not Available
	4.10	41	4L	Not Available
Ranger	3.73	71	Not Available	73
Bronco	3.73	73	Not Available	Not Available
	4.27	Not Available	Not Available	2L
	4.46	46	Not Available	4L
	4.70	Not Available	Not Available	7L
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

1. Wide rear axle on F-350 DRW Chassis Cab with Ambulance Package and 6.7L diesel engine.
2. Wide rear axle on F-350 DRW Chassis Cab with Ambulance Package and 7.3L gas engine.
3. TORSEN® Rear Axle. 4. Electronic Limited Slip axle.

Sample Truck Safety Compliance Certification Label (Refer to actual label on your vehicle)



Axle Code

Ford 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.com.



Trailer Hitch Wiring Harnesses – 4-Pin

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

Base Part No. 15A416

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

Base Part No. 15A416



Trailer Hitch Assemblies

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

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

Base Part No. 19D520

5th-Wheel/Gooseneck Hitch Prep Package

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

Base Part No. 5F057

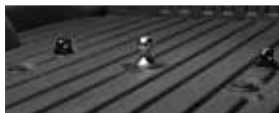


5th-Wheel Hitch Kits

The 5th-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-inch to 18-inch vertical height adjustment; and an extended-length handle.

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

Base Part No. 19D520



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

Base Part No. 19F503



Trailer Hitch Ball Mounts – Square Shank

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

Base Part No. 19A282



Trailer Hitch Ball

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

Base Part No. 19F503



Locking Hitch Pin

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

Part No. VML3Z-19A326-A



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 or 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 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

Base Part No. 2C006

(Bronco and Ranger)

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" color LCD screen in the center stack.

Part No. LC3Z-1A189-A COMBO KIT - CAM/TPMS (w/ Pro Trailer Backup Assist™)

Part No. LC3Z-1A189-B TPMS ONLY (w/Pro Trailer Backup Assist)

Part No. LC3Z-1A189-C CAM ONLY (w/Pro Trailer Backup Assist)

Part No. LC3Z-1A189-D COMBO KIT - CAM/TPMS (Less Pro Trailer Backup Assist)

Part No. LC3Z-1A189-E TPMS ONLY (Less Pro Trailer Backup Assist)

Part No. LC3Z-1A189-F CAM ONLY (Less Pro Trailer Backup Assist)

Trailer Tire Pressure Monitoring System (TPMS)

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

Base Part No. 1A189

(Tire Pressure Monitoring System)

TOWING BASICS

Cargo And Weight Distribution

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

Keep center 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, practice turning, stopping and backing up your trailer in an area away from heavy traffic

Know clearance required for trailer roof

Check equipment (make a checklist)

Backing Up

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

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

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

Braking

Allow considerably more distance for stopping with trailer attached

Remember, the braking system of the tow vehicle is rated for operation at the 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 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 www.fleet.ford.com/towing-guides or go to esourcebook.dealerconnection.com.

Turning

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

Towing On Hills

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

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

Starting Out Parked On A Grade

Apply the foot service brake and hold

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

Shift the transmission into gear and release the parking brake

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

Apply the brake pedal while another person retrieves the chocks

Acceleration And Passing

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

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

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

If necessary, downshift for improved acceleration

Driving With An Automatic Overdrive Transmission

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

To eliminate this condition and achieve steadier performance, overdrive can be locked out (see vehicle Owner's Manual)

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 50 miles, 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 1,000 ft. elevation.

Powertrain/Frontal Area Considerations

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

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

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

Selecting A Trim Series

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

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

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

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.

TRAILER TOWING CAPABILITY CALCULATOR FOR RECOMMENDING F-SERIES TRUCKS IN STOCK



When a customer has selected a truck from your dealership lot, it's important to ensure it has the capability to meet his or her needs. Fortunately, much of the information you need to complete this calculation can be found on the vehicle and in the *RV & Trailer Towing Guide*. Simply use the attached worksheet (page 2) to automatically calculate your customer's estimated payload and trailering weights, then make sure the Ford truck they've selected is rated to meet those needs.

► [Download and save to your computer/desktop](#)

HERE'S HOW IT WORKS

- Go to page 2 and simply fill in the blanks. The worksheet automatically does the math
- Unsure what a term means? Simply hover your cursor over the term for a definition
- When estimating weights, estimate high
- **Your goal:** Make sure the total expected payload is lower than the Maximum Payload Rating AND the Gross Combination Weight (GCW) for the truck selected is lower than its Gross Combination Weight Rating (GCWR) set by Ford
- Practice with the Worksheet by completing the "Let's Try It!" sample on page 3

Where to find key specifications for the calculator

► Step 1

A Unloaded Trailer Weight:

Provided by your customer or found on the manufacturer's website(s).

B Trailer Contents Weight:

Provided by your customer.

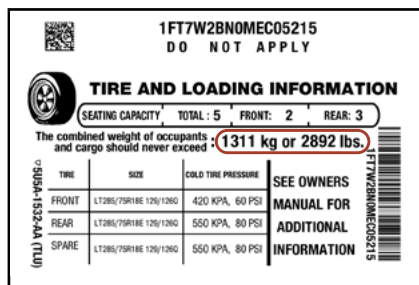
► Step 2

C **Cargo Weight:** Provided by your customer.

D **People Weight:** Calculate the number of people and their weights provided by your customer. (Note: 150 lbs. per safety-belted position is industry norm.)

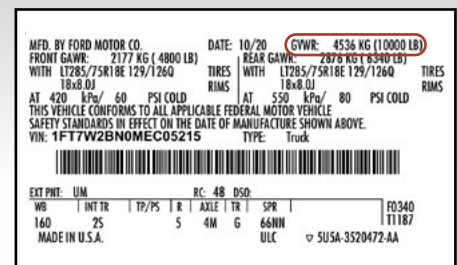
E **Hitch Weight:** Provided by your customer or found on the manufacturer's website(s).

F **Maximum Payload Rating:** Found on the Tire and Loading Information label on driver's side door panel.



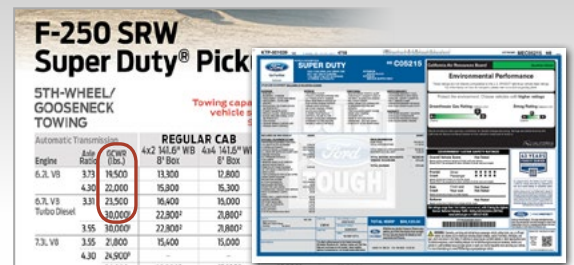
► Step 3

G **GVWR:** On certification label found on driver's side door panel.



► Step 4

H **GCWR:** In *RV & Trailer Towing Guide*.



Engine and Rear Axle on window label for use with *RV & Trailer Towing Guide* in determining GCWR and Max. Trailer Weight Rating.

Ordering a truck for a customer?
Use the *Spec'ing F-Series Trucks for Towing Job Aid*.

Ready to learn more?
Take the *Essential Knowledge for Spec'ing Trucks* eLearning course.

Trailer Towing Capability Calculator

Use this worksheet when recommending a truck that's in stock. This worksheet calculates several fields automatically. Just input the requested values and print the results. (Hover over underlined terms for a definition.)

Step 1: Ask about what's being towed.

- Remember to include everything that goes on/in the trailer
- Select conventional or 5th-wheel/gooseneck. This will affect tongue weight below

Calculate Total Trailer Weight

- A** Unloaded Trailer Weight: _____ lbs.
- B** Trailer Contents Weight: _____ lbs.
- Total Trailer Weight: _____ lbs.
- Conventional Hitch?
- 5th-Wheel/Gooseneck Hitch?

Step 2: Ask about what's being carried.

- Remember to include everything that goes in the truck. **NOTE:** Tongue weight and hitch weight are part of payload weight
- If you're only calculating payload, only complete Step 2 and Step 3
- If answer to question is "No" then select a truck with larger Max. Payload Rating

Calculate Payload Weight

- C** Cargo Weight: _____ lbs.
- D** People Weight: _____ lbs.
- Trailer Tongue Weight: _____ lbs.
- E** Hitch Weight: _____ lbs.
- Total Expected Payload: _____ lbs.
- F** Max. Payload Rating: _____ lbs.
- Is Expected Payload **LESS** than Max. Payload Rating? Yes No

Step 3: Determine if the truck's Gross Vehicle Weight Rating (GVWR) is large enough.

- Input GVWR from truck door label
- If answer to question is "No" then select a truck with a larger GVWR

Calculate GVW

- G** GVWR: _____ lbs.
- As-built Curb Weight: _____ lbs.
- Total Expected Payload: _____ lbs.
- GVW: _____ lbs.
- Is GVW **LESS** than GVWR? Yes No

Step 4: Determine if the truck's Gross Combination Weight Rating (GCWR) is large enough.

- If answer to question is "No" then select a truck with a larger GCWR

Calculate GCW

- GVW: _____ lbs.
- Subtract Tongue Weight: _____ lbs.
- Adjusted GVW: _____ lbs.
- Total Trailer Weight: _____ lbs.
- GCW: _____ lbs.
- H** GCWR: _____ lbs.
- Is GCW **LESS** than GCWR? Yes No



2021 F-150 XLT SUPERCREW® 4x4 SHOWN



2021 SUPER DUTY® F-350 XLT CREW CAB 4x4 SHOWN

Let's Try It!



Your Task: Use the Calculator on page 2 to practice recommending a new truck. Simply type in the specifications listed below and let the calculator work its magic. *Does the selected vehicle meet the customer's needs? Or is a truck with greater capabilities needed?* NOTE: Example uses 2021 truck data.

DETERMINE THE CORRECT TRUCK

Rebecca Sell, owner of a small lawn care business, needs a new pickup truck. She knows she wants a V8 engine and XLT trim with the Trailer Tow Package. She's trying to decide between these two trucks:

- 2021 F-150 SuperCrew 4x2 with a 6.5-foot box and the 5.0L PFDI V8
- 2021 Super Duty F-250 Crew Cab 4x2 with a 6.75-foot box and the 6.2L FFV V8

Here's what you learn about his towing and payload needs:

- The trailer she uses weighs 1,650 lbs. and she tows conventionally
- The equipment she carries in the trailer weighs 1,400 lbs.
- She often carries up to 1,600 lbs. in the cargo bed
- She transports a crew of four workers in addition to herself, each weighing about 200 lbs., for a total people weight of 1,000 lbs.
- The hitch weight is about 20 lbs.

Remember, payload and towing capability varies by vehicle. That's why it's important to use the door panel labels for the two trucks on your lot, plus the 2021 *RV & Trailer Towing Guide* to determine the maximum ratings:

- | | |
|---|---|
| <ul style="list-style-type: none"> • 2021 F-150 SuperCrew 4x2 with a 6.5-foot box, 5.0L PFDI V8 and 3.31 axle ratio <ul style="list-style-type: none"> – Maximum Payload Weight Rating: 2,235 lbs. (from door label) – GVWR: 6,950 lbs. (from door label) – GCWR: 14,800 lbs. (from <i>RV & Trailer Towing Guide</i> with axle ratio from window label) | <ul style="list-style-type: none"> • 2021 Super Duty® F-250 Crew Cab 4x2 with a 6.75-foot box, 6.2L FFV V8 and 3.73 axle ratio <ul style="list-style-type: none"> – Maximum Payload Weight Rating: 3,880 lbs. (from door label) – GVWR: 10,000 lbs. (from door label) – GCWR: 19,500 lbs. (from <i>RV & Trailer Towing Guide</i> with axle ratio from window label) |
|---|---|

NOTE: Payload and towing are independent attributes and may not be achieved simultaneously.



Your Task: Which of the two vehicles provides the capabilities Mrs. Sell needs for her lawn care business?

Answer: The F-150 will not provide enough payload capability for Step 2, since the estimated payload need is heavier than the truck's Maximum Payload Weight Rating. The Super Duty F-250 would have the capability necessary, with a Maximum Payload Weight Rating, GVWR and GCWR that are greater than Mrs. Sell's stated needs.

