

2021

FORD RV & TRAILER TOWING GUIDE

EQUIPMENT | WEIGHTS | TECHNOLOGY | CAPABILITY



BOLDER. SMARTER. BUILT FORD TOUGH.®

The 2021 F-Series has the most advanced, torque-rich powertrain lineup ever, 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.

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F-150 Platinum SuperCrew® 4x4 in Antimatter Blue

F-Series – Canada's truck leader for 55 years 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: Mustang Mach-E, Shelby® GT500® Mustang and Mustang Mach 1.

F-150 TOUGH, POWERFUL, PRODUCTIVE.



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

The all-new 2021 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 to save weight and 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 **3325 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 six different engine choices, F-150 offers you many options – to meet diverse job applications. All new for 2021, the available 3.5L PowerBoost™ Full Hybrid V6 delivers Built Ford Tough® capability with most torque in an F-150, and 12,700 pounds of available maximum towing capacity³ with an EnerGuide-estimated maximum range of approximately 1100 kilometres on a single tank of gas.⁴ 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 2021 F-150 powertrains include an innovative 10 speed automatic transmission with optimized gear spacing, including three overdrive gears to help maximize shift points to optimize power, low-rpm torque and fuel efficiency. New Selectable Drive Modes provide added functionality for 2021.

Engine	HP @ rpm	Torque @ rpm	Available Max. Towing (lbs.)	Available Max. Payload (lbs.)
3.3L Ti-VCT V6	290 @ 6500	265 lb.-ft. @ 4000	8200	1985
2.7L EcoBoost® V6	325 @ 5000	400 lb.-ft. @ 3000	10,100	2480
3.5L EcoBoost V6	400 @ 6000	500 lb.-ft. @ 3100	14,000	3250
3.5L PowerBoost Full Hybrid V6	430 @ 6000	570 lb.-ft. @ 3000	12,700	2120
5.0L Ti-VCT V8	400 @ 6000	410 lb.-ft. @ 4250	13,000	3325
3.0L Turbo Diesel V6	250 @ 3250	440 lb.-ft. @ 1750	12,100	1840

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. ² Max payload of 3325 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. ³ Max towing on F-150 XL, PowerBoost, 4x2, Max Trailer Tow Package. Maximum towing varies based on cargo, vehicle configuration, accessories and number of passengers. ⁴ Targeted EnerGuide-estimated range applies to an available trim. Actual range will vary.

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 TOWING FEATURES

Standard Trailer Sway Control works in conjunction with the AdvanceTrac® with RSC® (Roll Stability Control™) system to expand the vehicle's 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.

Available 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 XLT models and above; available on XL).

Trailer Reverse Guidance uses high-definition cameras to provide multiple views along with helpful steering guidance graphics to assist in backing and manoeuvring a conventional trailer. Included with available 360-Degree Camera System (763).

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.

F-150

PRODUCTIVITY MAXIMIZED.

Designed and built for getting things done, the all-new 2021 F-150 Pickup brings ingenious features and new technology to maximize your productivity.

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 four cargo bed-mounted 120-volt/20-amp outlets with a 240-volt/30-amp outlet on models equipped the available 7.2kW system.

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 centre console or pivot out on models with bench seats and column shifter.

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.

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.

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.

12" Centre 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

Over-the-Air 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. 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.



SUPER DUTY® MOST CAPABLE HEAVY-DUTY PICKUP EVER.

The 2021 Super Duty reinforces the long tradition of F-Series toughness and continues to meet the needs of a multitude of commercial vocations, as well as personal use towing customers. Within the toughest industries, Super Duty Pickups provide tough-as-nails work capability as well as SuperCab and Crew Cab configurations in both 4x2 and 4x4 drivetrains for added flexibility.

6.7L V8 POWER STROKE® TURBO DIESEL

Available on all models and cab configurations.

HORSEPOWER

475 hp @ 2600 rpm

TORQUE

1050 lb.-ft. @ 1600 rpm

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



F-350 XL Regular Cab 4x2 with 6.7L V8 Turbo Diesel in Oxford White

NEXT-LEVEL POWER

6.7L Power Stroke Diesel – Maximum Horsepower and Torque

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

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 – Leads The Class

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.

¹ Class is Full-Size Pickups over 8500 lbs. GVWR.



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

SUPER DUTY® SMART 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 cross member and integrated seven-pin connector.

Smart Trailer Tow Connector

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

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

Standard on all XLT and above, as well as all DRW models. Available on XL.

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 condition¹.

Standard Hill Start Assist

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

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

Trailer Brake Controller (TBC)

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

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

When the ABS module senses the towing vehicle's brakes are approaching 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.

Standard on all XLT and above, as well as on all DRW models. Available on XL series SRW.

Factory-installed and warranted by Ford Motor Company².

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.

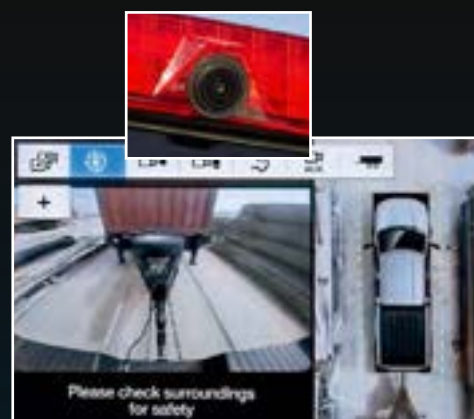
Helps eliminate unwanted frequency of gear shifting on steep uphill grades and allow engine braking to maintain or reduce vehicle speed and assist the driver in controlling the vehicle when descending a steep grade.



Trailer Reverse Guidance

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

Included with the Ultimate Trailer Tow Camera System.



Ultimate Trailer Tow Camera System with Pro Trailer Backup Assist™

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

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

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

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

¹ 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. ² See limited warranty for details. Ask your Dealer for details.

SUPER DUTY® CHASSIS CABS HARD LINE CAPABILITY.

The 2021 Super Duty Chassis Cab models exist to be challenged with their Built Ford Tough® heritage and next-level capability. 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 smarter and more capable than ever. They are always ready to handle the hardest of towing jobs, aggressive payloads and are designed to conquer even the most challenging jobs.



F-600 XL Regular Cab in Antimatter Blue

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.

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

Selectable Drive Modes (Normal, Tow/Haul, 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

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

FORD RANGER... TOUGH AND READY.

2021 Ranger is Built Ford Tough, equipped and ready for most any adventure. Whether carrying serious gear or towing your favourite trailer, Ranger is ready for any season and nearly any terrain. A proven 2.3L EcoBoost® engine makes Ranger a turbocharged adventure machine, delivering outstanding torque for towing or climbing trails.

With up to 7500 pounds of available towing capability,¹ Ranger is more than ready to move boats to their slips and campers to their sites.

Ford Co-Pilot360™ Technology

From the boat launch to the highway, standard and available driver-assist features² are designed to help you feel confidently in command at the wheel of Ranger. Features include available BLIS® (Blind Spot Information System) with Cross-Traffic Alert with coverage for both the truck and trailer, available Lane-Keeping System,³ standard Pre-Collision Assist with Automatic Emergency Braking,⁴ available Auto High-Beam Headlamps and standard Rear View Camera.



Lariat SuperCrew® 4x4 with Tremor Package in Race Red

¹ Requires Trailer Tow Package (53R). Maximum towing varies based on cargo, vehicle configuration, accessories and number of passengers. ² Driver-assist features are supplemental and do not replace the driver's attention, judgment and need to control the vehicle. ³ Lane-Keeping System does not control steering. ⁴ Pre-Collision Assist with Automatic Emergency Braking can detect pedestrians, but not in all conditions and does not replace safe driving. See owner's manual for system limitations.



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 (7000 lbs.
maximum trailer weight at 16,000-lb.
GVWR)

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

TorqShift® 6-speed automatic w/Tow/Haul
mode

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 lbs.
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

Seven-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

302L fuel tank, aft axle

Heavy-duty shock absorbers

Standard Air Conditioning Prep Package

240-amp extra/extra heavy-duty alternator
available

CNG/LPG Gaseous Fuel Prep Package
available



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.

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

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

TorqShift® 6-speed automatic w/Tow/Haul mode

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



19.5-inch steel wheels and tires

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

Fleet Telematics Modem

151L fuel tank capacity, aft of axle

Front and rear stabilizer bars

Driver's tilt/telescope 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).



E-350 Cutaway DRW in White

2022 E-SERIES CLASS C MOTORHOME CHASSIS

FEATURES

Three wheelbase choices:
138/158/176-inch

Up to 14,500 lbs. GVWR and
22,000 lbs. GCWR¹

Two engine choices:
7.3L V8 Premium-rated engine or
7.3L V8 Economy-rated engine

6-Speed automatic transmission
with Tow Haul mode and auxiliary
cooler

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

151L fuel tank (E-350; optional on
E-450); 208L 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
Package³

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

Flex Fuel capability available

MOTORHOME Customer Care

Customer Assistance Centre

This 24-hour, seven-days-a-week hotline was designed to serve both motorhome owners and RV dealers. By simply calling 1-800-665-2006, the caller has access to:

The nearest appropriate service location

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 1900 Ford dealerships in Canada and the United States 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

¹ 22,000-lb. GCWR requires electrical connector heat shield on all E-450 Cutaways.

² Always wear your safety belt.

³ Driver-assist features are supplemental and do not replace the driver's attention, judgment and need to control the vehicle.

For additional information, see your Ford Dealer.



T-350HD Cutaway AWD LWB-EL DRW

TRANSIT CLASS C MOTORHOME CHASSIS



NOTE: Image shown on TV screen is simulated.
NOTE: 2019 Transit Cutaway interior shown as modified by independent outfitter.

FEATURES

Three wheelbase choices:
138/156/178-inch

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

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

10-speed automatic
transmission with SelectShift®

Available All-Wheel-Drive
(AWD)

Ford Co-Pilot360™
Technologies

Driver and front passenger
airbags¹

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

95L fuel tank capacity;
117L 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 Always wear your safety belt.

For additional information, see your Ford Dealer.



F-150 Lariat SuperCrew® 4x4 in Rapid Red

F-150 PICKUP SLIDE-IN CAMPER

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 centre-of-gravity information are available on the Ford Pickup Truck Consumer Information Sheet.

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"	7850	7850	2780	2856
4x2 SuperCab	164.1"	7850	7850	2064	2093
4x2 SuperCrew	157.2"	7850	7850	1963	1980
4x4 Reg. Cab	141.5"	7850	7850	2566	2583
4x4 SuperCab	164.1"	7850	7850	1824	1848
4x4 SuperCrew	157.2"	7850	7850	1721	1731

¹ Requires Heavy-Duty Payload Package option.

Camper Centre-of-Gravity

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

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

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

Slide-In Camper Installation

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

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

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

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

Increases GVWR to 7850 lbs. on XL and XLT

LT275/65R18C OWL A/T tires

18" silver aluminum heavy-duty wheels (64H)

Heavy-Duty shock absorbers

9.75" gear set with 3.73 electronic-locking rear axle

Available on XL (101A), XLT Standard, and XLT Mid (300A and 301A). 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.

If you intend to pull a trailer in addition to carrying your camper, see the F-150 Pickup Trailer Towing Selector charts on pages 19 and 20.

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 centre-of-gravity information are available on the Ford Pickup Truck Consumer Information Sheet.

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

Increased capacity front springs (two Up [4x2] or one 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® and Platinum (DRW). Not available with Tremor Off-Road Package.

If you intend to pull a trailer in addition to carrying your camper, see the Super Duty Pickup Trailer Towing Selector charts on pages 23, 25 and 27.

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

¹ Requires Camper Package option.

² With Trailer Tow Package.

³ With available 10,000-lb. GVWR Package (68D delete).

⁴ With available 10,000-lb. GVWR Downgrade Package (68D).

⁵ 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. 9900-lb. GVWR is standard on F-250.

		GVWR (lbs.)			Maximum Cargo Weight Rating (lbs.)		
F-250 Super Duty ¹	Wheelbase	6.2L	7.3L	6.7L	6.2L Std./Opt. ³	7.3L Std./Opt. ³	6.7L Std./Opt. ³
4x2 Reg. Cab	141.6"	10,000	10,000	10,000	3716/3816	3610/3710	2910/3010
4x2 Reg. Cab	141.6"	—	—	10,600 ²	— / —	— / —	— /3542
4x2 SuperCab	148.0"	10,000	10,000	10,000	2991/3091	2885/2985	2191/2291
4x2 SuperCab	148.0"	—	—	10,700 ²	— / —	— / —	— /2923
4x2 SuperCab	164.2"	10,000	10,000	10,000	2879/2979	2774/2874	2059/2159
4x2 SuperCab	164.2"	—	—	10,800 ²	— / —	— / —	— /2893
4x2 Crew Cab	159.8"	10,000	10,000	10,000	2891/2991	2786/2886	2071/2171
4x2 Crew Cab	159.8"	—	—	10,800 ²	— / —	— / —	— /2905
4x2 Crew Cab	176.0"	10,000	10,000	10,000	2662/2762	2557/2657	1842/1942
4x2 Crew Cab	176.0"	—	—	10,800 ²	— / —	— / —	— /2676
4x4 Reg. Cab	141.6"	10,000	10,000	10,000	3285/3385	3180/3280	2497/2597
4x4 Reg. Cab	141.6"	—	—	10,800 ²	— / —	— / —	— /3330
4x4 SuperCab	148.0"	10,000	10,000	10,000	2572/2672	2466/2566	1794/1894
4x4 SuperCab	148.0"	—	—	10,800 ²	— / —	— / —	— /2626
4x4 SuperCab	164.2"	10,000	10,000	10,000	2480/2580	2374/2474	1673/1773
4x4 SuperCab	164.2"	—	—	10,800 ²	— / —	— / —	— /2507
4x4 Crew Cab	159.8"	10,000	10,000	10,000	2484/2584	2378/2478	1684/1784
		—	10,000	9900	— / —	2045 ⁵ /2102 ⁵	1333 ⁵ /
4x4 Crew Cab	159.8"	—	—	10,800 ²	— / —	— / —	— /2518
		—	—	10,800	— / —	— / —	— /2233 ⁵
4x4 Crew Cab	176.0"	10,000	10,000	10,000	2228/2328	2122/2222	1408/1508
4x4 Crew Cab	176.0"	—	—	10,800 ²	— / —	— / —	— /2242
F-350 SRW Super Duty ¹	Wheelbase	6.2L	7.3L	6.7L	6.2L Std./Opt. ⁴	7.3L Std./Opt. ⁴	6.7L Std./Opt. ⁴
17" Tires							
4x2 Reg. Cab	141.6"	10,100	10,100	10,600	3725/3625	3691/3591	3537/2937
4x2 SuperCab	148.0"	10,100	10,100	10,700	3027/2927	2993/2893	2960/2260
4x2 SuperCab	164.2"	10,400	10,400	11,000	3214/2814	3180/2780	3133/2133
4x2 Crew Cab	159.8"	10,200	10,200	10,800	2966/2766	2932/2732	2879/2079
4x2 Crew Cab	176.0"	10,600	10,600	11,100	3139/2539	3105/2505	2941/1841
4x4 Reg. Cab	141.6"	10,400	10,400	11,000	3603/3203	3568/3168	3519/2519
4x4 SuperCab	148.0"	10,500	10,500	11,000	3001/2501	2967/2467	2843/1843
4x4 SuperCab	164.2"	10,800	10,800	11,300	3192/2392	3158/2358	3016/1716
4x4 Crew Cab	159.8"	10,600	10,600	11,200	2951/2351	2917/2317	2864/1664
		—	10,000	10,000	— / —	2042 ⁵ /	1379 ⁵ /
4x4 Crew Cab	176.0"	10,900	10,900	11,500	3018/2118	2984/2084	2882/1382
18" Tires							
4x2 Reg. Cab	141.6"	10,500	10,500	11,100	4098/ —	4064/ —	3980/ —
4x2 SuperCab	148.0"	10,600	10,600	11,200	3497/ —	3463/ —	3403/ —
4x2 SuperCab	164.2"	10,900	10,900	11,500	3688/ —	3654/ —	3575/ —
4x2 SuperCab	164.2"	—	—	11,400	— / —	— / —	3533/ —
4x2 Crew Cab	159.8"	10,700	10,700	11,300	3440/ —	3406/ —	3322/ —
4x2 Crew Cab	176.0"	11,100	11,100	11,500	3613/ —	3579/ —	3284/ —
4x2 Crew Cab	176.0"	—	—	11,400	— / —	— / —	3241/ —
4x4 Reg. Cab	141.6"	10,900	10,900	11,500	4077/ —	4042/ —	3962/ —
4x4 SuperCab	148.0"	11,000	11,000	11,500	3475/ —	3441/ —	3285/ —
4x4 SuperCab	164.2"	11,300	11,300	11,500	3666/ —	3632/ —	3159/ —
4x4 Crew Cab	159.8"	11,100	11,100	11,500	3425/ —	3391/ —	3107/ —
4x4 Crew Cab	176.0"	11,300	11,300	12,000	3391/ —	3357/ —	3356/ —
18"/20" All-Terrain and 20" All-Season Tires							
4x4 Reg. Cab	141.6"	11,400	11,400	11,500	4572/ —	4537/ —	3957/ —
4x4 Reg. Cab	141.6"	—	—	11,400	— / —	— / —	3919/ —
4x4 SuperCab	148.0"	11,300	11,300	11,500	3770/ —	3736/ —	3281/ —
4x4 SuperCab	148.0"	—	—	11,400	— / —	— / —	3243/ —
4x4 SuperCab	164.2"	11,500	11,800	11,500	3861/ —	4067/ —	3154/ —
4x4 SuperCab	164.2"	11,400	11,500	11,400	3823/ —	3827/ —	3116/ —
4x4 SuperCab	164.2"	—	11,400	—	— / —	3789/ —	— / —
4x4 Crew Cab	159.8"	11,300	11,300	11,500	3620/ —	3586/ —	3102/ —
		—	11,300	11,500	— / —	3373 ⁵ /	2910 ⁵ /
4x4 Crew Cab	159.8"	—	—	11,400	— / —	— / —	3064/ —
		—	—	11,400	— / —	— / —	2810 ⁵ /
4x4 Crew Cab	176.0"	11,500	11,900	12,400	3586/ —	3892/ —	3751/ —
4x4 Crew Cab	176.0"	11,400	11,500	11,400	3549/ —	3552/ —	2813/ —
4x4 Crew Cab	176.0"	—	11,400	—	— / —	3515/ —	— / —
F-350 DRW Super Duty ¹	Wheelbase	6.2L	7.3L	6.7L	6.2L Std.	7.3L Std.	6.7L Std.
4x2 Reg. Cab	141.6"	14,000	14,000	14,000	7278	7274	6556
4x2 SuperCab	164.2"	14,000	14,000	14,000	6359	6363	5653
4x2 Crew Cab	176.0"	14,000	14,000	14,000	6133	6137	5436
4x4 Reg. Cab	141.6"	14,000	14,000	14,000	6833	6837	6123
4x4 SuperCab	164.2"	14,000	14,000	14,000	5940	5944	5232
4x4 Crew Cab	176.0"	14,000	14,000	14,000	5708	5712	4967
F-450 DRW Super Duty ¹	Wheelbase	6.2L	7.3L	6.7L	6.2L Std./Opt.	7.3L Std./Opt.	6.7L Std./Opt.
4x2 Reg. Cab	141.6"	—	—	14,000	— / —	— / —	5838/ —
4x4 Reg. Cab	141.6"	—	—	14,000	— / —	— / —	5538/ —
4x2 Crew Cab	176.0"	—	—	14,000	— / —	— / —	4818/ —
4x4 Crew Cab	176.0"	—	—	14,000	— / —	— / —	4513/ —



FOUR-WHEEL-DOWN TOWING

Many motorhome owners prefer the practicality of having another vehicle along when they travel. In fact, towing another vehicle behind the motorhome has become more and more popular in recent years. Furthermore, many of those who want to tow another vehicle prefer one that can be easily towed without a dolly or trailer. The chart at right shows which Ford vehicles can and cannot 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 38 and 46 for additional brake information.

Note: Some aftermarket camper centres 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

2021 FORD CARS	Manual Transmission	Automatic Transmission
Mustang – All Models	No	No
Shelby® GT500®	–	No
2021 FORD ELECTRIFIED VEHICLES		
Mustang Mach-E	–	No
Escape Hybrid	–	Yes ^{1,3,4}
Escape Plug-in Hybrid	–	Yes ^{1,3,4}
2021 FORD CUVS/SUVS		
Transit Connect	–	No
EcoSport	–	No
Bronco Sport	–	No
Escape	–	No
Edge	–	No
Edge ST	–	Yes ^{5,6,7,8}
Explorer	–	No
Expedition/Expedition MAX 4x4	–	Yes ^{9,10}
2021 FORD TRUCKS		
Bronco	Yes ^{9,10}	Yes ^{9,10}
Ranger 4x4	–	Yes ¹⁰
F-150 Pickup 4x2	–	No
F-150 Pickup 4x4	–	Yes ¹⁰
F-250/350/450/550/600 Super Duty® 4x2	–	No
F-250/350/450/550/600 Super Duty 4x4	–	Yes ¹⁰
Transit	–	No
2022 E-Series Cutaway/Stripped Chassis	–	No

1 Maximum speed with hybrid transmission is 112 km/h (70 mph). 2 Select "Stay In Neutral" mode – refer to owner's manual transmission and towing sections to follow procedures. 3 Select "Neutral Tow" mode – refer to owner's manual transmission and towing sections to follow procedures. 4 Start the engine and allow it to run for one (1) minute at the beginning of each day and every six (6) hours thereafter. 5 Intelligent all-wheel-drive (AWD)/4WD vehicles cannot be towed on a dolly. 6 Maximum speed with automatic transmission is 104 km/h (65 mph). 7 Start the engine and allow it to run for five (5) minutes at the beginning of each day and every six (6) hours thereafter. 8 Activate Manual Park Release (MPR) – refer to owner's manual to follow procedures. 9 Requires 2-speed transfer case. 10 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.

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

2021 FORD VEHICLES	FWD	RWD	AWD/4WD ¹
Mustang	N/A	No	N/A
Mustang Mach-E	N/A	No	No
Transit Connect	Yes	N/A	N/A
EcoSport	Yes	N/A	No
Bronco Sport	N/A	N/A	No
Escape	Yes	N/A	No
Escape Hybrid	Yes	N/A	No
Escape Plug-in Hybrid	Yes	N/A	N/A
Edge	Yes	N/A	No
Explorer	N/A	No	No
Expedition	N/A	N/A	No
Bronco	N/A	N/A	No
Ranger	N/A	N/A	No
F-150 Pickup	N/A	No	No
Super Duty® Pickup/Chassis Cab	N/A	No	No
Transit	N/A	No	No
2022 E-Series Cutaway/Stripped Chassis	N/A	No	N/A

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



M Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in kilometres, multiply miles by 1.6; to obtain information in square metres, multiply square feet by .09; to obtain information in centimetres, 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.

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

Transit Connect

For trailers over 1500 pounds – Class I Trailer Tow Package (53T)

Edge

For trailers over 1500 pounds – Class II Trailer Tow Package (53G) and AWD

Bronco Sport

For trailers over 1500 pounds – Class II Trailer Tow Package (53B)

Escape

For trailers over 2000 pounds – Class II Trailer Tow Package (536)

Bronco

For trailers over 2000 pounds – Class II Trailer Tow Package (53Q)

Explorer

For trailers over 3000 pounds – Class III Trailer Tow Package (52T)

Expedition

For trailers over 6000 pounds – Class IV Heavy-Duty Trailer Tow Package (536)

Transit

For trailers over 5000 pounds – Heavy-Duty Trailer Tow Package (53B)

Ranger

For trailers over 3500 pounds – Trailer Tow Package (53R)

F-150 Pickup

For trailers over 5000 pounds – Trailer Tow Package (17T, 53A, 53B) or Max Trailer Tow Package (53C)

F-250 Pickup

For 20,000-pound 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-pound GCWR on F-550; 35,000-pound 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 5000 pounds. See pages 40 and 41 for weight-distributing hitch towing requirements.

For a listing of all CUV/SUV/Truck standard and optional towing equipment, see listing 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	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 III Trailer Tow Package
	40 sq. ft.	With 3.3L HEV V6 engine and Class III Trailer Tow Package
	55 sq. ft.	With Class III Trailer Tow Package
Expedition	55 sq. ft.**	Without Heavy-Duty Trailer Tow Package
	60 sq. ft.	With Heavy-Duty Trailer Tow Package
Bronco	20 sq. ft.	Without Class II Trailer Tow Package
	30 sq. ft.	With Class II Trailer Tow Package
Ranger	30 sq. ft.*	Without Trailer Tow Package
	55 sq. ft.	With Trailer Tow Package
F-150 Pickup	55 sq. ft.	Any Powertrain with Trailer Towing Package or Payload Package and Trailer Towing Ratings Between 5001 and 7700 lbs.
	60 sq. ft.	Any Powertrain with Trailer Towing Package or Payload Package and Trailer Towing Ratings 7701 lbs. and Greater
	75 sq. ft.	All 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.	Standard configuration
	82 sq. ft.	With Enhanced Frontal Area Limitation 1 (15D) or Enhanced Frontal Limitation 2 (15E)
E-Series Cutaway	60 sq. ft.	All Applications

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

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



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

For additional information, see your Ford Dealer.

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



F-150 Lariat SuperCrew® 4x4 in Rapid Red

●	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
	9200	Expedition
	7500	Transit Cutaway/Chassis Cab
	7500	Ranger
	6900	Transit Cargo Van
	6500	Transit Crew Van
	5600	Explorer
	4500	Transit Passenger Van
	3500	Bronco
	3500	Escape
	3500	Edge
	2200	Bronco Sport
	2000	Transit Connect
	2000	EcoSport
	1000	Mustang

CUV/SUV/TRUCK TOWING EQUIPMENT AND TRAILER TOWING PACKAGES

Model (Option Code)	Transit Connect Van/ Wagon (53T)	Bronco Sport (53B)	Escape ¹ (536)	Edge (536) ²	Explorer (52T)	Expedition (536)	Transit (538) ¹³	Bronco (53Q)	Ranger (53R)	F-150 (Std.)	F-150 (17T)	F-150 (53B)	F-150 (53A)	F-150 (53C)	F-250 F-350/F-450 Super Duty Pickup (Std.)	F-250 Super Duty Pickup ⁹ (535)	F-250 Super Duty Pickup ⁹ (53Q)	F-350/F-450/ F-550/F-600 Super Duty Chassis Cab (Std.)	F-350/ F-450/F-550 Super Duty Chassis Cab (531) ¹¹	F-450/F-550 Super Duty Chassis Cab (535) ⁹
7-Wire Harness and 4-/7-Pin Connector	-	-	-	-	X	S	X ⁴	X	X	-	-	X	X	X	X	S	S	-	-	-
7-Wire Harness (Blunt Cut) with Relays	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	X	S	S
Trailer Wiring Harness (4-Pin)	X	X	X	X	-	-	-	-	S	X	-	-	-	-	-	-	-	-	-	-
Trailer Module	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Trailer Wiring Provision	-	-	-	-	-	-	X	-	-	-	-	-	-	-	-	-	-	-	-	-
Hitch Receiver (See chart on page 41)	X	X	X	X	X	S	X	X	X	-	-	X	X	X	X	S	S	-	-	-
Aux. Auto Trans. Oil Cooler	-	-	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Radiator Upgrade	-	-	-	-	-	X	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Smart Trailer Tow Connector	-	-	-	-	-	-	-	-	-	-	X	X	X	X	X ⁷	-	-	-	-	-
Trailer Brake Wiring/Feed Kit	-	-	-	-	-	-	-	-	-	-	-	-	-	-	X ⁸	S	S	-	X	X ¹²
Upgraded Rear Axle	-	-	-	-	-	X	-	-	-	-	-	-	-	X	X ⁷	X	X	-	-	X
Increased GCW (6.7L)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	X ⁷	X	X	-	-	X
Upgraded Rear Bumper	-	-	-	-	-	-	-	-	-	-	-	-	-	X	-	-	-	-	-	-
Tow/Haul Mode	-	-	-	-	S	S	X	-	X	X	S	S	S	S	X	S	S	X	S	S
2-Speed Automatic 4WD	-	-	-	-	-	S	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ultimate Trailer Tow Camera System	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	X	-	-	-
Trailer Brake Controller	-	-	-	-	-	X	-	-	-	-	X	-	X	X	X ⁷	S ¹⁰	S ¹⁰	-	-	-
Trailer Sway Control	X	X	X	X	X	S	X ³	X	S	X	S	S	S	S	X	S	S	X	S	S
Trailer Reverse Guidance	-	-	-	-	-	-	-	-	-	-	X	-	-	-	-	-	-	-	-	-
360-Degree Camera	-	-	-	-	-	-	-	-	-	-	X	-	-	-	-	-	-	-	-	-
Lane Keeping Alert	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	X	-	-	-
Tailgate LED	-	-	-	-	-	-	-	-	-	-	X	-	X	X	-	-	-	-	-	-
Pro Trailer Backup Assist™	-	-	-	-	-	X	-	-	-	-	X	-	X ⁵	X ⁵	-	-	X	-	-	-
136L Fuel Tank	-	-	-	-	-	-	-	-	-	-	-	-	-	X ⁶	-	-	-	-	-	-
Full-Size Spare Tire	-	X	-	-	-	S	S	S	S	X	S	S	S	S	X	S	S	X	S	S

1 Available with 2.0L EcoBoost® I-4 or 2.5L I-4 Hybrid/Plug-in Hybrid (SEL or Titanium) only. **2** Available with twin-scroll 2.0L EcoBoost I-4 only and AWD only. Standard on ST. **3** Included with Tow/Haul Mode with Trailer Wiring Provisions (53D). **4** Includes relay system for backup/B+/running lights. **5** Not included on XL 100A. **6** Not available with 3.0L Power Stroke® or 3.5L PowerBoost™ engines. **7** F-350 DRW/F-450 only. **8** In-cab, no controller (SRW). **9** Requires 6.7L diesel engine. **10** Required on XL. **11** XL model only. **12** Not included if Trailer Brake Controller is ordered. **13** Not available on Cutaway or Chassis Cab models.

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

Maximum 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.

TRAILER TOWING SELECTOR

F-150 Pickups and Super Duty® Trucks

Select the F-Series cab design and drive system (4x2 or 4x4) you prefer. (See pages 19–31.) 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 16.





F-150 XL with STX Appearance Package shown as SuperCab 4x4 in Velocity Blue

F-150

CONVENTIONAL TOWING

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

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

Automatic Transmission			REGULAR CAB				SUPERCAB				SUPERCREW®			
Engine	Axle Ratio	GCWR (lbs.)	4x2		4x4		4x2		4x4		4x2		4x4	
			122.8" 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 ³	3.55	9400	5000	—	—	—	—	—	—	—	—	—	—	—
		9500	—	5000	—	—	—	—	—	—	—	—	—	—
		9700	—	—	5100	—	5000	—	—	—	—	—	—	—
		9900	—	—	—	—	—	—	—	—	5100	—	—	—
	3.73	12,600	8200	—	—	—	—	—	—	—	—	—	—	—
		12,700	—	8200	—	—	—	—	—	—	—	—	—	—
		12,800	—	—	8200	—	—	—	—	—	—	—	—	—
		12,900	—	—	—	8200	8200	—	—	—	—	—	—	—
		13,000	—	—	—	—	—	—	—	—	8200	—	—	—
		13,100	—	—	—	—	—	—	8100	—	—	—	—	—
		13,300	—	—	—	—	—	—	—	—	—	—	8200	—
	3.15	13,000	8300	—	—	—	—	—	—	—	—	—	—	—
		14,800	—	9900	—	—	9800	9600	—	—	9700	9600	—	—
	3.31	13,000	8300	—	—	—	—	—	—	—	—	—	—	—
		13,200	—	—	8200	—	—	—	—	—	—	—	—	—
		14,800	—	9900	—	9700	9800	9600	9500	9400	9700	9600	9400	9300
	3.73	13,800	9100	—	—	—	—	—	—	—	—	—	—	—
		14,600	—	—	9600	—	—	—	—	—	—	—	—	—
		15,300	—	10,400	—	—	—	—	—	—	—	—	—	—
		15,500	—	—	—	—	10,500	—	—	—	—	—	—	—
		15,600	—	—	—	10,500	—	10,400	—	—	10,500	10,400	—	—
		15,800	—	—	—	—	—	—	10,500	10,400	—	—	10,400	10,300
		17,600 ¹	—	—	—	—	—	—	12,300	—	—	—	—	—
		17,800 ¹	—	—	—	—	12,800	—	—	—	—	—	—	—
	3.31	17,900 ¹	—	13,000	—	12,800	—	—	—	—	—	—	—	—
		18,000 ²	—	13,000	—	—	—	—	—	—	—	—	—	—
		18,100 ¹	—	—	—	—	—	—	—	—	12,900	—	—	—
		18,200 ¹	—	—	—	—	—	13,000	—	—	—	13,000	—	—
		18,300 ^{1,2}	—	—	—	13,000	—	13,000	—	—	—	—	—	—
		18,400	—	—	—	—	—	—	—	13,000 ¹	—	13,000 ^{1,2}	13,000 ¹	12,900 ¹
		18,500 ^{1,2}	—	—	—	—	—	—	—	13,000	—	—	—	—
		18,600 ^{1,2}	—	—	—	—	—	—	—	—	—	—	—	13,000
	3.0L Turbo Diesel V6 ⁴	16,300	—	—	—	—	—	—	10,500	—	—	—	10,400	10,400
		16,300	—	—	—	—	—	—	10,500	—	—	—	10,400	10,400
		17,900 ¹	—	—	—	—	—	—	12,100	—	—	—	—	—
		18,000 ¹	—	—	—	—	—	—	—	—	—	—	12,100	12,100

1 Requires Max Trailer Tow Package (53C). **2** Requires Heavy-Duty Payload Package (627). **3** Do not exceed a trailer weight of 6000 lbs. (2721 kg) or 36 sq. ft. (3.4 sq. m) trailer frontal area with only the Class IV hitch (53B), without the Trailer Tow Package (53A). **4** Do not exceed a trailer weight of 7000 lbs. (3175 kg) or 36 sq. ft. (3.4 sq. m) trailer frontal area with only the Class IV hitch (53B), without the Trailer Tow Package (53A).

Notes:

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

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

F-150

CONVENTIONAL TOWING

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

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

Automatic Transmission			REGULAR CAB				SUPERCAB				SUPERCREW			
Engine	Axle Ratio	GCWR (lbs.)	4x2 122.8" WB	4x4 141.5" WB	4x4 122.8" WB	4x4 141.5" WB	4x2 145.4" WB	4x4 164.1" WB	4x4 145.4" WB	4x4 164.1" WB	4x2 145.4" WB	4x4 157.2" WB	4x4 145.4" WB	4x4 157.2" WB
2.7L GTDI V6 ⁴	3.15	12,200	7600	—	—	—	—	—	—	—	—	—	—	—
		12,300	—	7600	—	—	—	—	—	—	—	—	—	—
		12,600	—	—	—	—	7700	7600	—	—	—	—	—	—
		12,700	—	—	—	—	—	—	—	—	7700	—	—	—
		12,800	—	—	—	—	—	—	—	—	—	7800	—	—
	3.55	12,200	7600	—	—	—	—	—	—	—	—	—	—	—
		12,300	—	7600	—	—	—	—	—	—	—	—	—	—
		12,500	—	—	7700	—	—	—	—	—	—	—	—	—
		12,600	—	—	—	7700	7700	7600	—	—	—	—	—	—
		12,700	—	—	—	—	—	—	—	—	7700	—	—	—
	3.73	12,800	—	—	—	—	—	—	7600	—	—	7800	—	—
		12,900	—	—	—	—	—	—	—	—	—	—	7700	—
		13,200	8600	—	—	—	—	—	—	—	—	—	—	—
		13,300	—	8600	8500	8400	8400	8300	8100	—	8300	8300	8100	—
		14,800 ¹	—	10,000	—	—	—	—	—	—	—	—	—	—
3.5L GTDI V6 ⁵	3.31	15,000 ¹	—	—	—	—	10,000	—	—	—	—	—	—	—
		15,100 ¹	—	—	—	10,000	—	10,000	—	—	10,000	10,000	—	—
		15,300 ¹	—	—	—	—	—	—	10,100	—	—	—	—	—
		15,400 ¹	—	—	—	—	—	—	—	—	—	—	10,100	—
		16,100	—	11,200	—	—	—	—	—	—	—	—	—	—
		16,200	—	—	—	—	11,000	—	—	—	—	—	—	—
		16,400	—	—	—	11,200	—	—	—	—	—	—	—	—
		16,500	—	—	—	—	—	11,200	11,100	—	11,200	—	—	—
		16,600	—	—	—	—	—	—	—	—	—	11,300	—	—
		16,800	—	—	—	—	—	—	—	11,200	—	—	11,300	11,200
	3.55	16,100	—	11,200	—	—	—	—	—	—	—	—	—	—
		16,200	—	—	—	—	11,000	—	—	—	—	—	—	—
		16,400	—	—	—	11,200	—	—	—	—	—	—	—	—
		16,500	—	—	—	—	—	11,200	11,100	—	11,200	—	—	—
		16,600	—	—	—	—	—	—	—	—	—	11,300	—	—
		16,800	—	—	—	—	—	—	—	11,200	—	—	11,300	11,200
		17,500 ²	—	—	—	—	12,300	—	—	—	—	—	—	—
		17,700 ²	—	—	—	—	—	—	12,300	—	—	—	—	—
		17,900 ²	—	13,000	—	12,700	—	—	—	—	—	—	—	—
		19,300 ²	—	—	—	—	—	—	—	—	14,000	—	—	—
		19,400 ²	—	—	—	—	—	14,000	—	13,800	—	14,000	13,900	13,800
	3.73	18,400 ^{2,3}	—	13,300	—	13,100	—	—	—	—	—	—	—	—
		19,400 ^{2,3}	—	—	—	—	—	14,000	—	13,800	—	14,000	—	—
		19,500 ^{2,3}	—	—	—	—	—	—	—	—	—	—	—	13,800
3.5L Hybrid V6 ⁵	3.55	16,700	—	—	—	—	—	—	—	—	11,000	—	—	—
		16,800	—	—	—	—	—	—	—	—	—	11,100	—	—
		18,400 ²	—	—	—	—	—	—	—	—	12,700	12,700	—	—
	3.73	17,000	—	—	—	—	—	—	—	—	—	—	11,000	11,000
		18,400 ²	—	—	—	—	—	—	—	—	—	—	12,400	12,400

¹ Requires 2.7L EcoBoost® Payload Package (622).

² Requires Max Trailer Tow Package (53C). ³ Requires Heavy-Duty Payload Package (627). ⁴ Do not exceed a trailer weight of 6000 lbs. (2721 kg) or 36 sq. ft. (3.4 sq. m) trailer frontal area with only the Class IV hitch (53B), without the Trailer Tow Package (53A). ⁵ Do not exceed a trailer weight of 7000 lbs. (3175 kg) or 36 sq. ft. (3.4 sq. m) trailer frontal area with only the Class IV hitch (53B), without the Trailer Tow Package (53A).

Notes: • Calculated with SAE J2807® method

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

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 in Carbonized Grey

F-150

5TH-WHEEL/ GOOSENECK TOWING

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

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

Automatic Transmission			REGULAR CAB				SUPERCAB				SUPERCREW			
Engine	Axle Ratio	GCWR (lbs.)	4x2		4x4		4x2		4x4		4x2		4x4	
			122.8" 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 ³	3.55	9400	5000	—	—	—	—	—	—	—	—	—	—	—
		9500	—	5000	—	—	—	—	—	—	—	—	—	—
		9700	—	—	5100	—	5000	—	—	—	—	—	—	—
		9900	—	—	—	—	—	—	—	—	5100	—	—	—
	3.73	12,600	8200	—	—	—	—	—	—	—	—	—	—	—
		12,700	—	8200	—	—	—	—	—	—	—	—	—	—
		12,800	—	—	8200	—	—	—	—	—	—	—	—	—
		12,900	—	—	—	8200	8200	—	—	—	—	—	—	—
		13,000	—	—	—	—	—	—	—	—	8200	—	—	—
		13,100	—	—	—	—	—	—	8100	—	—	—	—	—
		13,300	—	—	—	—	—	—	—	—	—	—	8200	—
	3.15	13,000	8300	—	—	—	—	—	—	—	—	—	—	—
		14,800	—	9900	—	—	9800	9600	—	—	9700	9600	—	—
	3.31	13,000	8300	—	—	—	—	—	—	—	—	—	—	—
		13,200	—	—	8200	—	—	—	—	—	—	—	—	—
		14,800	—	9900	—	9700	9800	9600	9500	9400	9700	9600	9400	9300
	3.73	13,800	9100	—	—	—	—	—	—	—	—	—	—	—
		14,600	—	—	9600	—	—	—	—	—	—	—	—	—
		15,300	—	10,400	—	—	—	—	—	—	—	—	—	—
		15,500	—	—	—	—	10,500	—	—	—	—	—	—	—
		15,600	—	—	—	10,500	—	10,400	—	—	10,500	10,400	—	—
		15,800	—	—	—	—	—	—	10,500	10,400	—	—	10,400	10,300
		17,600 ¹	—	—	—	—	—	—	11,500	—	—	—	—	—
		17,800 ¹	—	—	—	—	11,900	—	—	—	—	—	—	—
		17,900 ¹	—	12,800	—	12,500	—	—	—	—	—	—	—	—
		18,000 ²	—	13,000	—	—	—	—	—	—	—	—	—	—
3.0L Turbo Diesel V6 ⁴	3.55	18,100 ¹	—	—	—	—	—	—	—	—	12,800	—	—	—
		18,200 ¹	—	—	—	—	—	12,600	—	—	—	12,200	—	—
		18,300 ²	—	—	—	13,000	—	13,000	—	—	—	—	—	—
		18,400	—	—	—	—	—	—	—	11,900 ¹	—	13,000 ²	11,300 ¹	11,500 ¹
		18,500 ²	—	—	—	—	—	—	—	13,000	—	—	—	—
		18,600 ²	—	—	—	—	—	—	—	—	—	—	—	13,000
		16,300	—	—	—	—	—	—	8700	—	—	—	8300	8200
		16,300	—	—	—	—	—	—	8700	—	—	—	8300	8200
		17,900 ¹	—	—	—	—	—	—	8700	—	—	—	—	—
		18,000 ¹	—	—	—	—	—	—	—	—	—	—	8300	8200

1 Requires Max Trailer Tow Package (53C). **2** Requires Heavy-Duty Payload Package (627). **3** Do not exceed a trailer weight of 6000 lbs. (2721 kg) or 36 sq. ft. (3.4 sq. m) trailer frontal area with only the Class IV hitch (53B), without the Trailer Tow Package (53A). **4** Do not exceed a trailer weight of 7000 lbs. (3175 kg) or 36 sq. ft. (3.4 sq. m) trailer frontal area with only the Class IV hitch (53B), without the Trailer Tow Package (53A).

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 in Carbonized Grey

F-150

5TH-WHEEL/ GOOSENECK TOWING

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

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

Automatic Transmission			REGULAR CAB				SUPERCAB				SUPERCREW®			
Engine	Axle Ratio	GCWR (lbs.)	4x2 122.8" WB	4x4 141.5" WB	4x2 122.8" WB	4x4 141.5" WB	4x2 145.4" WB	4x4 164.1" WB	4x2 145.4" WB	4x4 164.1" WB	4x2 145.4" WB	4x4 157.2" WB	4x2 145.4" WB	4x4 157.2" WB
2.7L GTDI V6 ⁴	3.15	12,200	7600	—	—	—	—	—	—	—	—	—	—	—
		12,300	—	7600	—	—	—	—	—	—	—	—	—	—
		12,600	—	—	—	—	7700	7600	—	—	—	—	—	—
		12,700	—	—	—	—	—	—	—	—	7700	—	—	—
		12,800	—	—	—	—	—	—	—	—	—	7800	—	—
		12,900	—	—	—	—	—	—	—	—	—	—	—	—
	3.55	12,200	7600	—	—	—	—	—	—	—	—	—	—	—
		12,300	—	7600	—	—	—	—	—	—	—	—	—	—
		12,500	—	—	7700	—	—	—	—	—	—	—	—	—
		12,600	—	—	—	7700	7700	7600	—	—	—	—	—	—
		12,700	—	—	—	—	—	—	—	—	7700	—	—	—
		12,800	—	—	—	—	—	7600	—	—	—	7800	—	—
		12,900	—	—	—	—	—	—	—	—	—	7700	—	—
	3.73	13,200	8600	—	—	—	—	—	—	—	—	—	—	—
		13,300	—	8600	8500	8400	8400	8300	8100	—	8300	8300	8100	—
		14,800 ¹	—	10,000	—	—	—	—	—	—	—	—	—	—
		15,000 ¹	—	—	—	—	10,000	—	—	—	—	—	—	—
		15,100 ¹	—	—	—	10,000	—	10,000	—	—	10,000	10,000	—	—
		15,300 ¹	—	—	—	—	—	—	10,100	—	—	—	—	—
		15,400 ¹	—	—	—	—	—	—	—	—	—	10,100	—	—
		15,500 ¹	—	—	—	—	—	—	—	—	—	—	—	—
3.5L GTDI V6 ⁵	3.31	16,100	—	11,200	—	—	—	—	—	—	—	—	—	—
		16,200	—	—	—	—	10,900	—	—	—	—	—	—	—
		16,400	—	—	—	11,200	—	—	—	—	—	—	—	—
		16,500	—	—	—	—	—	11,200	10,700	—	10,300	—	—	—
		16,600	—	—	—	—	—	—	—	—	—	11,300	—	—
		16,800	—	—	—	—	—	—	10,500	—	—	—	10,600	10,900
	3.55	16,100	—	11,200	—	—	—	—	—	—	—	—	—	—
		16,200	—	—	—	—	10,900	—	—	—	—	—	—	—
		16,400	—	—	—	11,200	—	—	—	—	—	—	—	—
		16,500	—	—	—	—	—	11,200	10,700 ²	—	10,300	—	—	—
		16,600	—	—	—	—	—	—	—	—	—	11,300	—	—
		16,800	—	—	—	—	—	—	10,500	—	—	—	10,600	10,900
		17,500	—	—	—	—	10,900	—	—	—	—	—	—	—
		17,700 ²	—	—	—	—	—	—	10,700	—	—	—	—	—
		17,900 ²	—	13,000	—	12,500	—	—	—	—	—	—	—	—
		19,300 ²	—	—	—	—	—	—	11,900	—	11,900	—	—	—
		19,400 ²	—	—	—	—	—	11,700	—	10,500	—	11,600	10,600	10,900
	3.73	18,400 ^{2,3}	—	13,300	—	13,100	—	—	—	—	—	—	—	—
		19,400 ^{2,3}	—	—	—	—	—	14,000	—	13,800	—	14,000	—	—
		19,500 ^{2,3}	—	—	—	—	—	—	—	—	—	—	—	13,800
3.5L Hybrid V6 ⁵ 3.55	3.55	16,700	—	—	—	—	—	—	—	—	11,000	—	—	—
		16,800	—	—	—	—	—	—	—	—	—	11,100	—	—
		18,400 ²	—	—	—	—	—	—	—	—	11,000	11,200	—	—
	3.73	17,000	—	—	—	—	—	—	—	—	—	—	9300	9100
		18,400 ²	—	—	—	—	—	—	—	—	—	—	9300	9100

¹ Requires 2.7L EcoBoost® Payload Package (622).

² Requires Max Trailer Tow Package (53C). ³ Requires Heavy-Duty Payload Package (627). ⁴ Do not exceed a trailer weight of 6000 lbs. (2721 kg) or 36 sq. ft. (3.4 sq. m) trailer frontal area with only the Class IV hitch (53B), without the Trailer Tow Package (53A). ⁵ Do not exceed a trailer weight of 7000 lbs. (3175 kg) or 36 sq. ft. (3.4 sq. m) trailer frontal area with only the Class IV hitch (53B), without the Trailer Tow Package (53A).

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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



F-250 Crew Cab 4x4 in Iconic Silver

F-250 SRW Super Duty® Pickup

CONVENTIONAL TOWING

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

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

Automatic Transmission			REGULAR CAB				SUPERCAB								CREW CAB							
			4x2 141.6" WB 8' Box		4x4 141.6" WB 8' Box		4x2 148.0" WB 6-3/4' Box		4x2 164.2" WB 8' Box		4x4 148.0" WB 6-3/4' Box		4x4 164.2" WB 8' Box		4x2 159.8" WB 6-3/4' Box		4x2 176.0" WB 8' Box		4x4 159.8" WB 6-3/4' Box		4x4 176.0" WB 8' Box	
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
	3.55	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
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 ²	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	15,000	15,000	—	—
		26,000	13,000	14,000	14,000	15,000	13,000	14,000	14,000	15,000	14,000	15,000	15,000	15,000	14,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000

1 Requires F-250 High-Capacity Trailer Tow Package (535).
2 Tremor Off-Road Package (17Y).
3 Requires 18" All-Season or 20" All-Terrain Tires.

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 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



Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in centimetres, 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 Lariat Crew Cab 4x4 in Antimatter Blue

F-250 SRW Super Duty® Pickup

5TH-WHEEL/ GOOSENECK TOWING

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

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

Automatic Transmission			REGULAR CAB		SUPERCAB				CREW CAB			
Engine	Axle Ratio	GCWR (lbs.)	4x2 141.6" WB 8' Box	4x4 141.6" WB 8' Box	4x2 148.0" WB 6-3/4' Box	4x2 164.2" WB 8' Box	4x4 148.0" WB 6-3/4' Box	4x4 164.2" WB 8' Box	4x2 159.8" WB 6-3/4' Box	4x2 176.0" WB 8' Box	4x4 159.8" WB 6-3/4' Box	4x4 176.0" WB 8' Box
6.2L 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	14,800/15,500 ⁴	14,000/14,700 ⁴	16,100	15,200/15,800 ⁴	14,100/14,700 ⁴	12,200/12,900 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	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 /18,100 ³	17,300
7.3L V8	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	—	—	—	—	—	—	—	—	17,500	—
		26,000	19,500 ²	19,100 ²	19,300 ²	19,200 ²	18,800	18,000/18,600 ⁴	19,200 ²	18,900	18,000/18,600 ⁴	16,300/16,900 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 Tremor Off-Road Package (17Y).

4 Available 10,000-lb. GVWR Package (68D delete).

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 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

TAILGATE CLEARANCE

Considerations When Towing a 5th-Wheel or Gooseneck Trailer

Model	F-150	F-250	F-350 SRW	F-350 DRW	F-450 DRW	TREMOR
Max. Tailgate Height 4x4*	58.3 inches	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 XLT Crew Cab 4x4 with Tremor Package in Oxford White

F-350 SRW Super Duty® Pickup

CONVENTIONAL TOWING

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

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

Automatic Transmission			REGULAR CAB				SUPERCAB								CREW CAB							
			4x2 141.6" WB 8' Box		4x4 141.6" WB 8' Box		4x2 148.0" WB 6-3/4' Box		4x2 164.2" WB 8' Box		4x4 148.0" WB 6-3/4' Box		4x4 164.2" WB 8' Box		4x2 159.8" WB 6-3/4' Box		4x2 176.0" WB 8' Box		4x4 159.8" WB 6-3/4' Box		4x4 176.0" WB 8' Box	
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 ^{3/} 13,100 ^{4,5/} 13,000 ^{1/}	12,700/ 12,600 ^{1,2}	12,700/ 12,600 ^{1,2}	12,800	12,800	12,700	12,700	12,400	12,400	12,300/ 12,200 ²	12,300/ 12,200 ²	12,700/ 12,600 ^{1/}	12,700/ 12,600 ^{1/}	12,500/ 12,400 ^{1/}	12,500/ 12,400 ^{1/}	12,300/ 12,200 ^{1,2}	12,300/ 12,200 ^{1,2}	12,000	12,000
	4.30	23,000	13,000	14,000	14,000/ 13,000 ²	15,000	13,000	14,000	14,000	15,000	14,000/ 13,000 ²	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000
6.7L V8 Turbo Diesel	3.31	30,000	14,000	15,000	14,000	15,000	14,000	15,000	15,000	15,000	14,000	15,000	20,000 ⁶	20,000 ⁶	15,000	15,000	18,200	18,200	20,000 ⁶	20,000 ⁶	20,000 ⁶	20,000 ⁶
	3.55	30,000 ^{1/}	14,000	15,000	14,000	15,000	14,000	15,000	15,000	15,000	14,000	15,000	20,000 ⁶	20,000 ⁶	15,000	15,000	18,200	18,200	20,000 ^{6/} 15,000 ^{7/}	20,000 ^{6/} 15,000 ^{7/}	20,000 ⁶	20,000 ⁶
7.3L V8	3.73	23,500	13,000	14,000	14,000/ 13,000 ²	15,000	13,000	14,000	15,000	15,000	14,000/ 13,000 ²	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 ²	15,000	13,000	14,000	14,000	15,000	14,000/ 13,000 ²	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000

1 18" All-Season Tires. 2 18" and 20" All-Terrain Tires.
 3 17" Tires with 6-speed transmission.
 4 17" Tires. 5 18" Tires with 6-speed transmission.
 6 Requires 18" All-Season or 20" All-Terrain Tires.
 7 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
- 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-350 King Ranch® Crew Cab 4x4 in Rapid Red

F-350 SRW Super Duty® Pickup

5TH-WHEEL/ GOOSENECK TOWING

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

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

Automatic Transmission			REGULAR CAB		SUPERCAB				CREW CAB			
Engine	Axle Ratio	GCWR (lbs.)	4x2 141.6" WB 8' Box	4x4 141.6" WB 8' Box	4x2 148.0" WB 6-3/4' Box	4x2 164.2" WB 8' Box	4x4 148.0" WB 6-3/4' Box	4x4 164.2" WB 8' Box	4x2 159.8" WB 6-3/4' Box	4x2 176.0" WB 8' Box	4x4 159.8" WB 6-3/4' Box	4x4 176.0" WB 8' Box
6.2L V8	3.73	19,500	13,100 ^{5,6} /13,000 ¹	12,600	12,800/12,700 ¹	12,700/12,600 ¹	12,400/12,300 ^{1,2}	12,300/12,200 ^{1,2}	12,600	12,400	12,200	12,000 ^{5,7} /11,900 ^{1,2}
	4.30	23,000	16,600/16,500 ¹	16,100	16,300/16,200 ¹	16,200/16,100 ²	15,900/15,800 ^{1,2}	15,800 ⁵ /15,700 ^{1,2}	16,100	15,900	15,700	15,500 ^{5,7} /15,400 ^{1,2}
6.7L V8 Turbo Diesel	3.31	30,000	22,800 ⁴ /19,200 ^{3,4}	22,400 ^{1,4,5,7} /22,300 ^{2,4} /16,400 ³	22,600 ^{1,4} /22,100 ⁴ /17,700 ³	22,500 ^{4,7} /22,400 ^{1,4} /22,100 ⁴ /16,800 ³	22,200 ^{4,7} /22,100 ^{1,2,4} /21,500 ⁴ /14,800 ³	22,100 ^{4,7} /22,000 ^{1,2,4} /21,700 ⁴ /14,000 ³	22,400 ^{1,4} /21,500 ⁴ /16,500 ³	22,200 ^{4,7} /22,100 ^{1,4} /20,900 ⁴ /14,900 ³	22,000 ^{4,7} /21,900 ^{1,2,4} /21,100/13,700 ³	21,700 ^{1,2,4} /21,300 ^{4,7} /20,700 ⁴ /12,000 ³
	3.55	30,000	22,800 ⁴ /19,200 ^{3,4}	22,400 ^{1,4,5,7} /22,300 ^{2,4} /16,400 ³	22,600 ^{1,4} /22,100 ⁴ /17,700 ³	22,500 ^{4,7} /22,400 ^{1,4} /22,100 ⁴ /16,800 ³	2,200 ^{4,7} /22,100 ^{1,2,4} /21,500 ⁴ /14,800 ³	22,100 ^{4,7} /22,000 ^{1,4} /21,700 ⁴ /14,000 ³	22,400 ^{1,4} /21,500 ⁴ /16,500 ³	22,200 ^{4,7} /22,100 ^{1,4} /20,900 ⁴ /14,900 ³	22,000 ^{4,7} /21,900 ^{1,2,4,6} /21,100/13,700 ³	21,700 ^{1,2,4} /21,300 ^{4,7} /20,700 ⁴ /12,000 ³
7.3L V8	3.73	23,500	17,000	16,600 ⁵ /16,500 ^{1,2}	16,800/16,700 ¹	16,700/16,600 ¹	16,300	16,200	16,600	16,400/16,300 ¹	16,200/16,100 ^{1,2}	16,000 ⁵ /15,900 ^{1,2}
	4.30	27,500	21,000 ⁴	20,600 ⁴ /20,500 ^{1,2,4} /16,600 ⁵ /16,500 ^{1,2}	20,800 ⁴ /20,700 ^{1,4}	20,700 ⁴ /20,600 ^{1,4}	20,300 ⁴ /19,200 ^{3,4}	20,200 ⁴ /18,500 ³	20,600 ⁴	20,400 ⁴ /20,300 ^{1,4} /19,500 ^{3,4}	20,200 ⁴ /20,100 ^{1,2,4} /20,000 ^{4,6} /18,200 ³	20,000 ^{4,5,7} /19,900 ^{1,2,4} /16,700 ³

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

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 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 Limited Crew Cab 4x4 in Star White with FX4 Package

F-350/450 DRW Super Duty® Pickup

CONVENTIONAL TOWING

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

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

Automatic Transmission			REGULAR CAB								SUPERCAB				CREW CAB							
			F-350				F-450				F-350				F-350				F-450			
			4x2 141.6" WB 8' Box		4x4 141.6" WB 8' Box		4x2 141.6" WB 8' Box		4x2 141.6" WB 8' Box		4x4 164.2" WB 8' Box		4x4 164.2" WB 8' Box		4x2 176.0" WB 8' Box		4x2 176.0" WB 8' Box		4x4 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	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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
		23,500	16,700	16,700	16,300	16,300	—	—	—	—	16,200	16,200	15,800	15,800	16,000	16,000	15,600	15,600	—	—	—	—
6.7L V8 Turbo Diesel	3.55	40,000	18,000	21,000	18,000	20,000	—	—	—	—	18,000	21,200	19,000	21,200	19,000	21,200	21,200	21,200	—	—	—	—
	4.10	43,400	18,000	21,000	18,000	20,000	—	—	—	—	18,000	21,200	19,000	21,200	19,000	21,200	21,200	21,200	—	—	—	—
	4.30	43,500	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	24,200	24,200	24,200	24,200
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	—	—	—	—	—	—	—	—	—	—	—
		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	—	—
	4.10	43,400	35,750 ²	35,400 ²	—	—	—	—	35,400 ²	35,000 ²	35,200 ²	34,700 ²	—	—
	4.30	43,500	—	—	—	—	—	—	—	—	—	—	34,600 ²	32,600 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.

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 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-350 SuperCab in Oxford 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	GCWR (lbs.)	F-350 4x2 SRW 145.3" WB	F-350 4x4 SRW 145.3" WB	F-350 4x2 DRW 145.3" WB	F-350 4x2 DRW 169.3" WB	F-350 4x4 DRW 145.3" WB	F-350 4x4 DRW 169.3" WB	F-350 4x2 SRW 167.9" WB	F-350 4x4 SRW 167.9" WB	F-350 4x2 DRW 167.9" WB	F-350 4x4 DRW 167.9" WB	F-350 4x2 SRW 179.8" WB	F-350 4x4 SRW 179.8" WB	F-350 4x2 DRW 179.8" WB	F-350 4x4 DRW 179.8" WB
6.2L SOHC V8	4.30	23,000	13,500	13,500	–	–	–	–	13,500	13,500	–	–	13,500	13,500	–	–
		23,500	–	–	16,500	16,300	16,100	15,900	–	–	16,200	15,800	–	–	16,000	15,600
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	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	4.30	23,000	16,600/ 16,400 ²	16,200/ 16,100 ² / 16,000 ²	–	–	–	–	16,300/ 16,100 ² / 15,700 ²	15,900/ 15,800 ² / 15,700 ²	–	–	16,100/ 16,000 ² / 15,900 ²	15,700/ 15,600 ² / 15,500 ²	–	–
		23,500	–	–	16,500	16,300	16,100	15,900	–	–	16,100	15,700	–	–	16,000	15,600
6.7L V8 Diesel	3.73	30,000	22,700 ² / 19,000 ² / 18,000	22,200 ² / 16,100 ² / 15,100	–	–	–	–	22,300 ² / 16,700 ² / 15,700	21,900 ² / 13,800 ² / 12,800	–	–	22,100 ² / 15,100 ² / 14,100	21,300 ² / 12,300 ² / 11,300	–	–
		31,500	–	–	23,700	23,500	23,300	23,100	–	–	23,400	23,000	–	–	23,200	22,800
	4.10	32,500	–	–	24,700	24,500	24,300	24,100	–	–	24,400	24,000	–	–	24,200	23,800
7.3L V8	4.30	26,000	19,600/ 19,400 ²	19,200/ 19,100 ² / 19,000 ²	19,000	18,800	18,600	18,400	19,300/ 19,100 ²	18,800 ² / 18,700 ² / 18,100	18,600	18,200	19,100/ 19,000 ² / 18,900 ²	18,500 ² / 17,600 ² / 16,600	18,500	18,100

¹ Super Duty Chassis Cab does not offer a conventional hitch receiver as a factory-installed option. **2** 18" Tires. **3** Available 10,000-lb. GVWR Package (68D).

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 Oxford 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			REGULAR CAB CHASSIS								SUPERCAB CHASSIS				CREW CAB CHASSIS			
			F-450	F-450	F-450	F-450	F-450	F-450	F-450	F-450	F-450	F-450	F-450	F-450	F-450	F-450	F-450	
Engine	Axle Ratio	GCWD (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	4x2 DRW 167.9" WB	4x2 DRW 191.9" WB	4x4 DRW 167.9" WB	4x4 DRW 191.9" WB	4x2 DRW 179.8" WB	4x2 DRW 203.8" WB	4x4 DRW 179.8" WB	4x4 DRW 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
6.7L V8	4.10	32,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500
Diesel	4.30	35,000 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

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



Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in square metres, multiply square feet by .09; to obtain information in centimetres, multiply inches by 2.54; to obtain information in kilometres, 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 Regular Cab in Oxford 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	GCWD (lbs.)	F-550 4x2 DRW 145.3" WB	F-550 4x2 DRW 169.3" WB	F-550 4x2 DRW 193.3" WB	F-550 4x2 DRW 205.3" WB	F-550 4x4 DRW 145.3" WB	F-550 4x4 DRW 169.3" WB	F-550 4x4 DRW 193.3" WB	F-550 4x4 DRW 205.3" WB	F-550 4x2 DRW 167.9" WB	F-550 4x2 DRW 191.9" WB	F-550 4x4 DRW 167.9" WB	F-550 4x4 DRW 191.9" WB	F-550 4x2 DRW 179.8" WB	F-550 4x2 DRW 203.8" WB	F-550 4x4 DRW 179.8" WB	F-550 4x4 DRW 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

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 Regular Cab in Oxford 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.)	F-600 4x2 DRW 145.3" WB	F-600 4x2 DRW 169.3" WB	F-600 4x2 DRW 193.3" WB	F-600 4x2 DRW 205.3" WB	F-600 4x4 DRW 145.3" WB	F-600 4x4 DRW 169.3" WB	F-600 4x4 DRW 193.3" WB	F-600 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.



F-750 Regular Cab

2022 F-650/F-750 Super Duty® Chassis Cabs

DIESEL ENGINE

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

GAS ENGINE

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

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

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

2022 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.	7000 lbs.
18,000 lbs.	23,000 lbs.	5000 lbs.
20,500 lbs.	26,000 lbs.	5500 lbs.
22,000 lbs.	26,000 lbs.	4000 lbs.
24,000 lbs.	30,000 lbs.	6000 lbs.
26,000 lbs.	30,000 lbs.	4000 lbs.

Notes:

- Towing vehicle's braking system is rated for operation at GVWR – NOT GCWR. See page 38 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.	7000 lbs.
19,500 lbs.	26,000 lbs.	6500 lbs.
19,500 lbs.	27,200 lbs.	7700 lbs. ¹
22,000 lbs.	26,000 lbs.	4000 lbs.
22,000 lbs.	29,700 lbs.	7700 lbs. ¹

¹ Requires Parcel Delivery Package option.

Notes:

- Towing vehicle's braking system is rated for operation at GVWR – NOT GCWR. See page 38 for more details
- Combined weight of vehicle and trailer cannot exceed listed GCWR
- Do not exceed the Maximum Loaded Trailer Weight listed



E-350 Cutaway DRW

GCWR (lbs.)

Automatic Transmission			CUTAWAY							STRIPPED CHASSIS				
Engine	Axle	GVWR (lbs.)	E-350 SRW 138.0" WB	E-350 SRW 158.0" WB	E-350 DRW 138.0" WB	E-350 DRW 158.0" WB	E-350 DRW 176.0" WB	E-450 DRW 158.0" WB	E-450 DRW 176.0" WB	E-350 DRW 138.0" WB	E-350 DRW 158.0" WB	E-350 DRW 176.0" WB	E-450 DRW 158.0" WB	E-450 DRW 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	11,500	—	—	17,000	17,000	—	—	—	17,000	—	—	—	—
		12,500	—	—	—	17,000	17,000	—	—	—	17,000	17,000	—	—
		14,000	—	—	—	—	—	18,000	18,000	—	—	—	18,000	18,000
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	—	—
	4.56	11,500	—	—	18,500	—	—	—	—	18,500	—	—	—	—
		12,500	—	—	—	18,500	18,500	—	—	—	18,500	18,500	—	—
		14,200	—	—	—	—	—	22,000	22,000	—	—	—	—	—
		14,500	—	—	—	—	—	22,000	22,000	—	—	—	22,000	22,000

Notes:

- Do not exceed trailer weight of 5000 lbs. when towing with bumper only
- Combined weight of vehicle and trailer cannot exceed listed GCWR
- Do not exceed the Maximum Loaded Trailer Weight

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-350 Cargo Van AWD Medium Roof in Oxford White

Transit

PASSENGER VAN

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

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



T-350 Passenger Van High Roof in Blue Jeans

CARGO VAN

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

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

CREW VAN

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

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

1 350 models only.
2 250 models only.

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

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

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Automatic Transmission			REAR-WHEEL DRIVE					ALL-WHEEL DRIVE				
Engine	Axle Ratio	GCWR (lbs.)	250/350 138" WB	350HD DRW 138" WB	250/350 156" WB	350HD DRW 156" WB	350HD DRW 178" WB	250/350 138" WB	350HD DRW 138" WB	250/350 156" WB	350HD DRW 156" WB	350HD DRW 178" WB
3.5L PFDI V6	4.10	12,000	6600	6400	6400	6200	6000	6300	6200	6200	6000	5800
3.5L EcoBoost® V6	3.31	11,200	5800	—	5600	—	—	5500	—	5400	—	—
	3.73	12,600	7100	—	6900	—	—	6800	—	6700	—	—
		13,000	—	7300	—	7100	6900	—	7100	—	6900	6700
		15,000	—	7500	—	7500	7500	—	7500	—	7500	7500

CHASSIS CAB

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Automatic Transmission			REAR-WHEEL DRIVE					ALL-WHEEL DRIVE				
Engine	Axle Ratio	GCWR (lbs.)	250/350 138" WB	350HD DRW 138" WB	250/350 156" WB	350HD DRW 156" WB	350HD DRW 178" WB	250/350 138" WB	350HD DRW 138" WB	250/350 156" WB	350HD DRW 156" WB	350HD DRW 178" WB
3.5L PFDI V6	4.10	12,000	6500	6400	6400	6200	6000	6300	6100	6200	6000	5700
3.5L EcoBoost V6	3.31	11,200	5800	—	5600	—	—	5500	—	5400	—	—
	3.73	12,600	7100	—	6900	—	—	6800	—	6700	—	—
		13,000	—	7300	—	7100	6900	—	7100	—	6900	6700
		15,000	—	7500	—	7500	7500	—	7500	—	7500	7500

Notes: • Transit 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 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 Lariat SuperCrew® 4x4 in Velocity Blue

Bronco

Automatic Transmission				MAXIMUM LOADED TRAILER WEIGHT (lbs.)	
Engine	Axle Ratio	GCWR (lbs.)		BRONCO 4X4	
		2-Door	4-Door	2-Door	4-Door
2.3L EcoBoost® I-4	3.73	TBD	TBD	COMING SOON!	
	4.27	TBD	TBD		
	4.46	TBD	TBD		
	4.70	TBD	TBD		
2.7L EcoBoost V6	3.73	TBD	TBD	COMING SOON!	
	4.27	TBD	TBD		
	4.46	TBD	TBD		
	4.70	TBD	TBD		
Manual Transmission					
2.3L EcoBoost I-4	4.46	TBD	TBD	COMING SOON!	
	4.70	TBD	TBD		

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. When properly equipped, Maximum Loaded Trailer Weight for Bronco will be 3500 lbs. Not all applications will be equipped for this amount. More details to be announced closer to release

Ranger

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

¹ Requires available Trailer Towing Package (53R).

Notes:

- Ranger calculated with SAE J2807 method
- Do not exceed trailer weight of 3500 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

Bronco Big Bend™ in Antimatter 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 King Ranch® in Rapid Red



Explorer Limited Hybrid in Iconic Silver



Edge ST in Ford Performance Blue



Escape Titanium in Velocity 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.

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

¹ Maximum loaded trailer weight requires weight-distributing hitch. See page 41 for additional information. ² Included with FX4 Off-Road Package (17F). 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

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

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

Notes:

- Cargo and load capacity limited by weight and weight distribution
- 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

Automatic Transmission			MAXIMUM LOADED TRAILER WEIGHT (lbs.) ¹	
Engine	Axle Configuration	GCWR (lbs.)	EDGE	
2.0L EcoBoost I-4	FWD	6100	1500 ¹	—
	AWD	6300	1500 ¹	—
	AWD	8300	3500 ²	—
2.7L EcoBoost V6	AWD	8500	3500 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:

- 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

Automatic Transmission			MAXIMUM LOADED TRAILER WEIGHT (lbs.) ¹	
Engine	Final Drive Ratio	GCWR (lbs.) FWD AWD	ESCAPE	
2.5L I-4 Hybrid	2.91	5460 5590	1500 ¹	—
2.5L I-4 Plug-in Hybrid	2.91	5790 —	1500 ¹	—
1.5L EcoBoost I-3	3.52	6660 —	2000 ²	—
	3.81	— 6830	2000 ²	—
2.0L EcoBoost I-4	3.47	— 7510	3500 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



Bronco Sport Badlands in Area 51



EcoSport SE in Moondust Silver



Transit Connect Wagon in Solar Silver



Mustang GT in Race Red

Automatic Transmission			MAXIMUM LOADED TRAILER WEIGHT (lbs.)
Engine	Final Drive Ratio	GCWR (lbs.) 4x4	BRONCO SPORT
1.5L EcoBoost® I-3	3.80	5860	1500 ¹ /2000 ^{2,4}
2.0L EcoBoost I-4	3.80	6260	2200 ^{3,4}

¹ Base model only. Bronco Sport does not offer factory-installed towing equipment for this application; only available as Dealer accessory. ² Big Bend and Outer Banks models only. ³ Badlands model only. ⁴ Requires available Class II Trailer Tow Package (53B).

- 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

Automatic Transmission			MAXIMUM LOADED TRAILER WEIGHT (lbs.)
Engine	Final Drive Ratio	GCWR (lbs.) FWD 4WD	ECOSPORT ¹
1.0L EcoBoost I-3	3.44	4960 –	1400
2.0L EcoBoost I-4	3.51	– 5754	2200

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

Automatic Transmission			MAXIMUM LOADED TRAILER WEIGHT (lbs.)
Engine	Final Drive Ratio	GCWR (lbs.)	TRANSIT CONNECT VAN/WAGON
2.0L I-4	3.80	6380	2000 ¹
2.5L I-4 ²	3.21	6369	2000 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



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

Automatic Transmission		MAXIMUM LOADED TRAILER WEIGHT (lbs.)
Engine	Axle Configuration	MUSTANG ^{1,2}
2.3L EcoBoost I-4	RWD	1000
2.3L High Performance EcoBoost I-4	RWD	1000
5.0L V8 GT	RWD	1000
Manual Transmission		
2.3L EcoBoost I-4	RWD	1000
2.3L High Performance EcoBoost I-4	RWD	1000
5.0L V8 GT	RWD	1000

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

AFTER YOU BUY

Before heading out on a trip, check your vehicle owner's manual for break-in and severe-duty maintenance schedules (do not tow a trailer until your vehicle has been driven at least 1600 kilometres). Be sure to have your fully-loaded vehicle (including passengers) and trailer weighed so as not to exceed critical weight limits (see page 43). If any of these limits are exceeded, cargo should be removed from the vehicle and/or trailer until all weights are within the specified limits.

BRAKES

Provinces in Canada, and many states in the U.S., may require a separate braking system on trailers with a loaded weight of more than 1500 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 17 for standard and optional wiring harness usage.

TRAILER CLASSES

CLASS I

LIGHT-DUTY

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

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

Many Ford vehicles can handle easily

Conventional weight-carrying hitch

CLASS II

MEDIUM-DUTY

2001–3500-lb. gross trailer weight

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

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

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

CLASS III

HEAVY-DUTY

3501–5000-lb. gross trailer weight

Dual-axle or large single-axle travel trailers

Most properly equipped Ford trucks and SUVs can tow them¹

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

CLASS IV

EXTRA-HEAVY-DUTY²

Over 5000-lb. gross trailer weight²

Largest travel and 5th-wheel trailers made for recreation

Most Ford trucks and 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 16 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 manoeuvrable – generally 8 to 16 feet long



CONVENTIONAL TRAVEL TRAILER

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

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

Sizes usually range from 12 to 35 feet long

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



5TH-WHEEL TRAILER

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

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

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

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



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

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 41. (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 41).

Weight-distributing hitch platforms are welded or bolted to the vehicle frame. Bolt-on types are recommended because they can be removed.

A properly installed bolt-on weight-distributing hitch platform should not weaken the vehicle or underbody as heat of welding might.

Equalizing arms are connected from the hitch to the trailer's A-frame. They can be adjusted for best towing performance. Lengths of chain are pulled up and tightened to bend spring bars upward, which lifts some of the weight from the rear wheels and transfers weight to the other wheels of the vehicle and trailer.



GOOSENECK

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

Tight turning radius

"Fold down" and "install under bed" models provide unobstructed bed area for carrying cargo

Attachment rails require no welding (sold separately)



5TH-WHEEL

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

HITCH RECEIVER OPTIONS AND CAPACITIES.

Factory-installed Trailer Hitch Receiver Options available on the following vehicles:

Transit Connect

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

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

Included with Trailer Tow
Package – Option Code 53Q

Explorer

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

Expedition

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

Transit

Included with Trailer Tow
Package – Option Code 53B

Ranger

Included with Trailer Tow
Package – Option Code 53R

F-150 Pickup

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

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

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

Note: The chart below shows
the weight-carrying
and weight-distributing
capacities of these hitch
receivers. (These capacities
also are shown on a label
affixed to each 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 manoeuvres. This contact could result in damage to the trailer and tow vehicle.

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

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 19–37 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	3500	350	–	–
Transit Cargo Van	5000	500	–	–
F-150 Pickup	5000	500	–	–
HITCH RECEIVER				
Transit Connect	2000	200	–	–
Bronco Sport	2200	220	–	–
Escape Hybrid/Plug-in Hybrid	1500 ²	150 ²	–	–
Escape	3500	350	–	–
Edge	3500	350	–	–
Bronco	3500 ²	350 ²	–	–
Explorer Hybrid	5000	500	–	–
Explorer	5600	560	–	–
Expedition	6000	600	9200	920
Expedition MAX	6300	630	9000	900
Transit Passenger Van	4600	460	–	–
Transit Crew Van	6500	650	–	–
Transit Cargo Van	6900	690	–	–
Ranger	7500 ²	750 ²	–	–
F-150 Pickup	5000	500	14,000	1400
F-250 less Trailer Tow Package/F-350 SRW Diesel 4x2/F-350 SRW Diesel 4x4 142" 148"	18,200	1820	18,200	1820
F-350 SRW Gas/F-350 DRW Gas 6.2L	18,200	1820	18,200	1820
F-250 with Trailer Tow Package/F-350 SRW Diesel 4x4 160" 164" 176"	21,200	2120	21,200	2120
F-350 DRW Diesel and Gas 7.3L/F-450 DRW 142"	21,200	2120	21,200	2120
F-450 DRW 176"	24,200	2420	24,200	2420

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 (e.g., 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.

CALCULATE WEIGHT DISTRIBUTION.

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 =	25%
Height Change =	38" - 37" = 1 inch
Reduction Amount =	1" x 50% = .5 inches
Height Change =	38" - .5" = 37.5 inches
Target Height =	37.5 inches

WEIGHT DISTRIBUTION HITCH SETUP

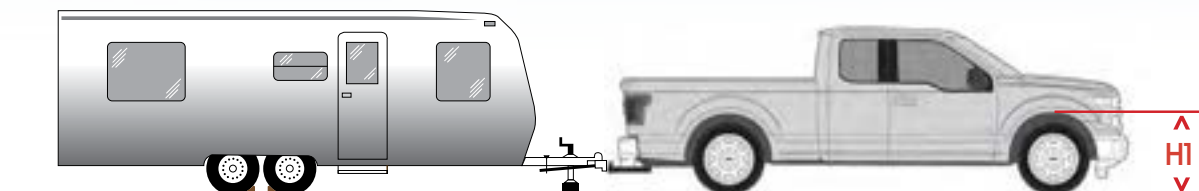
Vehicle	Weight Distribution Correction Factor
Mustang	Not Required
EcoSport	Not Required
Bronco Sport	Not Required
Transit Connect	Not Required
Edge	Not Required
Escape	Not Required
Bronco	Not Required
Explorer	Not Required
Expedition	50%
Transit	Use Not Recommended
Ranger	Not Required
F-150 Pickup	50%
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%

- 1 Load trailer similar to the way it will be loaded for the trip with 10% tongue load and park on level ground.
- 2 Adjust trailer tongue jack to get trailer level or just slightly nose down.

- 3 Load tow vehicle similar to the way it will be used for the trip and park vehicle on level ground.
- 4 Adjust and secure weight distribution ball mount height per manufacturer's

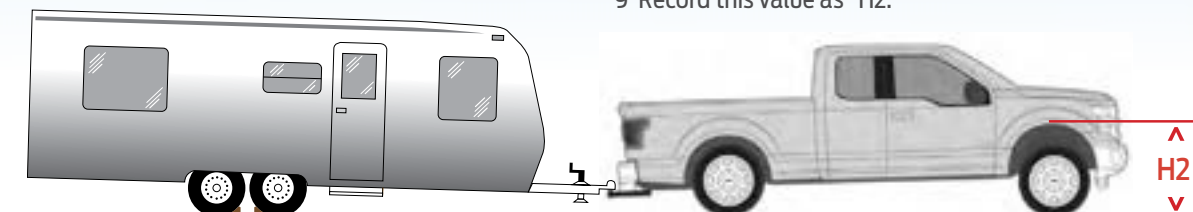
instructions so tow ball is the same height as trailer coupler when trailer is not connected to tow vehicle.

- 5 Measure top of front fender lip above the centre of the wheel to ground.
- 6 Record this value as "H1."



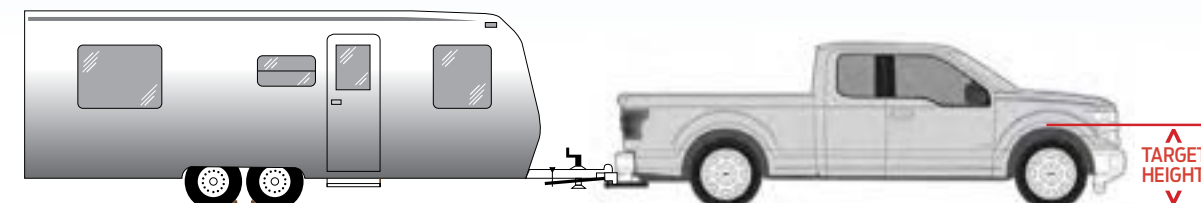
- 7 Connect trailer to tow ball with no weight distribution bars attached (make sure tongue jack is fully retracted).

- 8 Measure top of front fender lip above the centre of the wheel to ground.
- 9 Record this value as "H2."



- 10 Adjust weight distribution bars per manufacturer's instructions to get tow vehicle top front of fender lip to "Target Height" and making sure trailer is level to slightly nose down.

- 11 Complete coupler latching, electrical connections, safety chains and emergency braking system attachments.



WEIGHING IN.

BASE CURB WEIGHT

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

CARGO WEIGHT

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

PAYLOAD

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



Base Curb Weight + Cargo Weight + Passenger Weight = **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).

GVW + Loaded Trailer Weight = **Gross Combination Weight (GCW)**

GCW must not exceed GCWR (obtain from charts on pages 19–37 or your vehicle owner's manual).

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.**

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 1500 lbs. when loaded.) The measured GCW must never exceed the GCWR.

Maximum Loaded Trailer Weight

(as shown in the Trailer Towing Selector charts on pages 19–37) is the highest possible weight of a fully loaded trailer the vehicle can tow, based on a minimum towing vehicle GVW. It assumes a towing vehicle with any mandatory options, no cargo, tongue load of 10% (conventional trailer) or king pin weight of 15% (5th-wheel trailer), and driver and passenger (150 lbs. each). F-Series Super Duty® Chassis Cab models also assume a second-unit body weight based on 80 lbs. per foot cab-to-axle (CA). Weight of additional options, passengers, cargo and hitch must be deducted from this weight.

Tongue Load or 5th-Wheel King Pin Weight

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

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

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

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

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

EXAMPLES:



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



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

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

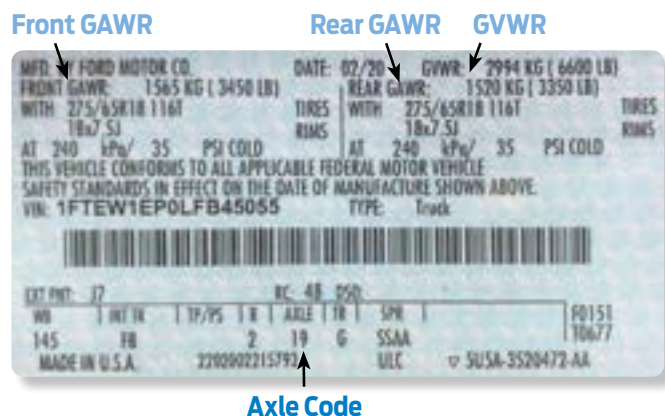
*Refer to the chart on page 41 for tongue load recommendations with Ford factory-installed trailer hitch receivers.

FINDING YOUR TRUCK'S AXLE RATIO.

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

Sample Truck Safety Compliance Certification Label

(Refer to actual label on your vehicle)



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	3.15	15	Not Available	L5
	3.31	27	Not Available	L3
	3.55	19	Not Available	L9
	3.73	26	Not Available	L6
Explorer	3.31	3A	Not Available	Not Available
	3.58	3B	Not Available	Not Available
	3.73	3C	Not Available	Not Available
Expedition	3.31	15	Not Available	Not Available
	3.73	2L	3L ³	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 Electronic Limited Slip axle.

TOWING ACCESSORIES


FORD ACCESSORIES

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



Trailer Hitch Wiring Harnesses – Four-Pin

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

Base Part No. 15A416

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

Base Part No. 15A416



Trailer Hitch Assemblies

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



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 (Ranger only)



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-Mounted Camera

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

Part No. 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)

Cargo And Weight Distribution

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

Keep centre of gravity low for best handling.

Approximately 60% of the allowable cargo weight should be in the front half of the trailer and 40% in the rear (within limits of tongue load or king pin weight).

Load should be balanced from side-to-side to optimize handling and tire wear.

Load must be firmly secured to prevent shifting during cornering or braking, which could result in a sudden loss of control.

Before Starting

Before setting out on a trip, practise turning, stopping and backing up your trailer in an area away from heavy traffic.

Know clearance required for trailer roof.

Check equipment (make a checklist).

Backing Up

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

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

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

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.

Turning

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

TOWING BASICS

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

For the latest RV & Trailer Towing information, check out p2p.dealerconnection.com.

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 80 kilometres, stop in a protected location and double-check:

- Trailer hitch attachment
- Lights and electrical connections
- Trailer wheel lug nuts for tightness
- Engine oil – check regularly throughout your trip

High Altitude Operation

Your vehicle may have reduced performance when operating at high altitudes and when heavily loaded or towing a trailer. While driving at elevation, in order to match driving performance as perceived at sea level, reduce GVWs and GCWs by 2% per 1000 ft. elevation.

Powertrain/Frontal Area Considerations

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

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

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

Selecting a Trim Series

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

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

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