



2022 FORD RV & TRAILER TOWING GUIDE

EQUIPMENT | WEIGHTS | TECHNOLOGY | CAPABILITY



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

TOWING GUIDE CONTENTS

POWERFUL. CAPABLE. BUILT FORD TOUGH.®

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

F-Series – 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: E-Transit, Mustang Mach-E, Mustang Shelby® GT500® and Mustang Mach 1.

NOTE: Due to continued industry-wide supply chain issues and production constraints, some features pictured and described within may no longer be available or equipped on certain vehicles depending on date of production. For more information on current product and feature availability, talk to your Dealer.

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F-150 TOUGH, SMART, CAPABLE.

The 2022 F-150 Pickup is a true workhorse and is purpose-built to handle the toughest jobs. A fully boxed high-strength steel frame with a high-strength, military-grade, aluminum alloy body add capability, helping F-150 tow best-in-class maximum available **14,000 lbs.**¹ and deliver a best-in-class available payload rating of **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 (including the innovative PowerBoost™ Full Hybrid), F-150 offers you many options – to meet diverse job applications. The entire F-150 engine lineup has been extensively tested to meet the highest durability and reliability standards. So you can confidently pick the engine that best fits your recreational vehicle or job-related towing needs.

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



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

Engine	HP @ rpm	Torque @ rpm	Available Max. Towing (lbs.)	Available Max. Payload (lbs.)
3.3L Ti-VCT V6	290 @ 6500	265 lb.-ft. @ 4000	8200	1965
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
3.5L EcoBoost H.O. V6 ³	450 @ 5850	510 lb.-ft. @ 3000	8200	1400

1. Max. towing of 14,000 lbs. available on SuperCab 8' box 4x2 and SuperCrew 4x2 configurations with the 3.5L EcoBoost engine and Max. Trailer Tow Package (not shown). Max. towing varies based on cargo, vehicle configuration, accessories and number of passengers. Class is Full-Size Pickups under 8500 lbs. GVWR. 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. Class is Full-Size Pickups under 8500 lbs. GVWR. 3. Raptor only.

Note: Horsepower, torque payload, towing and EnerGuide-Estimated Fuel Consumption are independent attributes and may not be achieved simultaneously.

F-150 TOWING FEATURES

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

Standard Tow/Haul Mode reduces gear hunting, improves power delivery. Especially useful with hauling or towing a heavy load.

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

Available Trailer Brake Controller uses braking input, vehicle speed and ABS logic to balance the performance of the truck brakes and electric trailer brakes. Fully integrated into the instrument panel and vehicle's onboard computer.

Available Pro Trailer Backup Assist™ improves driver confidence by letting the driver steer the trailer instinctively while controlling the accelerator and brakes – the truck takes care of the rest.

BLIS® (Blind Spot Information System) with cross traffic alert and available trailer tow monitoring alerts the driver if something is detected in the trailer's blind spot (Standard on XLT, Lariat, King Ranch®, Platinum and Limited; available on Tremor).

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 Tow Technology Package (17T).

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

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

F-150 PRODUCTIVITY MAXIMIZED.

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

A. PRO POWER ONBOARD

Available class-exclusive¹ feature expands F-150's capability by bringing generator levels of exportable power to work sites and campsites. Provides 2.0 kW, 2.4 kW or 7.2 kW 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 with the available 7.2 kW system.

B. TAILGATE CLEATS AND WORK SURFACE

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

C. REAR SEAT STORAGE AND LOCKABLE UNDER-SEAT STORAGE

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

D. AVAILABLE INTERIOR WORK SURFACE AND STOWABLE SHIFTER

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

E. CLASS EXCLUSIVE¹ MAX. RECLINE SEATS²

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

F. 12" CENTRE STACK TOUCHSCREEN

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

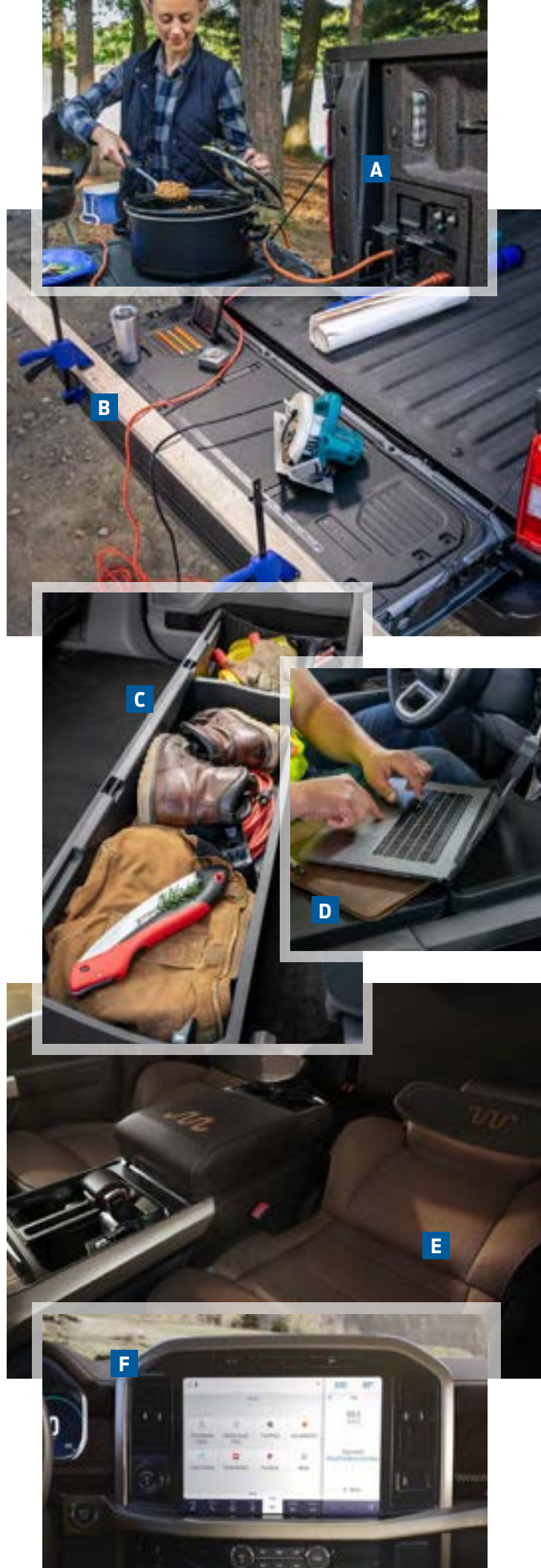
FORD CO-PILOT360™ ASSIST 2.0³

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

FORD POWER-UP SOFTWARE UPDATES

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

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





F-150 Lightning models shown are pre-production models

F-150 LIGHTNING

POWERFUL. PRODUCTIVE. QUICK.

The all-new F-150 Lightning represents a leap ahead in innovation for Ford trucks. It's designed to be quick and powerful with standard 4x4 and 775 lb.-ft. of torque. It's an all-electric truck with real-world functionality and an all-electric range of up to 515 km.¹ It goes to work like an F-150 and offers the same Built Ford Tough® durability as all F-Series pickups. F-150 Lightning brings features such as a maximum tow rating of up to 10,000 lbs.², zero tailpipe emissions and a Mega Power Frunk that holds up to 400 lbs.³



Performance

- Dual electric motors (one on each axle)
- 452 horsepower for Standard-Range models and 580 horsepower for Extended-Range models⁴
- 775 lb.-ft. of torque for all models⁴
- Independent front and rear suspension with rear semi-trailing arm
- Standard-Range battery with up to 370 km of range¹
- Available Extended-Range battery with up to 515 km of range¹
- Selectable Drive Modes: Normal, Sport, Tow/Haul and Off-Road



Capability

- 4x4 drivetrain standard
 - Up to 10,000 lbs. max. available towing² and 2235 lbs. max. payload⁵
- Available Tow Technology Package includes:*
- Integrated Trailer Brake Controller (TBC)
 - Pro Trailer Backup Assist™
 - Smart Hitch and Smart Trailer Tow Connector
 - Trailer camera and Trailer Reverse Guidance
 - Onboard Scales – show weight being carried in bed and front trunk



Innovation

- Standard Mega Power Frunk is a 400 L (14.1-cubic-foot) front trunk that holds up to 400 lbs. – or the equivalent of eight 50-lb. bags of ready-mix cement
- Enhanced Pro Power Onboard with 9.6 kW of output available and up to 11 outlets⁶
- Available Enhanced Zone Lighting – 4 lighting areas (front, both sides and rear) that can be controlled from the centre-stack screen or FordPass™ app
- Available 15.5" centre-stack touchscreen⁷

1. Excludes Platinum models. Platinum with Extended-Range battery: 483 km EPA-estimated range. Based on full charge. Estimated range based on analytical projection consistent with Government of Canada-approved, U.S. EPA-combined drive cycle. Actual range varies with conditions, such as external environment, vehicle use, vehicle maintenance, lithium-ion battery age and state of health. **2.** Max. towing on Pro (Fleet only), XLT and Lariat models with available extended-range battery and Max. Trailer Tow Package. Max. towing varies based on cargo, vehicle configuration, accessories and number of passengers. **3.** Cargo and load capacity limited by weight and weight distribution. **4.** Based on manufacturer testing using computer engineering simulations. Calculated via peak performance of the electric motor(s) at peak battery power. Your results may vary. **5.** Max. payload with standard-range battery and 18-inch wheels. See label on doorjamb for carrying capacity of a specific vehicle. Horsepower, torque, payload, towing and EnerGuide-estimated energy consumption and range figures are independent attributes and may not be achieved simultaneously. **6.** Available on Pro (Fleet only), included on XLT and above. See Owner's Manual for complete operating instructions. **7.** Lariat and Platinum only.

NOTE: Maximum towing and payload capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and will 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. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.

OUR MOST CAPABLE SUPER DUTY® PICKUP.

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



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

6.7L V8 POWER STROKE® TURBO DIESEL

Available on all models
and cab configurations.

HORSEPOWER

475 hp @ 2600 rpm

TORQUE

1050 lb.-ft. @ 1600 rpm

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

NEXT LEVEL POWER

6.7L Power Stroke® Diesel – Maximum Horsepower and Torque

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

7.3L Gas V8 – Most Powerful in its Class¹

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

6.2L 2-Valve Gas V8 – A Proven Workhorse

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

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

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 inches by 2.54.

SUPER DUTY® TOW TECHNOLOGY.



5th-Wheel/Gooseneck Prep Package

Available on all models.

Provides the necessary under-the-bed hardware to allow mounting of a 5th-wheel/gooseneck hitch in the pickup bed to put more of the trailer weight over the tow vehicle.

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

Smart Trailer Tow Connector¹

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

Alerts/warnings are displayed in the message centre / Digital Productivity Screen in the instrument cluster.

Standard Trailer Sway Control

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

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

The added software measures the yaw motion of the vehicle to determine if the trailer is swaying and then responds to eliminate the sway condition².

Standard Hill Start Assist

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

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



Trailer Reverse Guidance

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

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

Included with the Ultimate Trailer Tow Camera System.

Trailer Brake Controller (TBC)¹

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

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

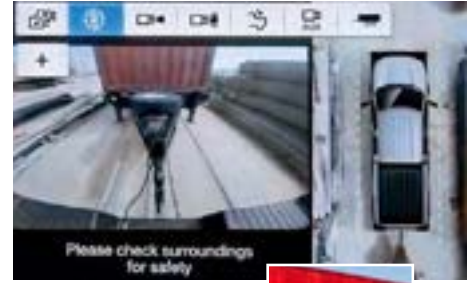
When the ABS module senses the towing vehicle's brakes are approaching lockup, the controller's trailer braking strategy changes to compensate for traction conditions, reducing the risk of trailer brake lockup.

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

Fully integrated into the truck's brake system.

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

Factory-installed and warranted by Ford Motor Company³.



Ultimate Trailer Tow Camera System With Pro Trailer Backup Assist™



Available 360-degree camera with split-view display utilizes five cameras to provide an all-around view via the 8" colour screen on XLT, or the impressive 12" colour screen on Lariat, King Ranch®, Platinum and Limited.

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

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

Tow/Haul Mode With Integrated Engine-Exhaust Brake

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

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

¹ Standard on XL F-350 DRW/F-450, XLT, Lariat, King Ranch, Platinum and Limited. Optional on XL SRW. ² Remember that even advanced technology cannot overcome the laws of physics. It's always possible to lose control of a vehicle due to inappropriate driver input or improper trailer loading for the conditions. ³ See limited warranty for details. Ask your Ford Dealer for details. ⁴ Please consult your Owner's Manual or Pro Trailer Backup Assist Quick Start Guide for information on setting up your trailer. ⁵ Driver-assist features are supplemental and do not replace the driver's attention, judgment and need to control the vehicle. It does not replace safe driving. See Owner's Manual for details and limitations.

SUPER DUTY® CHASSIS CABS NEXT LEVEL CAPABILITY.

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



F-600 XL Chassis Cab in Vermillion Red

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

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

SelectShift® capability and
Progressive Range Select

Standard Live-Drive power takeoff (PTO) provision
with mobile mode, 250 lb.-ft. of torque – on gas engines,
300 lb.-ft. with the diesel

CNG/Propane Gaseous Engine Prep Package is available for 6.2L V8 on F-350 and 7.3L V8 engines on all F-450, F-550 and F-600 models. Package includes hardened valves and valve seats to help ready your Super Duty for alternative-fuel upfits.

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

FORD MAVERICK... VERSATILE AND CAPABLE.

The all-new 2022 Maverick is the first-ever standard full-hybrid pickup and the most fuel-efficient pickup on the market¹. Plus, Maverick has the durability that comes from being Built Ford Tough®. A FLEXBED™ truck bed system provides flexible organization and storage solutions while the multi-position tailgate and tie downs are optimized to secure items in the truck bed. The available 2.0-litre EcoBoost® engine with all-wheel drive makes Ford Maverick a more than capable machine. With available 4000 lbs. of maximum towing capacity² available and its standard 1500-lb. payload capacity³, Maverick is ready for work and for play.

Maverick Lariat SuperCrew® in Hot Pepper Red Metallic Tinted Clearcoat



SMART TECHNOLOGY

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

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

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

1. 2.5L Hybrid Powertrain. Actual fuel consumption will vary. Based on EnerGuide-estimated fuel consumption ratings published by Natural Resources Canada. 2. Requires available Trailer Tow Package (53Q). Available only with 2.0L EcoBoost AWD. 3. Max. payload varies and is based on accessories and vehicle configuration. See label on door jam for carrying capacity of a specific vehicle. 4. Driver-assist features are supplemental and do not replace the driver's attention, judgment and need to control the vehicle. It does not replace safe driving. See Owner's Manual for details and limitations.

FORD RANGER...ADVENTURE READY.



Whether carrying kayaks and camping gear to an out-of-the-way spot or towing your favourite trailer, 2022 Ranger makes adventure possible. Built Ford Tough capability combined with standard 4x4 traction, a proven 2.3L EcoBoost engine and available off-road features, such as the Terrain Management System and Trail Control, inspire the confidence to get there. And with up to 7500 pounds of available towing capability⁵, Ranger is more than ready to move boats to their slips and campers to their sites.

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

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



CLASS A MOTORHOME CHASSIS

FEATURES

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

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

Three Gross Combination Weight Ratings (GCWRs): 23,000/26,000/30,000 lbs. for excellent towing capabilities (7,000 lbs. maximum trailer weight at 16,000-lb. GVWR)

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

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-lb. GVWR

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

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

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

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

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

Hill Start Assist

Ford Telematics embedded 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

For additional information, see your Ford Dealer.



COMMERCIAL STRIPPED CHASSIS

FEATURES

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

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

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

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

19.5-inch steel wheels and tires

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

Ford Telematics embedded 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

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

Air Conditioning Prep Packages available

Available Driver-Assist Technology Package²

240-amp extra/extra heavy-duty
alternator available

CNG/LPG Gaseous Fuel Prep Package
available

1. Only available with Parcel Delivery Package (59P).
2. Driver-assist features are supplemental and do not replace the driver's attention, judgment and need to control the vehicle.



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

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



2023 E-SERIES CLASS C MOTORHOME CHASSIS

E-450 Cutaway DRW in Oxford White

FEATURES

Three wheelbase choices:
138/158/176-inch

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

Two engine choices: 7.3L V8 premium-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 Package⁽³⁾

Ford Telematics modem

Electronic Stability Control

Traction Control

Hill Start Assist

Available dual alternators – 240-amp/157-amp

CNG/Propane Gaseous Fuel Prep Package 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 AWD LWB-EL DRW in Oxford White

TRANSIT CLASS C MOTORHOME CHASSIS

FEATURES

Three wheelbase choices: 138/
156/178-inch

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

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

10-speed automatic transmission
with SelectShift®

Available All-Wheel-Drive (AWD)

Ford Co-Pilot360™ Technologies

Driver and front passenger
airbags²

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

AdvanceTrac® with Roll Stability
Control™ (RSC®)

Independent MacPherson strut
front suspension and stabilizer bar

Leaf spring rear suspension with
heavy-duty shock absorbers

95L fuel tank capacity; 117L tank
available

Frame rail extension adapters

Available Trailer Brake Controller
(TBC)

Available Tow/Haul mode with
Trailer Wiring Provisions

Available dual alternators –
240-amp/157-amp

1. Only available with 3.5L EcoBoost® V6. 2. Always wear your safety belt.

For additional information, see your Ford Dealer.



NOTE: Image shown on TV screen is simulated.

NOTE: 2019 Transit Cutaway interior shown as modified
by independent upfitter.



F-150 PICKUP SLIDE-IN CAMPER

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

MAXIMUM CARGO WEIGHT WITH SLIDE-IN CAMPER

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

F-150 ¹	Wheelbase	GVWR (lbs.)		Maximum Cargo Weight Rating (lbs.)	
		3.5L GTDI	5.0L	3.5L GTDI Std.	5.0L Std.
18" Tires					
4x2 Reg. Cab	141.5"	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.

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.

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

Increases GVWR to 7850 lbs. on XL and XLT LT275/65R18C BSW A/T tires

18" silver aluminum heavy-duty wheels

Upgraded springs

9.75" gear set with 3.73 electronic-locking rear axle

Available on XL (101A), XLT Standard and Mid (300A and 301A). Requires 5.0L V8 or 3.5L V6 EcoBoost engine as well as Max. Trailer Tow Package (53C).

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.

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

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

SUPER DUTY® PICKUP/CAMPER COMBINATION SELECTOR

Combined weight of vehicle, camper body, occupants and cargo must not exceed Gross Vehicle Weight Rating (GVWR).

Cargo Weight Rating shown in chart is maximum allowable, assuming weight of a base vehicle with required camper option content and a 150-lb. passenger at each available seating position.

Ratings also assume weight of engine and standard transmission. Cargo Weight Rating shown must be further reduced by weight of transmission upgrade and any other options. Option weights and centre-of-gravity information are available on the Ford Pickup Truck Consumer Information Sheet.

F-250/F-350/F-450 SUPER DUTY CAMPER PACKAGE (OPTION CODE 471)

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

Rear stabilizer bar (SRW)

Rear auxiliary springs (F-250; standard on F-350)

Slide-in camper certification

Available on XL, XLT, Lariat, King Ranch® (DRW only), and Platinum (DRW only). 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 26, 28 and 30.



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 Package (68D). 5. Tremor Package. **NOTE:** 9900 lb. GVWR is standard on F-250. If 10,000 lbs. (4535 kg) GVWR is required on F-250 order, delete option 68D.

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.

		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"	9900	9900	9900	3716/3816	3610/3710	2910/3010
4x2 Reg. Cab	141.6"	–	–	10,600 ²	– / –	– / –	– /3542
4x2 SuperCab	148.0"	9900	9900	9900	2991/3091	2885/2985	2191/2291
4x2 SuperCab	148.0"	–	–	10,700 ²	– / –	– / –	– /2923
4x2 SuperCab	164.2"	9900	9900	9900	2879/2979	2774/2874	2059/2159
4x2 SuperCab	164.2"	–	–	10,800 ²	– / –	– / –	– /2893
4x2 Crew Cab	159.8"	9900	9900	9900	2891/2991	2786/2886	2071/2171
4x2 Crew Cab	159.8"	–	–	10,800 ²	– / –	– / –	– /2905
4x2 Crew Cab	176.0"	9900	9900	9900	2662/2762	2557/2657	1842/1942
4x2 Crew Cab	176.0"	–	–	10,800 ²	– / –	– / –	– /2676
4x4 Reg. Cab	141.6"	9900	9900	9900	3285/3385	3180/3280	2497/2597
4x4 Reg. Cab	141.6"	–	–	10,800 ²	– / –	– / –	– /3330
4x4 SuperCab	148.0"	9900	9900	9900	2572/2672	2466/2566	1794/1894
4x4 SuperCab	148.0"	–	–	10,800 ²	– / –	– / –	– /2626
4x4 SuperCab	164.2"	9900	9900	9900	2480/2580	2374/2474	1673/1773
4x4 SuperCab	164.2"	–	–	10,800 ²	– / –	– / –	– /2476
4x4 Crew Cab	159.8"	9900	9900	9900	2484/2584	2378/2478	1684/1784
			9900	9900		2045 ⁵ /2102 ⁵	1333 ⁵ / –
4x4 Crew Cab	159.8"	–	–	10,800 ²	– / –	– / –	– /2487
		–	–	10,800	– / –	– / –	2233 ⁵ / –
4x4 Crew Cab	176.0"	9900	9900	9900	2228/2328	2122/2222	1408/1508
4x4 Crew Cab	176.0"	–	–	10,800 ²	– / –	– / –	– /2211
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 ² / –	1379 ² / –
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	– / –	– / –	3,475/ –
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	– / –	– / –	3184/ –
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/ –	3406/ –
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	– / –	– / –	3,857/ –
4x4 SuperCab	148.0"	11,300	11,300	11,500	3770/ –	3736/ –	3281/ –
4x4 SuperCab	148.0"	–	–	11,400	– / –	– / –	3,181/ –
4x4 SuperCab	164.2"	11,500	11,800	11,500	3861/ –	4127/ –	3154/ –
4x4 SuperCab	164.2"	11,400	11,500	11,400	3761/ –	3827/ –	3054/ –
4x4 SuperCab	164.2"	–	11,400	–	– / –	3727/ –	– / –
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	– / –	– / –	3002 ⁵ / –
		–	–	11,400	– / –	– / –	2810 ⁵ / –
4x4 Crew Cab	176.0"	11,500	11,900	12,400	3586/ –	3952/ –	3801/ –
4x4 Crew Cab	176.0"	11,400	11,500	11,400	3486/ –	3552/ –	2751/ –
4x4 Crew Cab	176.0"	–	11,400	–	– / –	3452/ –	– / –
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/ –



2020 Expedition Platinum shown in Blue Metallic. See previous year guides for towing specifications.

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. Examine the chart at right to see which Ford vehicles can be towed with all four wheels down. For safe operation, towed vehicles (or dollies or trailers carrying them) should be equipped with a separate functional brake system. See pages 42 and 50 for additional brake information.

Note: Some aftermarket camper 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

2022 FORD CARS	Automatic Transmission	Manual Transmission
Mustang – All Models	No	No
Shelby GT500	No	N/A

2022 FORD ELECTRIFIED VEHICLES

Mustang Mach-E	No	N/A
Escape Hybrid	Yes ^{1,2,3}	N/A
Escape Plug-in Hybrid	Yes ^{1,2,3}	N/A
Maverick Hybrid	Yes ^{1,2,3}	N/A
E-Transit	No	N/A
F-150 Lightning	No	N/A

2022 FORD CUVS/SUVS

Transit Connect	No	N/A
EcoSport	No	N/A
Bronco Sport	No	N/A
Escape	No	N/A
Edge	No	N/A
Edge ST	Yes ^{4,5,6,7}	N/A
Explorer	No	N/A
Expedition/Expedition MAX 4x4	Yes ^{8,9}	N/A

2022 FORD TRUCKS

Bronco	Yes ⁹	Yes ⁹
Maverick	No	N/A
Ranger 4x2	No	N/A
Ranger 4x4	Yes ⁹	N/A
F-150 Pickup 4x2	No	N/A
F-150 Pickup 4x4	Yes ⁹	N/A
F-150 Raptor Pickup 4x4	Yes ⁹	N/A
F-250/350/450/550/600 Super Duty® 4x2	No	N/A
F-250/350/450/550/600 Super Duty 4x4	Yes ⁹	N/A
Transit	No	N/A
2023 E-Series Cutaway/Stripped Chassis	No	N/A

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

N/A – Not Applicable.

TOW-DOLLY FLEXIBILITY

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

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

TOW-DOLLY AVAILABILITY

2022 FORD 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	N/A	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	N/A	N/A	No
Explorer	N/A	N/A	No
Expedition	N/A	N/A	No
Bronco	N/A	N/A	No
Maverick	Yes	N/A	No
Maverick Hybrid	Yes	N/A	N/A
Ranger	N/A	N/A	No
F-150 Pickup	N/A	No	No
F-150 Lightning	N/A	N/A	No
Super Duty® Pickup/Chassis Cab	N/A	No	No
Transit	N/A	No	No
E-Transit	N/A	No	N/A
2023 E-Series Cutaway/Stripped Chassis	N/A	No	N/A

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

M Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in 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 – Towing Capability (53Q)

Explorer

For trailers over 3000 pounds – Class IV 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)

Maverick

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

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-150 Lightning

For trailers over 5000 lbs. with standard-range battery or trailers over 7700 lbs. with extended-range battery – Max. Trailer Tow Package (53D)

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 44 and 45 for weight-distributing hitch towing requirements.

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

FRONTAL AREA CONSIDERATIONS

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

Vehicle	Trailer Frontal Area Limitations/Considerations	With
Mustang	12 sq. ft.	All applications
Transit Connect	20 sq. ft.	All applications
EcoSport	20 sq. ft.	All applications
Bronco Sport	20 sq. ft.	Without Class II Trailer Tow Package
	30 sq. ft.	With Class II Trailer Tow Package
Escape	20 sq. ft.	Without Class II Trailer Tow Package
	30 sq. ft.	With Class II Trailer Tow Package
Edge	20 sq. ft.	Without Class II Trailer Tow Package
	30 sq. ft.	With Class II Trailer Tow Package
Explorer	30 sq. ft.	Without Class IV Trailer Tow Package
	40 sq. ft.	With 3.3L HEV V6 engine and Class IV Trailer Tow Package
	55 sq. ft.	With Class IV Trailer Tow Package
Expedition	55 sq. ft.	Without Heavy-Duty Trailer Tow Package
	60 sq. ft.	With Heavy-Duty Trailer Tow Package
Bronco	20 sq. ft.	Without Towing Capability (53Q)
	30 sq. ft.	With Towing Capability (53Q)
	40 sq. ft.	With Raptor Tow Package 2
Maverick	20 sq. ft.	Without Trailer Tow Package (53Q)
	40 sq. ft.	With Trailer Tow Package (53Q)
Ranger	30 sq. ft.	Without Trailer Tow Package
	55 sq. ft.	With Trailer Tow Package
F-150 Lightning	40 sq. ft.	With standard-range battery and without Max. Trailer Tow Package (53D)
	55 sq. ft.	With standard-range battery and Max. Trailer Tow Package (53D)
	60 sq. ft.	With extended-range battery
F-150 Pickup	55 sq. ft.	Any powertrain with Trailer Towing Package or Payload Package and Trailer Towing Ratings between 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.*	See Incomplete Vehicle Manual (IVM) for frontal area restriction details
E-Series Cutaway	82 sq. ft.*	All applications

*Base vehicle frontal area.

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

For additional information, see your Ford Dealer.

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

GOOSENECK

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

5TH-WHEEL

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

CONVENTIONAL

24,200 Super Duty Pickup
18,500 Super Duty Chassis Cab
14,000 F-150 Pickup
10,000 F-150 Lightning
9200 Expedition
7500 Transit Cutaway/Chassis Cab
7500 Ranger
6900 Transit Cargo Van
6500 Transit Crew Van
5600 Explorer
4500 Transit Passenger Van
4500 Bronco Raptor
4000 Maverick
3500 Bronco
3500 Escape
3500 Edge
2200 Bronco Sport
2000 Transit Connect
2000 EcoSport
1000 Mustang



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

Legend

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

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

CUV/SUV/TRUCK

TOWING EQUIPMENT AND TRAILER TOWING PACKAGES

signifies that the content is part of the base vehicle.

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

Model	(Option Code)	7-Wire Harness & 4-7-Pin Connector	7-Wire Harness (Blunt Cut) with Relays	Trailer Wiring Harness (4-Pin)	Trailer Module	Trailer Wiring Provision	Hitch Receiver (See chart on page 44)	Aux. Auto Trans. Oil Cooler	Radiator Upgrade	Smart Trailer Tow Connector	Trailer Brake Wiring/Feed Kit	Upgraded Rear Axle	Increased GCW (6.7L)	Upgraded Rear Bumper	Tow/Haul Mode	2-Speed Automatic 4WD w/ Neutral Towing	Ultimate Trailer Tow Camera System	Trailer Brake Controller	Trailer Sway Control	Trailer Reverse Guidance	360-Degree Camera	Lane Keeping Alert	Tailgate LED	Pro Trailer Backup Assist	Onboard Scales with Smart Hitch	136L Fuel Tank	Full-Size Spare Tire
Transit Connect Van/Wagon	(53T)			X	X		X												X								
Bronco Sport	(53B)			X			X												X							X	
Escape¹	(536)			X			X	X											X								
Edge	(536)⁴			X			X												X								
Explorer	(52T)	X					X								S				X								
Expedition	(536)	S					S					X			S	S		X	S				X			S	
Transit	(53B)⁵	X⁷				X	X								X				X¹¹							S	
Bronco	(53Q)⁶	X					X												S							S	
Bronco Raptor	(Std.)²⁰	X			X		X	X							X				X		X	X				X	
Maverick	(53Q)	X					X	X	X																		
Ranger	(53R)	X		S	X		X								X				S							S	
F-150	(Std.)			X											X				X							X	
F-150 Raptor	(17T)	S			S		S	S	S	S		S			S	S		X	S	X	X	S	S	X	S	S	
F-150	(17T)									X					S			X	S	X	X		X	X		S	
F-150	(53B)	X					X			X					S				S							S	
F-150	(53A)	X					X			X					S			X	S				X	X¹³		S	
F-150	(53C)	X					X			X		X		X	S			X	S				X	X¹³	X¹⁴	S	
F-150 Lightning	(Std.)	X					X								X				X		X¹⁶	X	X¹⁸			X	
F-150 Lightning	(53D)¹⁹	S					S								S				S		S¹⁷	S	S¹⁸			S	
F-150 Lightning	(17V)¹⁵	S					S			X					S			X	S	X	S¹⁷	S	S	X	X	S	
F-250/F-350/F-450 Super Duty Pickup	(Std.)	X					X			X⁸	X⁹	X⁸	X⁸		X			X⁸	X							X	
F-250 Super Duty Pickup²	(535)	S					S				S	X	X		S			S¹²	S							S	
F-250 Super Duty Pickup²	(53Q)	S					S				S	X	X		S		X	S¹²	S			X		X		S	
F-350/F-450/550/F-600 Super Duty Chassis Cab	(Std.)		X												X				X							X	
F-350/F-450/550 Super Duty Chassis Cab	(531)³		S								X				S				S							S	
F-450/F-550 Super Duty Chassis Cab	(535)²		S								X¹⁰	X	X		S				S							S	

1. Available with 2.0L EcoBoost® I-4 or 2.5L I-4 Hybrid/Plug-in Hybrid (SEL or Titanium) only.
2. Requires 6.7L diesel engine.
3. XL model only.
4. Available with twin-scroll 2.0L EcoBoost I-4 AWD only, standard on ST.
5. Not available on Chassis Cab, Cutaway or any E-Transit configuration.
6. 53Q featured content is exclusively a factory-installed package and not offered on Bronco Base.
7. Includes relay system for backup/B+/running lights.
8. F-350 DRW/F-450 only.
9. In-cab, no controller (SRW).
10. Not included if Trailer Brake Controller is ordered.
11. Included with Tow/Haul Mode with Trailer Wiring Provisions (53D).
12. Required on XL.
13. Not included on XL 100A.
14. Not available with 3.5L PowerBoost™ engine or XL Regular Cab.
15. Optional on Pro (Fleet only), XLT and Lariat (510A), included on Lariat (511A) and standard on Platinum.
16. Standard on XLT, Lariat and Platinum models, included in Towing Technology Package (17V) on Pro model (Pro is Fleet only).
17. Standard on XLT, Lariat and Platinum models.
18. Requires Towing Technology Package (17V) for Pro model (Fleet only). Tailgate LED is included with 360-degree camera.
19. Optional on Pro, XLT and Lariat; standard on Platinum.
20. Bronco Raptor includes Tow Package 2 as standard equipment.

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

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

F-150 PICKUPS AND SUPER DUTY® TRUCKS.

Select the F-Series cab design and drive system (4x2 or 4x4) you prefer. (See pages 20–34.) Read down the column to find the trailer weight that can be towed with engine/axle ratio combinations listed. GCWR column shows maximum allowable combined weight of vehicle, trailer and cargo (including passengers) for each engine/axle ratio combination. Maximum Loaded Trailer Weight assumes a towing vehicle with any mandatory options, no cargo, tongue load of 10% (conventional trailer) or king pin weight of 15% (5th-wheel trailer) and driver and passenger (150 lbs. each). Weight of additional options, passengers, cargo and hitch must be deducted from this weight. Also check Required and Recommended Equipment on page 18.

TRAILER TOWING SELECTOR





F-150 XL 4x4 Super Cab shown STX Appearance Package in Atlas Blue Metallic

F-150 PICKUP

CONVENTIONAL TOWING

Automatic Transmission

		MAXIMUM LOADED TRAILER WEIGHT (lbs.)											
		Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, reference the Towing Basics information on the last page. See Dealer and reference "Portfolio" and "P2P" for related Job Aids and specifications.											
		REGULAR CAB				SUPERCAB				SUPERCREW®			
Engine	Axle Ratio	4x2		4x4		4x2		4x4		4x2		4x4	
		122.8" WB	141.5" WB	122.8" WB	141.5" WB	145.4" WB	164.1" WB	145.4" WB	164.1" WB	145.4" WB	157.2" WB	145.4" WB	157.2" WB
3.3L PFDI V6 ¹	3.55	9500	5000										
		9600	5000										
		9800		5000									
		9900				5100							
		10,000								5100			
	3.73	12,700	8200										
		12,800	8200										
		12,900		8100	8100								
		13,000				8200				8100			
		13,200						8100					
5.0L 4-Valve V8 ²		13,400										8200	
	3.15	13,000	8300										
		14,800		9900		9800	9600			9700	9600		
	3.31	13,100	8300										
		13,200		8200									
		14,800		9900		9700	9600			9600	9600	9400	9300
		14,900			9700			9500	9400				
	3.73	13,900	9100										
		14,600		9600									
		15,300		10,400									
		15,600				10,500	10,400			10,500	10,400		
		15,700			10,500								
		15,800										10,400	10,300
		15,900						10,500	10,400				
		17,700 ³						12,300					
		17,900 ³		13,000		12,800							
		18,000 ⁴			12,800								
		18,100		13,000 ⁴						12,900			
		18,200 ³					13,000				13,000		
		18,300 ^{3,4}			13,000								
		18,400					13,000					13,000 ³	12,900 ³
		18,500							13,000 ³		13,000 ^{3,4}		
		18,600 ^{3,4}							13,000				
		18,700 ^{3,4}											13,000

1. Do not exceed a trailer weight of 6000 lbs. with only the Class IV hitch (53B), without the Trailer Tow Package (53A). 2. Do not exceed a trailer weight of 7000 lbs. with only the Class IV hitch (53B), without the Trailer Tow Package (53A). 3. Requires Max. Trailer Tow Package (53C). 4. Requires Heavy-Duty Payload Package (627).

Notes:

- Calculated with SAE J2807® method
- Do not exceed trailer weight of 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 Platinum SuperCrew® in Smoked Quartz Metallic

F-150 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. See Dealer and reference "Portfolio" and "P2P" for related Job Aids and specifications.												
			REGULAR CAB				SUPERCAB				SUPERCREW				
			4x2		4x4		4x2		4x4		4x2		4x4		
Engine	Axle Ratio	GCWR (lbs.)	122.8" WB	141.5" WB	122.8" WB	141.5" WB	145.4" WB	164.1" WB	145.4" WB	164.1" WB	145.4" WB	157.2" WB	145.4" WB	157.2" WB	
2.7L GTDI V6 ¹	3.55	12,200	7600												
		12,300		7600											
		12,600			7700										
		12,700				7700	7700	7600							
		12,800							7600		7700				
		12,900										7800			
		13,000											7700		
	3.73	13,200	8600												
		13,300		8600					8100						
		13,400			8500	8400	8400	8300			8300	8300	8100		
		14,900 ⁴		10,000											
		15,000 ⁴					10,000								
		15,100 ⁴				10,000		10,000							
		15,200									10,000	10,000			
		15,400 ⁴							10,100						
		15,500 ⁴											10,100		
3.5L GTDI V6 ²	3.31	16,200		11,200			11,000								
		16,300													
		16,500				11,200					11,200				
		16,600						11,200	11,100						
		16,700										11,300			
		16,800											11,200	11,200	
		16,900								11,200					
	3.55	16,200		11,200											
		16,300					11,000								
		16,500				11,200					11,200				
		16,600						11,200	11,100						
		16,800										11,300		11,200	
		16,900								11,200			11,300		
		17,600 ⁵					12,300								
		17,700 ⁵							12,100						
	3.73	18,000 ⁵		13,000		12,700									
		19,400 ⁵						14,000			14,000	14,000	13,900	13,800	
		19,400 ⁵								13,800					
		17,100 ⁶											11,000		
		18,500 ^{5,7}		13,300		13,100									
		19,400 ^{5,7}						14,000							
		19,500 ^{5,7}								13,800		14,000		13,700	
3.5L GTDI V6 H.O. ³	4.10	14,500											8200		
		14,575 ⁸											8200		

1. Do not exceed a trailer weight of 6000 lbs. with only the Class IV hitch (53B), without the Trailer Tow Package (53A). **2.** Do not exceed a trailer weight of 7000 lbs. with only the Class IV hitch (53B), without the Trailer Tow Package (53A). **3.** Raptor only. **4.** Requires 2.7L EcoBoost® Payload Package (622). **5.** Requires Max. Trailer Tow Package (53C). **6.** Tremor Package. **7.** Requires Heavy-Duty Payload Package (627). **8.** Available Raptor 37 Performance Package (68R).

Notes:

- Calculated with SAE J2807® method
- Do not exceed trailer weight of 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 Platinum SuperCrew® 4x4 in Iconic Silver Metallic

F-150 PICKUP

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Towing capability will be reduced based on trim series, option content and payload.
Prior to making final vehicle selection, reference the Towing Basics information on the last page.
See Dealer and reference "Portfolio" and "P2P" for related Job Aids and specifications.

CONVENTIONAL TOWING

Automatic Transmission			SUPERCREW			
Engine	Axle Ratio	GCWR (lbs.)	4x2		4x4	
			145.4" WB	157.2" WB	145.4" WB	157.2" WB
3.5L Hybrid V6 ¹	3.55	16,800	11,000			
		16,900		11,100		
		18,500 ²	12,700	12,700		
	3.73	17,100			11,000	11,000
		18,400 ²			12,300	12,300
Electric (F-150 Lightning)	9.61	11,700 ³			5000	
		14,400 ^{3,4}			7700	
		15,000 ⁵			7700	
		15,900 ^{4,5,6}			8500	
		16,700 ^{4,5,7}			9600	
		17,300 ^{4,5,8}			10,000	

5TH-WHEEL/GOOSENECK TOWING

Automatic Transmission			SUPERCREW			
Engine	Axle Ratio	GCWR (lbs.)	4x2		4x4	
			145.4" WB	157.2" WB	145.4" WB	157.2" WB
3.5L Hybrid V6 ¹	3.55	16,800	10,200			
		16,900		10,400		
		18,500 ²	10,200	10,400		
3.73	3.73	17,000			8500	8300
		18,400 ²			8500	8300

TAILGATE CLEARANCE

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

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

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

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

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



1. Do not exceed a trailer weight of 7000 lbs. with only the Class IV hitch (53B), without the Trailer Tow Package (53A).
2. Requires Max. Trailer Tow Package (53C). 3. Standard-range battery. 4. Available Max. Trailer Tow Package (53D).
5. Extended-range battery. 6. Platinum model. 7. Requires 20" All-Terrain tires 8. Requires 18" All-Terrain tires (included on Pro, model is Fleet only) or 20" All-Season tires.

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.

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.



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

F-150 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. See Dealer and reference "Portfolio" and "P2P" for related Job Aids and specifications.											
			REGULAR CAB				SUPERCAB				SUPERCREW			
			4x2		4x4		4x2		4x4		4x2		4x4	
Automatic Transmission	Axle Ratio	GCWR (lbs.)	122.8" WB	141.5" WB	122.8" WB	141.5" WB	145.4" WB	164.1" WB	145.4" WB	164.1" WB	145.4" WB ⁵	157.2" WB	145.4" WB ⁵	157.2" WB
Engine														
3.3L PFDI V6 ¹	3.55	9500	5000											
		9600		5000										
		9800			5000									
		9900					5000							
		10,000									5000			
	3.73	12,700	8200											
		12,800		8200										
		12,900			8100	8000								
		13,000					8100				8000			
		13,200							8100					
5.0L 4-Valve V8 ²	3.15	13,000	8300										8200	
		14,800		9900			9800	9600			9700	9600		
		13,100	8300											
	3.31	13,200			8100									
		14,800		9800			9600	9500			9600	9500	9300	9200
		14,900				9700			9500	9400				
	3.73	13,900	9100											
		14,600			9000									
		15,300		10,300										
		15,600					10,400	10,300				10,300		
		15,700				10,500					10,500			
		15,800											10,300	10,200
		15,900							10,500	10,400				
		17,700 ³							10,700					
		17,900 ³		12,000			11,100							
		18,000 ³				11,700								
	3.73	18,100		13,000 ⁴							12,000 ³			
		18,200 ³						11,800				11,400		
		18,300 ³				13,000 ⁴								
		18,400 ⁴						13,000 ⁴					10,800	10,700
		18,500								11,100 ³		13,000 ⁴		
		18,600 ⁴								12,900				
		18,700 ⁴												12,900

1. Do not exceed a trailer weight of 6000 lbs. with only the Class IV hitch (53B), without the Trailer Tow Package (53A). 2. Do not exceed a trailer weight of 7000 lbs. or 36 sq. ft. (3.4 sq. m) trailer frontal area with only the Class IV hitch (53B), without the Trailer Tow Package (53A). 3. Requires Max. Trailer Tow Package (53C). 4. Requires Heavy-Duty Payload Package (627). 5. Vehicles equipped with a 5.5' box will accept a 5th-wheel hitch but most 5th-wheel trailer designs are not compatible with this model.

Notes:

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

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



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

F-150 PICKUP

5TH-WHEEL/ GOOSENECK TOWING

Automatic Transmission

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Towing capability will be reduced based on trim series, option content and payload.
Prior to making final vehicle selection, reference the Towing Basics information on the last page.
 See Dealer and reference "Portfolio" and "P2P" for related Job Aids and specifications.

REGULAR CAB

SUPERCAB

SUPERCREW®

Engine	Axle Ratio	GCWR (lbs.)	4x2		4x4		4x2		4x4		4x2		4x4	
			122.8" WB	141.5" WB	122.8" WB	141.5" WB	145.4" WB	164.1" WB	145.4" WB	164.1" WB	145.4" WB ⁷	157.2" WB	145.4" WB ⁷	157.2" WB
2.7L GTDI V6 ¹	3.55	12,200	7500											
		12,300		7500										
		12,600			7600									
		12,700				7600	7700	7600						
		12,800							7500		7700			
		12,900										7800		
		13,000											7600	
	3.73	13,200	8600											
		13,300		8500					8000					
		13,400			8300	8300	8400	8300			8100	8300	8000	
		14,900 ³		10,000										
		15,000 ³					9900							
		15,100 ³				9900		9900						
		15,200 ³									9900	10,000		
		15,400 ³							10,000					
		15,500 ³											10,000	
3.5L GTDI V6 ²	3.31	16,200		11,200										
		16,300					10,100							
		16,500			11,200						9500			
		16,600						10,900	9900			10,800		
		16,700											9800	10,100
		16,800												
		16,900								9700				
	3.55	16,200		11,200										
		16,300					10,100							
		16,500			11,200						9500			
		16,600						10,900	9900			10,800		
		16,700											9800	10,100
		16,800												
		16,900								9700				
	3.73	17,600					10,100							
		17,700 ⁴							9900					
		18,000 ⁴		13,000		11,700					11,100			
		19,300 ⁴												
		19,400 ⁴						10,900				10,800	9800	10,100
		19,500 ⁴								9700				
		17,100 ⁵											9000	
	3.73	18,500 ^{4,6}		13,300		13,000								
		19,400 ^{4,6}						13,900						
		19,500 ^{4,6}								13,800		14,000		13,700
		19,500 ^{4,6}												

1. Do not exceed a trailer weight of 6000 lbs. with only the Class IV hitch (53B), without the Trailer Tow Package (53A). **2.** Do not exceed a trailer weight of 7000 lbs. with only the Class IV hitch (53B), without the Trailer Tow Package (53A). **3.** Requires 2.7L EcoBoost® Payload Package (622). **4.** Requires Max. Trailer Tow Package (53C). **5.** Tremor Package. **6.** Requires Heavy-Duty Payload Package (627). **7.** Vehicles equipped with a 5.5' box will accept a 5th-wheel hitch but most 5th-wheel trailer designs are not compatible with this model.

Notes:

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

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



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

F-250 SRW SUPER DUTY® PICKUP

CONVENTIONAL TOWING

Automatic Transmission

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. See Dealer and reference "Portfolio" and "P2P" for related Job Aids and specifications.																			
			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
		30,000 ¹	14,000	15,200	14,000	15,000	14,000	15,200	15,200	15,200	14,000	15,000	20,000 ³	20,000 ³	15,200	15,200	18,200	18,200	20,000 ³	20,000 ³	20,000 ³	20,000 ³
	3.55	23,500 ²	14,000	15,000	14,000	15,000	14,000	15,000	15,000	15,000	14,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000
		30,000 ¹	14,000	15,200	14,000	15,000	14,000	15,200	15,200	15,200	14,000	15,000	20,000 ³	20,000 ³	15,200	15,200	18,200	18,200	20,000 ^{3/15,000}	20,000 ^{3/15,000}	20,000 ³	20,000 ³
7.3L V8	3.55	21,800	13,000	14,000	14,000	15,000	13,000	14,000	14,000	15,000	14,000	14,800	14,700	14,700	14,000	15,000	14,900	14,900	14,700	14,700	14,500	14,500
	4.30	24,900 ⁴																	15,000	15,000		
		26,000	13,000	14,000	14,000	15,000	13,000	14,000	14,000	15,000	14,000	15,000	15,000	15,000	14,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000

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

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

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 King Ranch® Crew Cab in Antimatter Blue Metallic with Stone Grey Two-Tone

F-250 SRW SUPER DUTY® PICKUP

5TH-WHEEL/ GOOSENECK TOWING

Automatic Transmission			MAXIMUM LOADED TRAILER WEIGHT (lbs.)									
			REGULAR CAB		SUPERCAB				CREW CAB			
Engine	Axle Ratio	GCWR (lbs.)	4x2 141.6" WB 8' Box	4x4 141.6" WB 8' Box	4x2 148.0" WB 6-3/4' Box	4x2 164.2" WB 8' Box	4x4 148.0" WB 6-3/4' Box	4x4 164.2" WB 8' Box	4x2 159.8" WB 6-3/4' Box	4x2 176.0" WB 8' Box	4x4 159.8" WB 6-3/4' Box	4x4 176.0" WB 8' Box
6.2L V8	3.73	19,500	13,300	12,800	13,000	12,900	12,600	12,500	12,900	12,700	12,500	12,200
	4.30	22,000	15,800	15,300	15,500	15,400	15,100	15,000	15,400	15,200	15,000	14,700
6.7L V8 Turbo Diesel	3.31	23,500	16,400	16,000	16,200	16,000	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	23,500 ³	16,400	16,000	16,200	16,000	15,800	15,700	16,100	15,800	15,700	15,400
		30,000 ¹	22,800 ²	21,800 ²	22,000 ²	21,900 ²	20,100 ²	19,100 ²	21,700 ²	20,400 ²	19,100 ² /17,800 ⁵	17,300
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 ⁵									17,200	
		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.** Included when ordered with 3.55 Electronic Locking Axle without High-Capacity Trailer Tow Package (535) or Tremor. **4.** Available 10,000-lb. GVWR Package (68D delete). **5.** Tremor Off-Road Package (17Y).

Notes:

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

TAILGATE CLEARANCE

Considerations When Towing a 5th-Wheel or Gooseneck Trailer

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

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

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

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



F-350 Platinum Crew Cab with FX4 Off-Road Package in Antimatter Blue Metallic

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. See Dealer and reference "Portfolio" and "P2P" for related Job Aids and specifications.																			
			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	13,200 ¹ / 13,100 ^{2,3} / 13,000 ⁴	12,700/ 12,600 ^{4,5}	12,600 ^{4,5}	12,800	12,800	12,700	12,700	12,400	12,400	12,300/ 12,200 ⁵	12,300/ 12,200 ⁵	12,700/ 12,600 ⁴	12,700/ 12,600 ⁴	12,500/ 12,400 ⁴	12,500/ 12,400 ⁴	12,300/ 12,200 ^{4,5}	12,300/ 12,200 ^{4,5}	12,000	12,000
	4.30	23,000	13,000	14,000	14,000/ 13,000 ⁵	15,000	13,000	14,000	15,000	15,000	14,000/ 13,000 ⁵	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000
6.7L V8 Turbo Diesel	3.31	30,000	14,000	15,000	14,000	15,000	14,000	15,000	15,000	15,000	14,000	15,000	15,000 ^{2,6} / 20,000 ^{4,7}	15,000 ^{2,6} / 20,000 ^{4,7}	15,000	15,000	18,200	18,200	15,000 ^{2,6} / 20,000 ^{4,7}	15,000 ^{2,6} / 20,000 ^{4,7}	18,200 ^{2,6} / 20,000 ^{4,7}	18,200 ^{2,6} / 20,000 ^{4,7}
	3.55	30,000	14,000	15,000	14,000	15,000	14,000	15,000	15,000	15,000	14,000	15,000	15,000 ^{2,6} / 20,000 ^{4,7}	15,000 ^{2,6} / 20,000 ^{4,7}	15,000	15,000	18,200	18,200	15,000 ^{2,6,8} / 20,000 ^{4,7}	15,000 ^{2,6,8} / 20,000 ^{4,7}	18,200 ^{2,6} / 20,000 ^{4,7}	18,200 ^{2,6} / 20,000 ^{4,7}
7.3L V8	3.73	23,500	13,000	14,000	14,000/ 13,000 ⁵	15,000	13,000	14,000	15,000	15,000	14,000/ 13,000 ⁵	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000
	4.30	27,500	13,000	14,000	14,000/ 13,000 ⁵	15,000	13,000	14,000	15,000	15,000	14,000/ 13,000 ⁵	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000

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

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

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



F-350 Limited Crew Cab with FX4 Off-Road Package in Agate Black Metallic

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. See Dealer and reference "Portfolio" and "P2P" for related Job Aids and specifications.										
		REGULAR CAB				SUPERCAB				CREW CAB		
		Automatic Transmission	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.)										
6.2L V8	3.73	19,500	13,100 ^{1,2} /13,000 ³	12,600	12,800/12,700 ³	12,700/12,600 ³	12,400/12,300 ^{3,6}	12,300/12,200 ^{3,6,7}	12,600	12,400	12,200	12,000 ¹ /11,900 ^{3,6,7}
	4.30	23,000	16,600/16,500 ³	16,100	16,300/16,200 ³	16,200/16,100 ³	15,900/15,800 ^{3,6}	15,800/15,700 ^{3,6,7}	16,100	15,900	15,700	15,500 ¹ /15,400 ^{3,6,7}
	3.31	30,000	22,800 ⁴ /19,200 ^{4,5}	22,400 ^{3,4,7} / 22,300 ^{6,4,7} /16,400 ⁵	22,600 ^{3,4} /22,100 ⁴ / 17,700 ⁵	22,400 ^{3,4,7} /22,100 ⁴ / 16,800 ⁵	22,100 ^{3,4,6,7} / 21,500 ⁴ /14,800 ⁵	22,000 ^{3,4,6,7} / 21,700 ⁴ /14,000 ⁵	22,400 ^{3,4} /21,500 ⁴ / 16,500 ⁵	22,100 ^{3,4,7} / 20,900 ⁴ /14,900 ⁵	21,900 ^{3,4,7} /21,100 ⁴ / 13,700 ⁵	21,700 ^{3,4,6} / 20,900 ^{3,6,7} /20,700 ^{4,7} / 12,000 ⁵
6.7L V8 Turbo Diesel												
	3.55	30,000	22,800 ⁴ /19,200 ^{4,5}	22,400 ^{1,3,4,7} / 22,300 ^{6,4,7} /16,400 ⁵	22,600 ^{3,4} /22,100 ⁴ / 17,700 ⁵	22,400 ^{3,4,7} /22,100 ⁴ / 16,800 ⁵	22,100 ^{3,4,6,7} / 21,500 ⁴ /14,800 ⁵	22,000 ^{3,4,6,7} / 21,700 ⁴ /14,000 ⁵	22,400 ^{3,4} /21,500 ⁴ / 16,500 ⁵	22,100 ^{3,4,7} / 20,900 ⁴ /14,900 ⁵	21,900 ^{3,4,6,7} / 21,100 ⁴ /13,700 ⁵ / 21,800 ^{4,8}	21,700 ^{3,4,6} / 20,900 ^{3,6,7} /20,700 ^{4,7} / 12,000 ⁵
7.3L V8	3.73	23,500	17,000	16,600/16,500 ^{3,6}	16,800/16,700 ³	16,700/16,600 ³	16,300	16,200	16,600	16,400/16,300 ³	16,200/16,100 ^{3,6}	16,000/15,900 ^{3,6,7}
	4.30	27,500	21,000 ⁴	20,600 ^{4,5} / 20,500 ^{3,4,6} /16,500 ^{3,6}	20,800 ⁴ /20,700 ^{1,4}	20,700 ⁴ /20,600 ^{1,4}	20,300 ⁴ /19,200 ^{4,5}	20,200 ⁴ /18,500 ⁵	20,600 ⁴	20,400 ⁴ /20,300 ^{1,4} / 19,500 ^{4,5}	20,200 ⁴ /20,100 ^{3,4,6} / 20,000 ^{4,6} /18,200 ⁵	20,000 ^{1,4} / 19,900 ^{3,4,6} /16,700 ⁵

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

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

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



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

F-350/450 DRW SUPER DUTY® PICKUPS

CONVENTIONAL TOWING

Automatic Transmission

MAXIMUM LOADED TRAILER WEIGHT (lbs.)																					
Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, reference the Towing Basics information on the last page. See Dealer and reference "Portfolio" and "P2P" for related Job Aids and specifications.																					
		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		4x4 141.6" WB 8' Box		4x2 164.2" WB 8' Box		4x4 164.2" WB 8' Box		4x2 176.0" WB 8' Box		4x4 176.0" WB 8' Box		4x2 176.0" WB 8' Box		4x4 176.0" WB 8' Box	
Engine	Axle Ratio GCWR (lbs.)	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing
6.2L V8	3.73	20,000	13,200	13,200	12,800	12,800				12,700	12,700	12,300	12,300	12,500	12,500	12,100	12,100				
	4.30	20,000	13,300 ¹	13,300 ¹						16,200	16,200	15,800	15,800	16,000	16,000	15,600	15,600				
		23,500	16,700	16,700	16,300	16,300															
6.7L V8 Turbo Diesel	3.55	40,000	18,000	21,000	18,000	20,000				18,000	21,200	19,000	21,200	19,000	21,200	21,200	21,200				
	4.10	43,400	18,000	21,000	18,000	20,000				18,000	21,200	19,000	21,200	19,000	21,200	21,200	21,200				
	4.30	43,500																24,200	24,200	24,200	24,200
		45,300					21,200	21,200	21,200	21,200											
7.3L V8	3.73	24,000	17,000	17,200	16,800	16,800				16,700	16,700	16,300	16,300	16,500	16,500	16,100	16,100				
	4.30	28,000	17,000	21,000	18,000	20,000				18,000	20,700	18,000	20,000	19,000	20,500	19,000	20,100				

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	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	
		45,300					37,000 ²	36,400 ²									
7.3L V8	3.73	24,000	17,200	16,700						16,700	16,300	16,500	16,000				
	4.30	28,000	21,200	20,700						20,700	20,300	20,500	20,000				

1. 6-speed transmission.

2. Gooseneck tow rating shown.

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

Notes: • Calculated with SAE J2807® method

• Combined weight of vehicle and trailer cannot exceed listed GCWR

• Do not exceed the Maximum Loaded Trailer Weight listed

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

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



F-350 XL SuperCab in 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.)	4x2 SRW 145.3" WB	4x4 SRW 145.3" WB	4x2 DRW 145.3" WB	4x2 DRW 169.3" WB	4x4 DRW 145.3" WB	4x4 DRW 169.3" WB	4x2 SRW 167.9" WB	4x4 SRW 167.9" WB	4x2 DRW 167.9" WB	4x4 DRW 167.9" WB	4x2 SRW 179.8" WB	4x4 SRW 179.8" WB	4x2 DRW 179.8" WB	4x4 DRW 179.8" WB
6.2L SOHC V8	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 ^{2,3} / 16,400 ⁴	16,200 ² / 16,100 ³ / 16,000 ⁴					16,300 ^{2,3} / 16,100 ⁴	15,900 ² / 15,800 ³ / 15,700 ⁴			16,100 ² / 16,000 ³ / 15,900 ⁴	15,700 ² / 15,600 ³ / 15,500 ⁴		
		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 ⁴	22,200 ⁴					22,300 ⁴	21,900 ⁴			22,100 ⁴	21,300 ⁴		
		31,500			23,700	23,500	23,300	23,100			23,400	23,000			23,200	22,800
	4.10	32,500			24,700	24,500	24,300	24,100			24,400	24,000			24,200	23,800
7.3L V8	4.30	26,000	19,400 ⁴	19,000 ⁴	19,000	18,800	18,600	18,400	19,100 ⁴	18,700 ⁴	18,600	18,200	18,900 ⁴	18,500 ⁴	18,500	18,100

1. Super Duty Chassis Cab does not offer a conventional hitch receiver as a factory-installed option. 2. 17" Tires. Requires 9800 GVWR Package (68D). 3. 18" Tires with available 10,000 GVWR Package (68D). 4. 18" Tires.

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

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



F-450 XL Crew Cab in Oxford White

F-450 SUPER DUTY® CHASSIS CAB

CONVENTIONAL TOWING¹

Automatic Transmission

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

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

Automatic Transmission			REGULAR CAB CHASSIS								SUPERCAB CHASSIS				CREW CAB CHASSIS			
Engine	Axle Ratio	GCWR (lbs.)	4x2 DRW				4x4 DRW				4x2 DRW		4x4 DRW		4x2 DRW		4x4 DRW	
			145.3" WB	169.3" WB	193.3" WB	205.3" WB	145.3" WB	169.3" WB	193.3" WB	205.3" WB	167.9" WB	191.9" WB	167.9" WB	191.9" WB	179.8" WB	203.8" WB	179.8" WB	203.8" WB
7.3L V8	4.88	28,000	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	35,000²	26,600	26,400	26,100	25,900	26,300	26,100	25,800	25,600	26,300	26,000	26,000	25,600	26,200	25,900	25,900	25,600

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

Notes:

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

M Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in square 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 XL 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	GCWR (lbs.)	4x2 DRW				4x4 DRW				4x2 DRW		4x4 DRW		4x2 DRW		4x4 DRW	
			145.3" WB	169.3" WB	193.3" WB	205.3" WB	145.3" WB	169.3" WB	193.3" WB	205.3" WB	167.9" WB	191.9" WB	167.9" WB	191.9" WB	179.8" WB	203.8" WB	179.8" WB	203.8" WB
7.3L V8	4.88	28,000	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500
6.7L V8 Diesel	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
	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 Diesel	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
	4.30	37,000 ²	28,600	28,400	28,100	27,900	28,300	28,100	27,800	27,600	28,300	28,000	28,000	27,600	28,200	27,900	27,900	27,600
	4.88	32,500	24,100	23,900	23,500	23,400	23,800	23,500	23,200	23,100	23,800	23,400	23,400	23,100	23,600	23,300	23,300	23,000
		40,000 ²	31,600	31,400	31,000	30,900	31,300	31,000	30,700	30,600	31,300	30,900	30,900	30,600	31,100	30,800	30,800	30,500

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

Notes:

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

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



F-600 XL Regular Cab in Oxford White

F-600 SUPER DUTY® CHASSIS CAB

CONVENTIONAL TOWING

Automatic Transmission

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

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
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- 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-650 SuperCab



2023 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.

2023 E-Series Cutaway and Stripped Chassis

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

Super Duty Class A Motorhome Chassis

GVWR	GCWR	Trailer Weight
16,000 lbs.	23,000 lbs.	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 42 for more details
- Combined weight of vehicle and trailer cannot exceed listed GCWR
- Do not exceed the Maximum Loaded Trailer Weight listed

Super Duty Commercial Stripped Chassis

GVWR	GCWR	Trailer Weight
16,000 lbs.	23,000 lbs.	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 42 for more details
- Combined weight of vehicle and trailer cannot exceed listed GCWR
- Do not exceed the Maximum Loaded Trailer Weight listed



E-450 Cutaway DRW

Automatic Transmission		GCWR (lbs.)											
		CUTAWAY						STRIPPED CHASSIS					
Engine	GVWR Axle (lbs.)	E-350 SRW		E-350 DRW			E-450 DRW		E-350 DRW			E-450 DRW	
		138.0" WB	158.0" WB	138.0" WB	158.0" WB	176.0" WB	158.0" WB	176.0" WB	138.0" WB	158.0" WB	176.0" WB	158.0" WB	176.0" WB
7.3L V8 Economy	4.10	10,050	13,000	13,000									
		11,500		13,000	13,000				13,000				
		12,500			13,000	13,000				13,000	13,000		
	4.56	10,500	13,000	13,000									
		11,500		17,000	17,000				17,000				
		12,500			17,000	17,000			17,000	17,000			
	4.00	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	10,500	18,500	18,500									
		11,500		18,500					18,500				
		12,500			18,500	18,500				18,500	18,500		
	14,200						22,000	22,000					
							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-150 Cargo Van Medium Roof in Oxford White

TRANSIT

PASSENGER VAN

Automatic Transmission

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



T-350 Passenger Van High Roof in Blue Jeans

CARGO VAN

Automatic Transmission

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

CREW VAN

Automatic Transmission

MAXIMUM LOADED TRAILER WEIGHT (lbs.)														
REAR-WHEEL DRIVE								ALL-WHEEL DRIVE						
Engine	Axle Ratio	GCWR (lbs.)	150/250/350 130" WB	150/250/350 130" WB	150/250/350 148" WB	150/250/350 148" WB	350 148" WB	150/250/350 130" WB	150/250/350 130" WB	150/250/350 148" WB	150/250/350 148" WB	250/350 148" WB	350 148" WB	
			Low Roof	Medium Roof	Low Roof	Medium Roof	High Roof	Low Roof	Medium Roof	Low Roof	Medium Roof	High Roof	High Roof	High Roof
3.5L PFDI V6	3.73	10,800	4900	4800	4800	4700	4600	4700	4600	4600	4500	4400		
	4.10	12,000	6000	5900	5900	5800	5700	5800	5700	5700	5600	5500	5000	
3.5L EcoBoost V6	3.31	11,200	5200	5100										
	3.73	12,600	6500	6400	6400 ² /6500	6300	6200	6300	6200	6200	6100	6000		
		13,000					6200						6000	

1. Not available on 350 models. 2. 250 models only.

NOTE: E-Transit is not recommended for towing. No listings provided in this guide.

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

Automatic Transmission

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	350 178" WB	350HD DRW 178" WB	250/350 138" WB	350HD DRW 138" WB	250/350 156" WB	350HD DRW 156" WB	350 178" WB	350HD DRW 178" WB
3.5L PFDI V6	4.10	12,000	6600	6400	6400	6200	6200	6000	6400	6200	6200	6000	5900	5800
3.5L EcoBoost® V6	3.73	12,600	7100		6900				6900		6700			
		13,000		7300		7100	7100	6900		7100		6900	6900	6700
		15,000		7500		7500		7500		7500		7500		7500

CHASSIS CAB

Automatic Transmission

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	350 178" WB	350HD DRW 178" WB	250/350 138" WB	350HD DRW 138" WB	250/350 156" WB	350HD DRW 156" WB	350 178" WB	350HD DRW 178" WB
3.5L PFDI V6	4.10	12,000	6500	6400	6400	6200	6100	6000	6300	6100	6200	6000	5900	5700
3.5L EcoBoost V6	3.73	12,600	7100		6900				6800		6700			
		13,000		7300		7100	7000	6900		7100		6900	6800	6600
		15,000		7500		7500		7500		7500		7500		7500

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

• Do not exceed the Maximum Loaded Trailer Weight listed

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

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 XL SuperCrew® 4x4 with STX Appearance Package in Hot Pepper Red Metallic

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). Max. towing varies based on cargo, vehicle configuration, accessories and number of passengers.

Notes:

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

MAVERICK

Automatic Transmission			MAXIMUM LOADED TRAILER WEIGHT (lbs.)	
Engine	Axle Ratio	GCWR (lbs.)	SUPERCREW	
			FWD	AWD
2.5L I-4 Hybrid	2.91	6010	2000	
2.0L EcoBoost I-4	3.63	6145		2000
	3.81	8145		4000 ²

2. Available 4K Tow Package (53Q). Max. towing varies based on cargo, vehicle configuration, accessories and number of passengers.

Notes:

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

Maverick Hybrid XLT SuperCrew in Area 51



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

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



BRONCO

Bronco Black Diamond in Cyber Orange Metallic.
Optional features shown with available Ford Accessories.

10-Speed Automatic Transmission						MAXIMUM LOADED TRAILER WEIGHT (lbs.) ¹													
Engine	Axle Ratio	GCWR (lbs.)		BASE		BIG BEND™		BLACK DIAMOND™		OUTER BANKS™		BADLANDS™		WILDTRAK™		EVERGLADES™		RAPTOR™	
		2-Door	4-Door	2-Door	4-Door	2-Door	4-Door	2-Door	4-Door	2-Door	4-Door	2-Door	4-Door	2-Door	4-Door	4-Door	4-Door		
2.3L EcoBoost® I-4	3.73	8480	8480	3500 ⁵	3500 ⁵	3500	3500			3500	3500								
	4.27	8480	8480			3500	3500			3500	3500								
	4.46	8780	8780					3500	3500			3500	3300						
	4.70	8780	8780	3500 ⁵	3500 ⁵	3500	3500	3500	3400	3500	3500	3480	3280			3240			
2.7L EcoBoost V6	3.73	8740	8480	3500 ⁵	3500 ⁵	3500				3500				3500					
			8740		3500 ⁵		3500				3500				3400				
	4.27	8740	8480			3500	3500			3500	3500								
			8740				3500				3500								
	4.46	8840	8840					3500	3440 ² / 3460 ³			3500	3320						
	4.70 ⁴	8840	8780	3500 ⁵	3500 ⁵	3500		3500		3500		3500		3500		3500			
			8840		3500 ⁵		3500		3300		3500		3260		3320				
3.0L EcoBoost V6	4.70		10,650															4500 ⁶	
7-Speed Manual Transmission																			
2.3L EcoBoost I-4	4.46	8780	8780	3500 ⁵		3500	3500	3500	3500			3500							
	4.70	8780	8780										3320						

1. Towing Capability (53Q) featured content is exclusively a factory-installed package. Not offered on Bronco Base.
2. Equipped with Electromechanical Transfer Case (EMTC). 3. Equipped with Electronic Shift On-the-Fly (ESOF).
4. Sasquatch™ Package (765). 5. Bronco Base does not offer factory-installed towing equipment for this application;
only available as Dealer-installed accessory. 6. Raptor model includes Tow Package 2 as standard equipment.

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



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

BRONCO SPORT

Automatic Transmission			MAXIMUM LOADED TRAILER WEIGHT (lbs.)
Engine	Final Drive Ratio	GCWR (lbs.) 4x4	
1.5L EcoBoost I-3	3.81	5860	2000 ^{1,2}
2.0L EcoBoost I-4	3.81	6260	2200 ^{2,3}

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

Notes: • Certain provinces/territories/states require electric trailer brakes for trailers over a specified weight. Be sure to check local governmental regulations for this specified weight. WARNING: Do not tow a trailer fitted with electric trailer brakes unless your vehicle is fitted with a compatible aftermarket electronic trailer brake controller. Failure to follow this instruction could result in the loss of control of your vehicle, personal injury or death. For additional information and assistance, we recommend that you contact an authorized dealer
• Bronco Sport calculated with SAE J2807 method
• Combined weight of vehicle and trailer cannot exceed listed GCWR
• Do not exceed the Maximum Loaded Trailer Weight listed

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



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



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



Edge ST-Line in Star White Metallic Tri-Coat

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

EXPEDITION

Automatic Transmission			MAXIMUM LOADED TRAILER WEIGHT (lbs.) ¹	
Engine	Axle Ratio	GCWR (lbs.)	EXPEDITION 4x4	EXPEDITION MAX 4x4
3.5L EcoBoost® V6	3.31	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 44 for additional information. 2. ControlTrac with eLSD (Electronic Limited Slip Differential) (62E). 3. Requires available Heavy-Duty Trailer Tow Package (536).

Notes:

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

EXPLORER

Automatic Transmission			MAXIMUM LOADED TRAILER WEIGHT (lbs.)
Engine	Axle Ratio	GCWR (lbs.) 4WD	4WD
2.3L EcoBoost I-4	3.58	7800	3000 ¹
		10,100	5300 ^{2,7}
3.0L EcoBoost V6 ³	3.31 ⁴	10,800	5600
	3.58 ⁵	10,600	5600
3.3L HEV V6	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 IV Trailer Tow Package (52T). 3. Class IV Trailer Tow Package (52T) standard on Platinum and ST models. 4. Platinum models only. 5. ST model only. 6. Fleet only. 7. Class IV Trailer Tow Package standard on Timberline model.

Notes:

- Certain provinces/territories/states require electric trailer brakes for trailers over a specified weight. Be sure to check local governmental regulations for this specified weight. **WARNING:** Do not tow a trailer fitted with electric trailer brakes unless your vehicle is fitted with a compatible aftermarket electronic trailer brake controller. Failure to follow this instruction could result in the loss of control of your vehicle, personal injury or death. For additional information and assistance, we recommend that you contact an authorized dealer
- Explorer calculated with SAE J2807 method
- Combined weight of vehicle and trailer cannot exceed listed GCWR
- Do not exceed the Maximum Loaded Trailer Weight listed

EDGE

Automatic Transmission			MAXIMUM LOADED TRAILER WEIGHT (lbs.)
Engine	Axle Configuration	GCWR (lbs.)	
2.0L EcoBoost I-4	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:

- Certain provinces/territories/states require electric trailer brakes for trailers over a specified weight. Be sure to check local governmental regulations for this specified weight. **WARNING:** Do not tow a trailer fitted with electric trailer brakes unless your vehicle is fitted with a compatible aftermarket electronic trailer brake controller. Failure to follow this instruction could result in the loss of control of your vehicle, personal injury or death. For additional information and assistance, we recommend that you contact an authorized dealer
- Edge calculated with SAE J2807 method
- Combined weight of vehicle and trailer cannot exceed listed GCWR
- Do not exceed the Maximum Loaded Trailer Weight listed



Escape Titanium in Star White Metallic Tri-Coat shown with available Ford Accessories.



Transit Connect Passenger Wagon in Blue Metallic



EcoSport SES in Mooncast Silver Metallic



Mustang GT Premium in Shadow Black

ESCAPE

Automatic Transmission				MAXIMUM LOADED TRAILER WEIGHT (lbs.)
Engine	Final Drive Ratio	GCWR (lbs.) FWD	AWD	
2.5L I-4 Hybrid	2.91	5470	5600	1500 ¹
2.5L I-4 Plug-in Hybrid	2.91	5820		1500 ¹
1.5L EcoBoost® I-3	3.52	5670		2000 ²
	3.81		5830	2000 ²
2.0L EcoBoost I-4	3.47		7460	2000 ² /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 provinces/territories/states require electric trailer brakes for trailers over a specified weight. Be sure to check local governmental regulations for this specified weight. **WARNING:** Do not tow a trailer fitted with electric trailer brakes unless your vehicle is fitted with a compatible aftermarket electronic trailer brake controller. Failure to follow this instruction could result in the loss of control of your vehicle, personal injury or death. For additional information and assistance, we recommend that you contact an authorized dealer
- Escape calculated with SAE J2807® method
- Combined weight of vehicle and trailer cannot exceed listed GCWR
- Do not exceed the Maximum Loaded Trailer Weight listed

TRANSIT CONNECT

Automatic Transmission			MAXIMUM LOADED TRAILER WEIGHT (lbs.)
Engine	Final Drive Ratio	GCWR (lbs.)	
			VAN/WAGON
2.0L 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

ECOSPORT¹

Automatic Transmission			MAXIMUM LOADED TRAILER WEIGHT (lbs.)
Engine	Final Drive Ratio	GCWR (lbs.)	
		4WD	
2.0L Ti-VCT I-4	3.51	5754	2000

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

Notes:

- Certain provinces/territories/states require electric trailer brakes for trailers over a specified weight. Be sure to check local governmental regulations for this specified weight. The maximum trailer weights listed above may be limited to this specified weight, as the electrical system does not include the wiring connector needed to activate electric trailer brakes
- EcoSport calculated with SAE J2807 method
- Combined weight of vehicle and trailer cannot exceed listed GCWR
- Do not exceed the Maximum Loaded Trailer Weight listed

MUSTANG^{1,2}

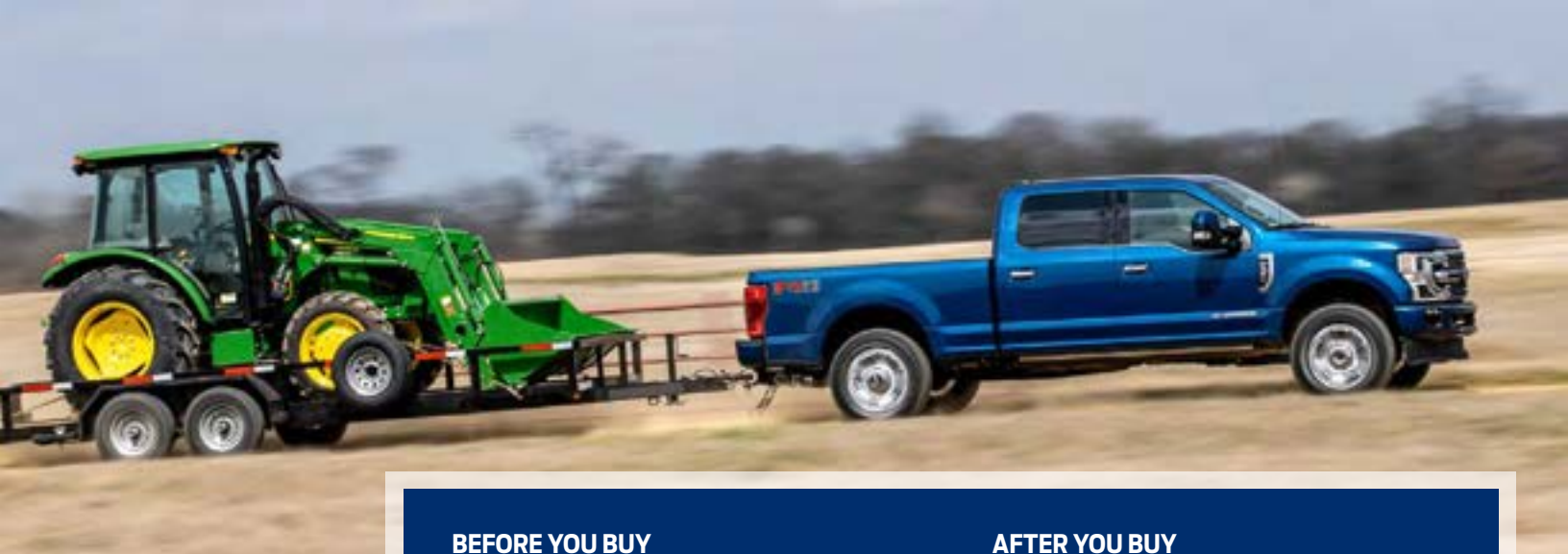
Automatic Transmission		MAXIMUM LOADED TRAILER WEIGHT (lbs.)
Engine	Axle Configuration	
2.3L EcoBoost I-4	RWD	1000
2.3L High Performance EcoBoost I-4	RWD	1000
5.0L V8 GT	RWD	1000
Manual Transmission		MAXIMUM LOADED TRAILER WEIGHT (lbs.)
Engine	Axle Configuration	
2.3L EcoBoost I-4	RWD	1000
2.3L High 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. Mustang Shelby® GT500® and Mustang Mach 1 are not rated to tow a trailer.

Notes:

- Mustang calculated with SAE J2807 method
- Do not exceed the Maximum Loaded Trailer Weight listed

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



KNOW BEFORE YOU TOW.

BEFORE YOU BUY

If you are selecting a vehicle that will be used for towing, you should determine the approximate weight of the trailer you intend to tow, including the weight of any additional cargo and fluids that you will be carrying in the trailer. Also, be sure the vehicle has the proper optional equipment (see page 18). Keep in mind that performance can be severely affected in hilly terrain when the minimum acceptable powertrain combination is selected. Consider purchasing a vehicle with a more powerful engine.

AFTER YOU BUY

Before heading out on a trip, check your vehicle Owner's Manual for break-in and severe-duty maintenance schedules (do not tow a trailer until your vehicle has been driven at least 1600 km). Be sure to have your fully-loaded vehicle (including passengers) and trailer weighed so as not to exceed critical weight limits (see page 47). If any of these limits are exceeded, cargo should be removed from the vehicle and/or trailer until all weights are within the specified limits.

BRAKES

Canadian provinces and territories, as well as many American states, require a separate braking system on trailers with a loaded weight of more than 1500 pounds. 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 local governmental regulations. *See Towing Basics on the last page for additional braking information.*

TRAILER LAMPS

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

SAFETY CHAINS

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

TRAILER WIRING HARNESS

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

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

TRAILER CLASSES

CLASS I

LIGHT-DUTY

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

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

Many Ford vehicles can handle easily.

Conventional weight-carrying hitch.

CLASS II

MEDIUM-DUTY

2001–3500-lb. gross trailer weight.

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

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

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

CLASS III

HEAVY-DUTY

3501–5000-lb. gross trailer weight.

Dual-axle or large single-axle travel trailers.

Most properly equipped Ford trucks and SUVs can tow them¹.

Conventional weight-distributing hitch not always 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 18 for Required Equipment.

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

TRAILER TYPES

FOLDING CAMPING TRAILER

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

Lightweight for easy towing.

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

Compact, low-profile travelling 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 45. (A label affixed to the hitch receiver provides both the weight-carrying and weight-distributing capacities for each receiver.) You are responsible for obtaining the proper hitch ball, ball mounting and other appropriate equipment to tow both the trailer and load that will be towed.



WEIGHT-DISTRIBUTING

A weight-distributing hitch is used in conjunction with a hitch platform (receiver) to distribute tongue load to all towing vehicle and trailer wheels. Required for certain Class III and all Class IV applications (see the chart on page 45).

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



5TH-WHEEL

A 5th-wheel hitch is mounted in the pickup bed to put more of the trailer weight directly over the towing vehicle. The receiver 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.



GOOSENECK

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

- Tight turning radius
- "Fold down" and "install under bed" models provide unobstructed bed area for carrying cargo
- Attachment rails require no welding (sold separately)



FACTORY-INSTALLED TRAILER HITCH RECEIVER OPTIONS AND CAPACITIES.

Transit Connect

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

Bronco Sport

Included with Trailer Tow Package – Option Code 53B

Escape

Included with Class II Trailer Tow Package – Option Code 536

Edge

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

Bronco

Included with Towing Capability – Option Code 53Q

Bronco Raptor

Standard

Explorer

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

Expedition

Standard

Transit

Included with Trailer Tow Package – Option Code 53B

Maverick

Included with Trailer Tow Package – Option Code 53Q

Ranger

Included with Trailer Tow Package – Option Code 53R

F-150 Raptor Pickup

Standard

F-150 Lightning

Standard

F-150 Pickup

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

F-250/F-350/F-450 Super Duty® Pickups

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

- F-250 equipped with Trailer Tow Package
- F-350 Single Rear Wheel Diesel 4x4 on the 160", 164", 176" WB
- F-350/F-450 Dual Rear Wheel Diesel and Gas 7.3L

All other Super Duty Pickup configurations equipped with a 2.5" receiver.

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

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

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

Vehicle	Weight-Carrying Max. Trailer Capacity (lbs.) ¹	Max. Tongue Load (lbs.)	Weight-Distributing Max. Trailer Capacity (lbs.) ¹	Max. Tongue Load (lbs.)
REAR STEP BUMPER				
Ranger	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	350		
Bronco Raptor	4500	450		
Maverick	4000	400		
Explorer Hybrid	5300	530		
Explorer	5600	560		
Expedition	6000	600	9200	920
Expedition MAX	6000	600	9000	900
Transit Passenger Van	4500	450		
Transit Crew Van	6500	650		
Transit Cargo Van	6900	690		
Ranger	7500 ²	750 ²		
F-150 Pickup	5000	500	14,000	1400
F-150 Lightning	5000	500	10,000	1000
F-150 Raptor Pickup	5000	500	8200	820
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 (i.e., equalizing arms and snap-up brackets, sway control system) and other appropriate equipment to tow both the trailer and its cargo load. 2. When properly equipped.

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

WEIGHT DISTRIBUTION HITCH SETUP

CALCULATE WEIGHT DISTRIBUTION.

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

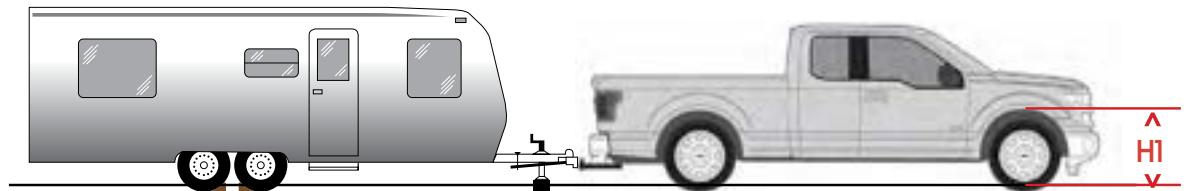
CALCULATION

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

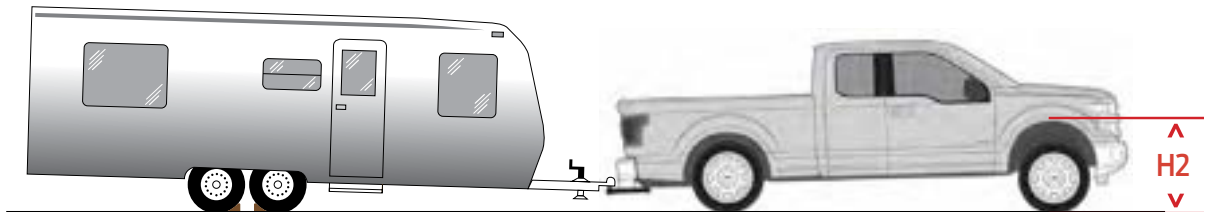
CALCULATION EXAMPLE

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

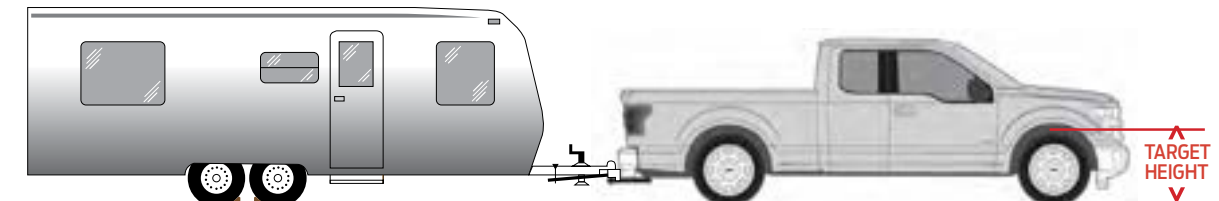
- 1 Load trailer similar to the way it will be loaded for the trip with 10% tongue load and park on level ground.
- 2 Adjust trailer tongue jack to get trailer level or just slightly nose down.
- 3 Load tow vehicle similar to the way it will be used for the trip and park vehicle on level ground.
- 4 Adjust and secure weight distribution ball mount height per manufacturer's instructions so tow ball is the same height as trailer coupler when trailer is not connected to tow vehicle.
- 5 Measure top of front fender lip above the 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 make sure trailer is level to slightly nose down.
- 11 Complete coupler latching, electrical connections, safety chains and emergency braking system attachments.



WEIGHTY INFORMATION.

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

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

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

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

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

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

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

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 20–41 or your vehicle Owner's Manual).

MEASURING TONGUE LOAD WITH COMMERCIAL SCALE

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



WEIGHT LIMITS.

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

Gross Combination Weight Rating (GCWR) is the maximum allowable weight of the towing vehicle and the loaded trailer – including all cargo and passengers – that the vehicle can handle without risking damage. (Important: The towing vehicle's brake system is rated for operation at the GVWR – NOT GCWR. Separate functional brake systems should be used for safe control of towed vehicles and for trailers weighing more than 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 20–41) is the highest possible weight of a fully loaded trailer the vehicle can tow, based on a minimum towing vehicle GVW. It assumes a towing vehicle with any mandatory options, no cargo, tongue load of 10% (conventional trailer) or king pin weight of 15% (5th-wheel trailer), and driver and passenger (150 lbs. each). F-Series Super Duty® Chassis Cab models also assume a second-unit body weight based on 80 lbs. per foot cab-to-axle (CA). Weight of additional options, passengers, cargo and hitch must be deducted from this weight.

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

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

For trailers up to 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 45 for tongue load recommendations with Ford factory-installed trailer hitch receivers.

HOW TO FIND THE TRUCK'S AXLE RATIO.

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

REAR AXLE RATIO CODES

Vehicle	Rear Axle Ratio	Non-Limited Slip	Limited Slip	Electronic Locking
Super Duty (F-250/600)	3.31	31	Not Available	3H
	3.55	35	3K	3J
	3.73	37	3L	3E
	4.10	41	4N/4W ¹	Not Available
	4.30	Not Available	4L/4X ²	4M
	4.88	48	8L	Not Available
F-150 Pickup	3.15	15	Not Available	Not Available
	3.31	27	Not Available	L3
	3.55	19	Not Available	L9
	3.73	26	Not Available	L6
	4.10	Not Available	Not Available	L4
F-150 Lightning	9.61	Not Available	Not Available	XLB
Explorer	3.31	3A	Not Available	Not Available
	3.58	3B	3B ³	Not Available
	3.73	3C	Not Available	Not Available
Expedition	3.31	15	Not Available	Not Available
	3.73	2L	3L ⁴	Not Available
Transit	3.31	31	3L	Not Available
	3.73	73	7L	Not Available
	4.10	41	4L	Not Available
Ranger	3.73	71	Not Available	73
Bronco	3.73	73	Not Available	Not Available
	4.27	Not Available	Not Available	2L
	4.46	46	Not Available	4L
	4.70	Not Available	Not Available	7L
E-Series Cutaway	4.10	52/56	E2/E6	Not Available
	4.56	58/83/85	E8/F3/F5	Not Available
Motorhome	4.88	48	Not Available	Not Available
	5.86	58	Not Available	Not Available
	6.14	61	Not Available	Not Available
Commercial Stripped Chassis	4.30	43	Not Available	Not Available
	4.88	48	Not Available	Not Available
	5.38	53	Not Available	Not Available

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

Sample Truck Safety Compliance Certification Label

(Refer to actual label on your vehicle)

Front GAWR Rear GAWR GVWR

MPD FORD MOTOR CO

FRONT GAWR: 1565 KG (3450 LB)

WITH 275/65R18 1161

18x7.5J

AT 240 kPa/ 35 PSI COLD

DATE: 02/20

REAR GAWR: 1520 KG (3350 LB)

WITH 275/65R18 1161

18x7.5J

AT 240 kPa/ 35 PSI COLD

GVWR: 2994 KG (6600 LB)

THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.

VIN: 1FTEW1EP0LFB45055

TYPE: Truck

EXT INT: J7

RC: 48 D50

WB: 145

INT: 18

TP/PS: 2

AXLE: 19

TR: G

SPR: SSAA

MADE IN U.S.A.

2202002215791

UIC

05054-3520472-AA

P0151

706/77

Axle Code

TOWING ACCESSORIES



FORD ACCESSORIES

Ford Accessories offer a great selection of towing items to enhance function and comfort. For current price and warranty information, please contact your 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



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



Trailer Hitch Ball Mounts – Square Shank

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

Base Part No. 19A282



Trailer Hitch Ball

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

Base Part No. 19F503



Locking Hitch Pin

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

Part No. VML3Z-19A326-A



Neutral Tow Kit

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

Base Part No. 7H332



Telescoping Trailer Tow Mirrors

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

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

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

Base Part No. 17682

Passenger Side

Base Part No. 17683

Driver Side

Base Part No. 17696 Kit

(Driver and Passenger Side)



Trailer Brake Kit

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

Base Part No. 19H332

Base Part No. 2C006

(Bronco and Ranger)

Trailer-Mounted Camera

Attach this helpful weatherproof camera to the rear of the trailer to show you what's behind when in reverse gear; image can be accessed on the 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)



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



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

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

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

Know clearance required for trailer roof.

Check equipment (make a checklist).

Backing Up

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

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

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

Braking

Allow considerably more distance for stopping with trailer attached.

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

If your tow vehicle is an F-150, F-Series Super Duty®, Transit or Expedition and your trailer has electric brakes, the optional Integrated Trailer Brake Controller (TBC) assists in smooth and effective trailer braking by powering the trailer's electric or electric-over-hydraulic brakes with proportional output based on the towing vehicle's brake pressure.

If you are experiencing trailer sway and your vehicle is equipped with electric brakes and a brake controller, activate the trailer brakes with the brake controller by hand. Do not apply the tow vehicle brakes as this can result in increased sway.

TOWING 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 and Trailer Towing information, Warranty Guides and Owners Manuals, check out ford.ca/owners/support/guides-and-manuals, or dealers may visit p2p.dealerconnection.com.

Turning

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

Towing On Hills

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

With TorqShift® transmission, select tow/haul mode to automatically eliminate unwanted gear search when going uphill and help control vehicle speed when going downhill.

Parking With A Trailer

Whenever possible, vehicles with trailers should not be parked on a grade. However, if it is necessary, place wheel chocks under the trailer's wheels, following the instructions below.

Apply the foot service brakes and hold.

Have another person place the wheel chocks under the trailer wheels on the downgrade side.

Once the chocks are in place, release brake pedal, making sure the chocks will hold the vehicle and trailer.

Apply the parking brake.

Shift automatic transmission into park, or manual transmission into reverse.

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

Starting Out Parked On A Grade

Apply the foot service brake and hold.

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

Shift the transmission into gear and release the parking brake.

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

Apply the brake pedal while another person retrieves the chocks.

Acceleration And Passing

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

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

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

If necessary, downshift for improved acceleration.

Driving With An Automatic Overdrive Transmission

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

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

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

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

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

Driving With Cruise Control

Turn off the cruise control with heavy loads or in hilly terrain. The cruise control may turn off automatically when you are towing on long, steep grades. Use caution while driving on wet roads and avoid using cruise control in rainy or winter weather conditions.

Tire Pressure

Underinflated tires get hot and may fail, leading to possible loss of vehicle control.

Overinflated tires may wear unevenly and compromise traction and stopping capability.

Tires should be checked often for conformance to recommended cold inflation pressures.

Spare Tire Use

A conventional, identical, full-size spare tire is required for trailer towing (mini, compact and dissimilar full-size spare tires should not be used; always replace the spare tire with a new road tire as soon as possible).

On The Road

After about 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. of 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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