

2023 FORD RV & TRAILER TOWING GUIDE



EQUIPMENT • WEIGHTS • TECHNOLOGY • CAPABILITY

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Super Duty F-450 XL Crew Cab 4x4 in Race Red. Preproduction vehicle shown¹.

**POWERFUL.
PRODUCTIVE.
BUILT FORD
TOUGH.**

The 2023 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 to help conquer the toughest of jobs.

F-Series – Canada's truck leader for 56 years running, bringing decades of RV and towing experience for every configuration!

BUILT *Ford* PROUD

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 and Mustang Mach 1.

1. The all-new 2023 Ford F-Series Super Duty will be available in early 2023 with some features and trim series available later in the calendar year. For complete availability of trims and features, talk to your Ford Dealer.

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.

F-150 – PRODUCTIVITY CONNECTED

Combining exceptional strength, capability and intelligent technology, the 2023 F-150 is a true workhorse capable of handling the toughest jobs. A high-strength steel frame and military-grade aluminum alloy body are BUILT FORD TOUGH to help F-150 achieve impressive towing and payload ratings.



F-150 Limited SuperCrew® in Antimatter Blue

IMPRESSIVE 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 seven different powertrain choices, F-150 offers you many options to meet diverse 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 2023 F-150 powertrains include an innovative 10-speed automatic transmission with optimized gear spacing, including 3 overdrive gears to help maximize shift points to optimize power, low-rpm torque and fuel efficiency. Selectable Drive Modes provide added functionality.

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	1910
2.7L EcoBoost® V6	325 @ 5000	400 lb.-ft. @ 3000	10,100	2465
3.5L EcoBoost V6	400 @ 6000	500 lb.-ft. @ 3100	14,000 ¹	3235
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	3315 ²
3.5L EcoBoost H. O. V6 ³	450 @ 5850	510 lb.-ft. @ 3000	8200	1385
5.2L Supercharged V8 ⁵	700 @ 6650	640 lb.-ft. @ 4250	8700	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 3315 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. 4. Raptor R only.

Note: Horsepower, torque, payload and towing 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.

Available Trailer Brake Controller uses braking input, vehicle speed and ABS logic to balance the performance of the truck brakes and electric trailer brakes.

Available Pro Trailer Backup Assist™ and Pro Trailer Hitch 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. Pro Trailer Hitch Assist controls throttle, braking and steering to automatically back truck up and align conventional hitch ball to trailer receiver.

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. BLIS is standard on XLT and above, with Trailer Coverage included on XLT 301A and higher.

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 360-Degree Camera Package (763).

Available On-Board Scales with Smart Hitch provides real-time weight estimates of the total vehicle weight and cargo weight of an F-150, including the Smart Hitch measuring the trailer tongue load weight. This system indicates how much weight has been loaded, letting you know if the truck is within the maximum ratings. Works with all trailer types.

Driver Assist 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.

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.

F-150 – BUILT FORD TOUGH PRODUCTIVITY

Designed and built for getting things done, the 2023 F-150 Pickup brings smart features and purposeful technology to maximize your productivity.



12" CENTRE-STACK TOUCHSCREEN

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



PRO POWER ONBOARD¹

Available class-exclusive² feature expands F-150's capability by bringing generator levels of exportable power to work sites and campsites. Provides 2.0kW, 2.4kW or 7.2kW of output depending on configuration. Accessible via in-cabin outlets and up to four cargo bed-mounted 120-volt/20-amp outlets with a 240-volt/30-amp outlet on models equipped with the available 7.2kW system.



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. 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.



REAR SEAT STORAGE AND LOCKABLE UNDER-SEAT STORAGE

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



AVAILABLE INTERIOR WORK SURFACE

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 with bench seats.

FORD CO-PILOT360™ ASSIST 2.0³

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

FORD POWER-UP SOFTWARE UPDATES

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

1. See Owner's Manual for important operating instructions. 2. Class is Full-Size Pickups under 8500 lbs. GVWR. 3. Ford Co-Pilot360 Assist 2.0 is available on XLT, Tremor 401A and Lariat 501A; standard on Tremor 402A, Lariat 502A, King Ranch® and above. 4. Navigation services require SYNC 4 and FordPass Connect, complimentary Connected Service and the FordPass™ app.

F-150 LIGHTNING®

**POWERFUL.
PRODUCTIVE.
CAPABLE.**

The F-150 Lightning represents a leap ahead in innovation for Ford trucks. It's quick and powerful with impressive torque. F-150 Lightning is an all-electric truck with real-world functionality and up to 515 km of all-electric range.¹ It goes to work like an F-150 and offers the same BUILT FORD TOUGH durability as all F-Series pickups. F-150 Lightning brings features such as a maximum towing rating of 10,000 lbs.² and a Mega Power Frunk that holds up to 400 lbs.



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



Performance

- Dual electric motors (one on each axle)
- 580 horsepower and 775 lb.-ft. of torque in extended-range models³
- 452 horsepower, 775 lb.-ft. of torque in standard-range models³
- Independent front and rear suspension with rear semi-trailing arm
- Available extended-range battery with an EnerGuide-estimated 515 km of range¹
- Selectable Drive Modes: Normal, Sport, Tow/Haul and Off-Road



Capability

- 4x4 drivetrain standard
- 10,000 lbs. max. available towing² and 2235 lbs. max. payload⁴

Available Tow Technology Package⁵

- 360-Degree Camera⁶
- Forward Sensing System⁶
- Pro Trailer Backup Assist
- Pro Trailer Hitch Assist
- Trailer Brake Controller
- Trailer Reverse Guidance
- On-Board Scales with Smart Hitch⁷



Innovation

- Standard Mega Power Frunk is a 400L (14.1 cu.ft.) front trunk that holds up to 400 lbs. – or the equivalent of eight 50-lb. bags of ready-mix cement
- Enhanced Pro Power Onboard with 9.6kW output available and up to 11 outlets⁸
- Available Enhanced Zone Lighting – four lighting areas (front, both sides and rear) that can be controlled from the centre-stack screen or FordPass app
- Available 15.5" centre-stack touchscreen

¹. Excludes Platinum models. Platinum with extended-range battery: 483-km estimated range. Standard-range battery models: 386-km estimated range. 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 XLT and Lariat models with available extended-range battery, Max. Trailer Tow Package and 18" All-Terrain or 20" All-Season tires. When properly equipped, max. towing varies based on cargo, vehicle configuration, accessories and number of passengers. ³. Based on manufacturer testing using computer engineering simulations. Calculated via peak performance of the electric motor(s) at peak battery power. Horsepower and torque are independent attributes and may not be achieved simultaneously. Your results may vary. ⁴. When properly equipped, max. payload with Pro trim (Major National Fleet only), standard-range battery and 18-inch wheels. Horsepower, torque, payload, towing and estimated range ratings are independent attributes and may not be achieved simultaneously. ⁵. Included on Lariat (511A) and Platinum. Available on Pro (Fleet only), XLT and Lariat (510A). ⁶. Included on Pro (Fleet only); standard on XLT, Lariat and Platinum. ⁷. Requires Removal Option (63X) when selecting Tow Technology Package. Late availability, estimated first quarter 2023. ⁸. Optional on Pro (Fleet only), Included on XLT (312A), standard on Lariat and Platinum. See Owner's Manual for complete operating instructions.

SUPER DUTY PICKUPS – DURABLE, CAPABLE, PRODUCTIVE

The all-new 2023 Super Duty Pickups expand their role as the pinnacle of BUILT FORD TOUGH with rugged durability and improved capability and productivity. New powertrains, improved camera technologies and innovative connected features and services meet the needs of a multitude of commercial vocations and personal use towing customers. Super Duty Pickups are built to handle your toughest jobs with Regular Cab, SuperCab and Crew Cab choices in both 4x2 and 4x4 configurations for maximum flexibility.



Super Duty F-350 Limited in Azure Grey Metallic. Preproduction vehicle shown¹.

NEW POWER CHOICES

6.8L Gas V8 – A New Workhorse

This new 6.8L V8 workhorse, standard on XL models, raises the bar for entry-level performance with **405 hp** and **445 lb.-ft. of torque**. Naturally aspirated with port injection, the engine uses a cam-in-block and overhead valve architecture with variable valve timing and leverages the latest technology to deliver improved power and torque, especially in the lower rpm range where it's needed to get heavy loads up to speed more quickly.

7.3L Gas V8 – Most Powerful Gas Engine In Its Class²

The available 7.3L gas V8 engine provides high performance in a compact package, with available best-in-class gas V8 output of **430 horsepower**, available best-in-class gas torque of **485 lb.-ft.**^{2,3}, and expanded towing and payload capability for the toughest of jobs. The pushrod V8 design optimizes low-end torque and the variable-cam timing helps to optimize high-output power.

6.7L Power Stroke Diesel – A Proven Performer

This available 6.7-litre Power Stroke engine includes a 36,000-psi fuel-injection system that helps optimize combustion and provide excellent pedal 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.

6.7L High Output Power Stroke Diesel – New High-Performance Engine

This available new High Output Diesel engine incorporates a turbocharger with a cooled compressor and stainless-steel exhaust manifolds helping it deliver available best-in-class **500 hp** and best-in-class maximum available **1200 lb.-ft. of torque**.^{2,3}

A 10-speed automatic transmission with Selectable Drive Modes is standard on all models. 4x4 is now standard on XLT models and above.

¹ The all-new 2023 Ford F-Series Super Duty will be available in early 2023 with some features and trim series available later in the calendar year. For complete availability of trims and features, talk to your Ford Dealer. ² Class is Full-Size Pickups over 8500 lbs. GVWR. Your results may vary. ³ Horsepower and torque are independent attributes and may not be achieved simultaneously.

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 Connector

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

Alerts/warnings are displayed within 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.

Software measures the yaw motion of the vehicle to determine if the trailer is swaying and then responds to eliminate the sway condition¹.

Standard Trailer Brake Controller (TBC)

Helps to ensure smooth and effective trailer braking by powering the trailer's brakes with an output proportional to the towing vehicle's brake pressure. Factory-installed and warranted by Ford Motor Company².

Available Onboard Scales with Smart Hitch³

Estimates cargo weight in real-time and provides guidance on trailer tongue weight distribution directly on the centre-stack touchscreen or FordPass app. LED segments within the taillamps (Platinum and Limited only) can also illuminate to provide an approximate measure while loading.

Tow/Haul Mode with Integrated Engine-Exhaust Brake

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

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



Trailer Reverse Guidance⁴

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

Functions with all trailers, including gooseneck and 5th-wheel applications.



Pro Trailer Backup Assist™⁵ and Pro Trailer Hitch Assist^{3,5}

Pro Trailer Backup Assist makes 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. Pro Trailer Hitch Assist controls throttle, braking and steering to automatically back the truck up and align the conventional hitch ball to the trailer receiver.



360-Degree Trailer Camera System⁶

A new, available 360-Degree Trailer Camera System along with the required 360-Degree Camera Package⁷ allows you to see if you're free and clear on all sides of your truck and trailer.

Includes BLIS (Blind Spot Information System), with Cross Traffic Alert and Trailer Coverage and Reverse Sensing System with Reverse Brake Assist⁸.



Power Tailgate

Available system provides ability to raise or lower tailgate from inside cab, from keyfob or from button on tailgate. Includes Tailgate Down camera³ and reverse sensors in the top of tailgate that provide both visual and audible alerts when the tailgate is down, helping to make backing up to a dock or hitching a gooseneck or 5th-wheel trailer easier than ever before.

¹. Remember that even advanced technology cannot overcome the laws of physics. It's always possible to lose control of a vehicle due to inappropriate driver input or improper trailer loading for the conditions. ². See limited warranty for details. Ask your Ford Dealer for details. ³. Available Spring 2023. King Ranch, Platinum and Limited only. 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. ⁵. Included in available Tow Technology Package (52T). ⁶. Available Spring 2023. ⁷. Available early 2023. ⁸. Included on XL and XLT; standard on Lariat, King Ranch, Platinum and Limited.

SUPER DUTY CHASSIS CABS NEXT LEVEL TOUGHNESS

The 2023 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.

Powerful engines, a heavy-duty 10-speed automatic transmission and available, innovative 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 be upfit and designed to conquer the toughest jobs.



F-550 XL Chassis Cab in Antimatter Blue

CNG/Propane Gaseous Engine Prep Package is available for 7.3L V8 engine.¹ 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.

1. Available on XL and XLT F-450 and F-550 Chassis Cabs only.

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

Selectable Drive Modes
(Normal, Tow/Haul, Slippery, Eco)

SelectShift® capability and
Progressive Range Select

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



Maverick Lariat FX4 SuperCrew in Hot Pepper Red Metallic Tinted Clearcoat. Optional features shown with available Ford Accessories.

FORD MAVERICK... ADAPTABLE AND CAPABLE

The 2023 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 2.0L EcoBoost engine with standard all-wheel drive makes Ford Maverick a very capable machine. With available 4000 lbs. of maximum towing capacity² available and its standard 1500-lb. payload capacity³, the Maverick pickup is ready for work and for play.

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™⁵ on a standard 8-inch touchscreen with available SYNC® 3
- Standard FordPass Connect™ with embedded modem keep you connected and on the go⁶



Ranger Lariat FX4 SuperCrew with Chrome Appearance Package in Velocity Blue Metallic

FORD RANGER®...ADVENTURE READY

Whether carrying kayaks and camping gear to an out-of-the-way spot or towing your favourite trailer, 2023 Ranger is built for adventure. BUILT FORD TOUGH capability combined with a proven 2.3L EcoBoost engine and available off-road features, such as the Terrain Management System and Ford Trail Control, inspire the confidence to get there.

And with up to 7500 pounds of available towing capability⁷ Ranger is more than ready to move boats to their slips and campers to their sites.

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. Max. towing varies based on cargo, vehicle configuration, accessories and number of passengers. 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. ⁵. Requires phone with active data service and compatible software. SYNC 3 does not control third-party products while in use. Third parties are solely responsible for their respective functionality. ⁶. FordPass Connect (optional on select vehicles), and complimentary Connected Service are required for remote features (see FordPass Terms for details). Connected service and features depend on comparable Bell network availability. Evolving technology/cellular networks/vehicle capability may limit functionality and prevent operation of connected features. Connected service excludes Wi-Fi® hotspot. ⁷. 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
(7000 lbs. maximum trailer
weight at 16,000-lb. GVWR)

7.3L OHV V8 gas engine
(335 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



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

Hill Start Assist

Ford Telematics embedded
modem

Electronic Stability Control

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

Available Driver-Assist
Technology Package¹



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.

COMMERCIAL STRIPPED CHASSIS

FEATURES

Five wheelbase choices:
158/168²/178/190/208-inch

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

Four Gross Combination
Weight Ratings (GCWRs):
23,000/26,000/27,200/
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
(335 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

Electronic stability control

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

Two Driver-Assist Technology
Packages available¹

240-amp extra/extra heavy-duty
alternator available

CNG/LPG Gaseous Fuel Prep
Package available

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

2024 E-SERIES™ CLASS C MOTORHOME CHASSIS

FEATURES

Three wheelbase choices:
138/158/176-inch

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

7.3L V8 premium engine

6-speed automatic
transmission with Tow/Haul
mode and auxiliary cooler

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

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

Driver and front passenger
airbags²

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

Steel ladder-type truck frame
with seven cross members

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

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

Available Driver-Assist
Technology Package³

Ford Telematics embedded
modem⁴

Electronic Stability Control

Traction Control

Hill Start Assist

Available dual alternators –
240-amp/157-amp

CNG/Propane Gaseous Fuel
Prep Package available



E-350 Cutaway DRW
in Oxford White

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. 4. Due to continued industry-wide supply chain issues and production constraints Wi-Fi 4G LTE Hotspot (embedded modem) Delete (68W) is a required option on all E-Series models. See your Ford Dealer for the most up-to-date availability information.

TRANSIT CLASS C MOTORHOME CHASSIS



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



NOTE: Image shown on TV screen is simulated.

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

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 Technologies²

Ford Telematics embedded modem

Driver and front passenger airbags³

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. 2. 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. 3. Always wear your safety belt.



CAMPER CENTRE-OF-GRAVITY

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

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

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

SLIDE-IN CAMPER INSTALLATION

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

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

Note: Be sure to measure your slide-in camper before attempting to install it onto the bed of the truck. Some campers may require a platform in the bed of the truck to make sure there is adequate clearance for both the box rails and cab roof of the truck.

F-150 PICKUP SLIDE-IN CAMPER

F-150 King Ranch SuperCrew in Oxford White

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	2785	2861
4x2 SuperCab	164.1"	7850	7850	2071	2100
4x2 SuperCrew	157.2"	7850	7850	1979	1996
4x4 Reg. Cab	141.5"	7850	7850	2571	2588
4x4 SuperCab	164.1"	7850	7850	1840	1862
4x4 SuperCrew	157.2"	7850	7850	1744	1754

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

LT265/70R18C 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. Requires 5.0L V8 or 3.5L V6 EcoBoost gas engine. Max. Trailer Tow Package (53C) required with 3.5L V6 EcoBoost or 5.0L engine.

If you intend to pull a trailer in addition to carrying your camper, see the F-150 Pickup Trailer Towing Selector charts on pages 22 and 23.

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 and F-450] 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 and Lariat (SRW and DRW) and King Ranch and Platinum (DRW Only)

**IF YOU INTEND TO PULL A
TRAILER IN ADDITION TO
CARRYING YOUR CAMPER,
SEE THE SUPER DUTY
PICKUP TRAILER TOWING
SELECTOR CHARTS ON
PAGES 27, 29 AND 31.**



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 9900-lb. GVWR Package.

MAXIMUM CARGO WEIGHT WITH SLIDE-IN CAMPER

Note: This chart lists GVWRs and Maximum Cargo Weights (with minimum equipment) by engine for each approved pickup model: 6.8L V8, 7.3L V8, 6.7L Power Stroke Turbo Diesel V8 and H.O. 6.7L Power Stroke Turbo Diesel V8.

F-250 Super Duty ¹	Wheelbase	GVWR (lbs.)				Maximum Cargo Weight Rating (lbs.)			
		6.8L	7.3L	6.7L	6.7L H.O.	6.8L Std./Opt. ³	7.3L Std./Opt. ³	6.7L Std./Opt. ³	6.7L H.O./Opt. ³
4x2 Reg. Cab	141.6"	10,000	10,000	10,000	10,600 ²	3793/3693	3690/3590	3036/2936	3535/ –
4x2 Reg. Cab	141.6"	–	–	10,600 ²	–	– / –	– / –	3550/ –	– / –
4x2 Reg. Cab	141.6"	–	–	10,600	–	– / –	– / –	3636/ –	– / –
4x2 SuperCab	148.0"	10,000	10,000	10,000	10,700 ²	3046/2946	2962/2862	2298/2198	2898/ –
4x2 SuperCab	148.0"	–	–	10,700 ²	–	– / –	– / –	2913/ –	– / –
4x2 SuperCab	148.0"	10,100	10,100	10,600	–	3146/ –	3062/ –	2898/ –	– / –
4x2 SuperCab	164.2"	10,000	10,000	10,000	11,000 ²	2937/2837	2854/2754	2170/2070	3069/ –
4x2 SuperCab	164.2"	–	–	11,000 ²	–	– / –	– / –	3084/ –	– / –
4x2 SuperCab	164.2"	10,400	10,400	10,600	–	3337/ –	3254/ –	2770/ –	– / –
4x2 Crew Cab	159.8"	10,000	10,000	10,000	10,800 ²	3000/2900	2916/2816	2206/2106	2905/ –
4x2 Crew Cab	159.8"	–	–	10,800 ²	–	– / –	– / –	2920/ –	– / –
4x2 Crew Cab	159.8"	10,100	10,200	10,600	–	3100/ –	3116/ –	2806/ –	– / –
4x2 Crew Cab	176.0"	10,000	10,000	10,000	11,100 ²	2777/2677	2693/2593	1956/1859	2958/ –
4x2 Crew Cab	176.0"	–	–	11,100 ²	–	– / –	– / –	2973/ –	– / –
4x2 Crew Cab	176.0"	10,400	10,500	10,600	–	3177/ –	3193/ –	2559/ –	– / –
4x4 Reg. Cab	141.6"	10,000	10,000	10,000	11,000 ²	3348/3248	3264/3164	2628/2528	3527/ –
4x4 Reg. Cab	141.6"	–	–	11,000 ²	–	– / –	– / –	3542/ –	– / –
4x4 Reg. Cab	141.6"	10,300	10,400	10,600	–	3648/ –	3664/ –	3228/ –	– / –
4x4 SuperCab	148.0"	10,000	10,000	10,000	11,000 ²	2631/2531	2548/2448	1906/1806	2805/ –
4x4 SuperCab	148.0"	–	–	11,000 ²	–	– / –	– / –	2820/ –	– / –
4x4 SuperCab	148.0"	10,400	10,400	10,600	–	3031/ –	2948/ –	2506/ –	– / –
4x4 SuperCab	164.2"	10,000	10,000	10,000	11,400 ²	2543/2443	2459/2359	1788/1688	3088/ –
4x4 SuperCab	164.2"	–	–	11,200 ²	–	– / –	– / –	2903/ –	– / –
4x4 SuperCab	164.2"	10,600	10,600	10,600	–	3143/ –	3059/ –	2388/ –	– / –
4x4 Crew Cab	159.8"	10,000	10,000	10,000	11,100 ²	2650/2550	2566/2466	1843/1743	2842/ –
4x4 Crew Cab	159.8"	–	–	11,100 ²	–	– / –	– / –	2857/ –	– / –
4x4 Crew Cab	159.8"	10,500	10,500	10,600	–	3150/ –	3066/ –	2443/ –	– / –
4x4 Crew Cab	176.0"	10,000	10,000	10,000	11,400 ²	2347/2247	2263/2163	1529/1429	2828/ –
4x4 Crew Cab	176.0"	–	–	11,200 ²	–	– / –	– / –	2643/ –	– / –
4x4 Crew Cab	176.0"	10,600	10,600	10,600	–	2947/ –	2863/ –	2129/ –	– / –
F-350 Super Duty¹	Wheelbase	6.8L	7.3L	6.7L	6.7L H.O.	6.8L Std.	7.3L Std.	6.7L Std.	6.7L H.O.
17" Tires									
4x2 Reg. Cab	141.6"	–	–	10,600	10,600	–	–	3580	3565
4x2 SuperCab	148.0"	10,100	10,100	10,700	10,700	3116	2933	3011	2996
4x2 SuperCab	164.2"	10,400	10,400	11,000	11,000	3304	3122	3186	3170
4x2 Crew Cab	159.8"	10,200	10,200	10,800	10,800	3061	2878	2936	2921
4x2 Crew Cab	176.0"	10,600	10,600	11,100	11,100	3225	3053	2999	2984
4x4 Reg. Cab	141.6"	10,400	10,400	11,000	11,000	3688	3506	3566	3551
4x4 SuperCab	148.0"	10,500	10,500	11,000	11,000	3094	2912	2899	2883
4x4 SuperCab	164.2"	10,800	10,800	11,300	11,300	3287	3104	3073	3058
4x4 Crew Cab	159.8"	10,600	10,600	11,200	11,200	3050	2868	2917	2901
4x4 Crew Cab	176.0"	10,900	10,900	11,499	11,499	3235	3053	2939	2923
18" All-Season Tires									
4x2 Reg. Cab	141.6"	10,500	10,500	11,100	11,100	4179	3965	4023	4008
4x2 SuperCab	148.0"	10,600	10,600	11,200	11,200	3586	3373	3454	3439
4x2 SuperCab	164.2"	10,900	10,900	11,499	11,499	3778	3565	3627	3611
4x2 Crew Cab	159.8"	10,600	10,700	11,300	11,300	3435	3321	3379	3364
4x2 Crew Cab	176.0"	11,100	11,100	11,499	11,499	3709	3496	3341	3326
4x4 Reg. Cab	141.6"	10,900	10,900	11,499	11,499	4162	3949	4008	3993
4x4 SuperCab	148.0"	10,900	11,000	11,499	11,499	3468	3355	3340	3324
4x4 SuperCab	164.2"	11,300	11,300	11,499	11,499	3761	3547	3215	3200
4x4 Crew Cab	159.8"	11,000	11,100	11,499	11,499	3424	3311	3159	3143
4x4 Crew Cab	176.0"	11,300	11,300	12,000	12,000	3608	3395	3355	3339
18"/20" All-Terrain and 20" All-Season Tires									
4x4 Reg. Cab	141.6"	11,400	11,400	12,000	12,000	4657	4444	4504	4489
4x4 SuperCab	148.0"	11,400	11,400	12,000	12,000	3963	3750	3837	3821
4x4 SuperCab	164.2"	11,800	11,800	12,300	12,300	4256	4042	4011	3996
4x4 Crew Cab	159.8"	11,499	11,499	12,000	12,000	3918	3705	3655	3639
4x4 Crew Cab	176.0"	11,900	11,900	12,400	12,400	4203	3990	3792	3776
F-350 DRW Super Duty¹	Wheelbase	6.8L	7.3L	6.7L	6.7L H.O.	6.8L Std.	7.3L Std.	6.7L Std.	6.7L H.O.
4x2 Reg. Cab	141.6"	14,000	14,000	14,000	14,000	7344	7236	6558	6542
4x2 SuperCab	164.2"	14,000	14,000	14,000	14,000	6434	6338	5654	5649
4x2 Crew Cab	176.0"	14,000	14,000	14,000	14,000	6214	6118	5478	5463
4x4 Reg. Cab	141.6"	14,000	14,000	14,000	14,000	6903	6807	6129	6114
4x4 SuperCab	164.2"	14,000	14,000	14,000	14,000	6020	5924	5248	5232
4x4 Crew Cab	176.0"	14,000	14,000	14,000	14,000	5794	5698	4989	4973
F-450 DRW Super Duty¹	Wheelbase	6.8L	7.3L	6.7L	6.7L H.O.	6.8L Std.	7.3L Std.	6.7L Std.	6.7L H.O.
4x2 Reg. Cab	141.6"	–	–	14,000	14,000	–	–	5983	5877
4x4 Reg. Cab	141.6"	–	–	14,000	14,000	–	–	5497	5482
4x2 Crew Cab	176.0"	–	–	14,000	14,000	–	–	4788	4773
4x4 Crew Cab	176.0"	–	–	14,000	14,000	–	–	4488	4473

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.

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 models 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 41 and 49 for additional brake information.



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

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

INDIVIDUAL VEHICLES HAVE DIFFERENT RESTRICTIONS AND TOWING PROCEDURES. CONTACT YOUR FORD DEALER FOR COMPLETE DETAILS.

FOUR-WHEEL-DOWN AVAILABILITY

	Automatic Transmission	Manual Transmission
2023 FORD CARS		
Mustang	No	No
2023 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
2023 FORD CUVS/SUVS		
Transit Connect	No	N/A
Bronco Sport	No	N/A
Escape	No	N/A
Edge	No	N/A
Edge ST	Yes ^{4,5,6,7}	N/A
Bronco	Yes ⁹	Yes ⁹
Explorer	No	N/A
Expedition/Expedition MAX 4x4	Yes ^{8,9}	N/A
2023 FORD TRUCKS		
Maverick	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
2024 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

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

2023 FORD CARS	FWD	RWD	AWD/4WD ¹
Mustang	N/A	No	N/A
2023 FORD ELECTRIFIED VEHICLES			
Mustang Mach-E	N/A	No	No
Escape Hybrid	Yes	N/A	No
Escape Plug-in Hybrid	Yes	N/A	N/A
Maverick Hybrid	Yes	N/A	N/A
E-Transit	N/A	No	N/A
F-150 Lightning	N/A	N/A	No
2023 FORD CUVS/SUVS			
Transit Connect	Yes	N/A	N/A
Bronco Sport	N/A	N/A	No
Escape	Yes	N/A	No
Edge	N/A	N/A	No
Bronco	N/A	N/A	No
Explorer	N/A	N/A	No
Expedition	N/A	N/A	No
2023 FORD TRUCKS			
Maverick	N/A	N/A	No
Ranger	N/A	N/A	No
F-150 Pickup	N/A	No	No
Super Duty Pickup/Chassis Cab	N/A	No	No
Transit	N/A	No	No
2024 E-Series Cutaway/Stripped Chassis	N/A	No	N/A

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

Tow-dollies allow you to tow your vehicle behind a RV or motorhome if you are unable to four-wheel-down your car, SUV or truck. 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.

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.

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 meters, multiply square feet by .09; to obtain information in centimetres, multiply inches by 2.54.

Vehicle	Trailer Frontal Area Limitations/Considerations	With
Mustang	12 sq. ft.	All Applications
Transit Connect	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 Trailer Tow Package (53D)
	55 sq. ft.	With standard-range battery and Trailer Tow Package (53D)
	60 sq. ft.	With extended-range battery
F-150 Pickup	55 sq. ft.	Any powertrain with Trailer Towing Package or Payload Package and Trailer Towing Ratings between 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.

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 Ford Dealer for a copy) may be voided if you tow without them.

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

Transit Connect

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

Transit

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

Bronco Sport

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

Bronco

For trailers over 2000 lbs. – Towing Capability (53Q)

Escape

For trailers over 2000 lbs. – Class II Trailer Tow Package (53B)

Edge

For trailers over 1500 lbs. – Class II Trailer Tow Package (53G)

Explorer

For trailers over 3000 lbs. – Class IV Trailer Tow Package (52T)

Expedition

For trailers over 6000 lbs. – Class IV Heavy-Duty Trailer Tow Package (53B)

Maverick

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

Ranger

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

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-150 Pickup

For trailers over 5000 lbs. – Trailer Tow Package (53A, 53B) or Max. Trailer Tow Package (53C)

F-250 Pickup

For conventional towing greater than 18,200 lbs. – High-Capacity Trailer Tow Package (535) with 18" All-Season or 20" All-Terrain Tires

F-450/F-550 Chassis Cab

For 37,000/40,000-lb. GCWR on F-550; 35,000-lb. GCWR on F-450 – High-Capacity Trailer Tow Package (535)

RECOMMENDED EQUIPMENT

(where not required)

Includes items that can make towing easier, and are strongly recommended for strenuous towing conditions. A weight-carrying hitch is recommended for all vehicles towing trailers less than 5000 pounds. See pages 43 and 44 for weight-distributing hitch towing requirements.

For a listing of all SUV, Pickup Truck and Commercial-Oriented Vehicles towing equipment and trailer towing packages, see charts on the next three pages.



Explorer Limited in Jewel Red Metallic Tinted Clearcoat

SPORT UTILITY VEHICLES TOWING EQUIPMENT AND TRAILER TOWING PACKAGES

LEGEND

I = Equipment is included in the package
S = Equipment is standard on the vehicle
(NOC) = No "Option Code" assigned

Vehicle (Option Code)	Escape ¹ (536)	Edge (536) ²	Explorer (52T)	Expedition (536)	Bronco Sport (53B)	Bronco (53Q) ³	Bronco Raptor ⁴ (NOC)
7-Wire Harness and 4-/7-Pin Connector			I	S		I	S
Trailer Wiring Harness (4-Pin)	I	I			I		
Trailer Module						I	S
Hitch Receiver (See chart on page 44)	I	I	I	S	I	I	S
Aux. Auto Trans. Oil Cooler	I						S
Upgraded Rear Axle				I			
Tow/Haul Mode			S	S			S
Tow Hooks Front				S ⁸	S ⁶	S	S
2-Speed Automatic 4WD				I		S ⁷	S ⁷
Trailer Brake Controller				I			
Trailer Sway Control	I	I	S	S	I	S	S
Trailer Reverse Guidance				I ⁵			
360-Degree Camera				I ⁵			S
Lane Keeping Alert	S	S	S	S	S	S	S
Pro Trailer Backup Assist				I			

1. Available with 2.0L EcoBoost I-4 or 2.5L I-4 Hybrid/Plug-in Hybrid (Platinum, ST-Line Select, ST-Line Elite and PHEV) only. 2. Available with 2.0L EcoBoost I-4 (ST-Line and Titanium only), standard on ST. 3. 53Q featured content is exclusively a factory-installed package. 4. Bronco Raptor includes Tow Package 2 as standard equipment. 5. Availability varies by model. See your Ford Dealer for details. 6. Standard only on Badlands™ and Heritage Limited. 7. Advanced 4x4 with Automatic Engagement is standard on Badlands, Heritage, Heritage Limited, Wildtrak™, Everglades™ and Raptor, available on all other trims. 8. Standard on XLT and above.

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

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

CONVENTIONAL

9200 Expedition
5600 Explorer
4500 Bronco Raptor
3500 Edge
3500 Escape
2200 Bronco Sport
1000 Mustang



Super Duty F-350 Lariat Crew Cab in Stone Grey Metallic. Preproduction vehicle shown.

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

GOOSENECK

40,000 Super Duty Pickup

5TH-WHEEL

35,000 Super Duty Pickup

14,000 F-150 Pickup

CONVENTIONAL

30,000 Super Duty Pickup

14,000 F-150 Pickup

10,000 F-150 Lightning

7500 Ranger

4000 Maverick

LEGEND

I = Equipment is included in the package

S = Equipment is standard on the vehicle

(NOC) = No "Option Code" assigned

PICKUP TRUCKS TOWING EQUIPMENT AND TRAILER TOWING PACKAGES

Vehicle (Option Code)	Maverick (53Q)	Ranger (53R)	F-150 Lightning (53D) ¹	F-150 Lightning (17V) ²	F-150 (53B)	F-150 (53A)	F-150 (53C)	F-150 Raptor (NOC)	F-250 Super Duty Pickup (535) ³	F-250 Super Duty Pickup (52T) ⁴	F-350/F-450 Super Duty Pickup (NOC)
7-Wire Harness and 4-/7-Pin Connector	I	I	S	S	I	I	I	S	S	S	S
Hitch Receiver (See chart on page 44)	I	I	S	S	I	I	I	S	S	S	S
Aux. Auto Trans. Oil Cooler	I							S	S	S	S
Radiator Upgrade	I							S			
Smart Trailer Tow Connector			S	S	I	I	I	S	S	S	S
Trailer Brake Wiring/Feed Kit									S	S	S ⁵
Upgraded Rear Axle							I	S	I		S
Increased GCW (6.7L)									I		S
Upgraded Rear Bumper							I				
Tow/Haul Mode	S ^{3,4}	S	S	S	S	S	S	S	S	S	S
Tow Hooks, Front	S ^{3,4}	S	S	S				S	S	S	S
2-Speed Automatic 4WD								S			
Trailer Brake Controller	I			I		I	I	S	S	S	S
Trailer Sway Control	S	S	S	S	S	S	S	S	S	S	S
Trailer Reverse Guidance				I				S		I	
360-Degree Camera			S ⁶	S ⁷				S	S ¹⁶	S ¹⁶	S ¹⁶
Lane Keeping Alert		S ¹⁵	S	S	S	S	S	S	S ¹²	I ¹²	S ¹²
Tailgate LED			S ⁸	S		I	I	S	S	S	S
Pro Trailer Backup Assist				I		I ⁹	I ⁹	S	S ¹²	I ¹²	S ¹²
Pro Trailer Hitch Assist				I					S ¹²	I ¹²	S ¹²
Onboard Scales with Smart Hitch ¹⁰				I	S ¹¹	S ¹¹	S ¹¹		S ¹²	S ¹²	S ¹²

1. Optional on Pro (Fleet only), XLT and Lariat; standard on Platinum. 2. Optional on Pro (Fleet only), XLT and Lariat (510A), included on Lariat (511A) and standard on Platinum. 3. Requires 6.7L diesel engine. 4. Optional on XL, XLT and Lariat (requires 360-Degree Camera Package). Standard on King Ranch, Platinum and Limited. 5. In-cab, no controller (SRW). 6. Standard on XLT, Lariat and Platinum models. 7. Standard on XLT, Lariat and Platinum models, included in Towing Technology Package (17V) on Pro (Fleet only) model. 8. Not available on Pro (Fleet only) model without Towing Technology Package (17V). Tailgate LED is included with 360-degree camera. 9. Not included on XL (100A). 10. Requires Removal Option (63X) on F-150 Lightning. Late availability, Spring 2023. 11. Standard only on Limited model. Optional (555) on other models. 12. Standard on King Ranch, Platinum and Limited. Optional on Lariat. 13. Also included on vehicles equipped with Tremor Off-Road Package (17V). 14. Included on vehicles equipped with FX4 Off-Road Package (17S). 15. Standard on XLT, available on XL. 16. 360-Degree Camera Package (874) available on XL and XLT, standard on Lariat and above.

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



Super Duty F-550 XL Chassis Cab in Oxford White

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

GOOSENECK

34,700 Super Duty Chassis Cab

5TH-WHEEL

34,600 Super Duty Chassis Cab

CONVENTIONAL

18,500 Super Duty Chassis Cab

7500 Transit Cutaway/
Chassis Cab

6900 Transit Cargo Van

6500 Transit Crew Van

4500 Transit Passenger Van

2000 Transit Connect

COMMERCIAL-ORIENTED VEHICLES TOWING EQUIPMENT AND TRAILER TOWING PACKAGES

LEGEND

I = Equipment is included in the package
S = Equipment is standard on the vehicle
(NOC) = No "Option Code" assigned

Vehicle (Option Code)	Transit Connect Van/Wagon (53T)	Transit (53B) ¹	Transit (53D)	F-350/F-450/F-550 Super Duty Chassis Cab (NOC)	F-450/F-550 Super Duty Chassis Cab (535) ²	F-600 Super Duty Chassis Cab (NOC)
7-Wire Harness and 4-/7-Pin Connector		I ³	I			
7-Wire Harness (Blunt Cut) with Relays				S	S	S
Trailer Wiring Harness (4-Pin)	I		I			
Trailer Module	I					
Trailer Wiring Provision		I	I			
Hitch Receiver (See chart on page 44)	I	I				
Trailer Brake Wiring/Feed Kit					I	
Trailer Brake Controller				S	S	S
Upgraded Rear Axle					I	
Increased GCW (6.7L)					I	
Tow/Haul Mode		I	I	S	S	S
Tow Hooks, Front				S	S	S
Trailer Sway Control	I		I	S	S	S
Lane Keeping Alert		S	S	S	S	S

1. Not available on Cutaway or Chassis Cab models. 2. Requires 6.7L diesel engine. 3. Includes relay system for backup/B+/running lights.

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



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

F-150 PICKUPS AND SUPER DUTY TRUCKS

Select the F-Series cab design and drive system (4x2 or 4x4) you prefer. (See pages 22–31.) Read down the column to find the trailer weight that can be towed with engine/axle ratio combinations listed. GCWR column shows maximum allowable combined weight of vehicle, trailer and cargo (including passengers) for each engine/axle ratio combination.

Maximum Loaded Trailer Weight assumes a towing vehicle with any mandatory options, no cargo, tongue load of 10% (conventional trailer) or king pin weight of 15% (5th-wheel trailer) and driver and passenger (150 lbs. each). Weight of additional options, passengers, cargo and hitch must be deducted from this weight. Also check Required and Recommended Equipment on page 17.





F-150 XLT Heritage Edition Package SuperCrew 4x4 in Race Red and Carbonized Grey

F-150 PICKUP

TRAILER TOWING SELECTOR

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.

Automatic Transmission			REGULAR CAB				SUPERCAB				SUPERCREW			
Engine	Axle Ratio	GAWR (lbs.)	4x2 122.8" WB	4x2 141.5" WB	4x4 122.8" WB	4x4 141.5" WB	4x2 145.4" WB	4x2 164.1" WB	4x4 145.4" WB	4x4 164.1" WB	4x2 145.4" WB	4x2 157.2" WB	4x4 145.4" WB	4x4 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		200										
		12,900			8100	8100								
		13,000					8200				8100			
		13,200							8100					
5.0L 4-Valve V8 ²	3.15	13,100	8300										8200	
		14,800		9900			9700	9600			9600	9600		
	3.31	13,100	8,300											
		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				10,400		
		15,700				10,500					10,500			
		15,800											10,400/10,000 ⁵	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								
	3.73	18,100		13,000 ⁴							12,900 ³			
		18,200 ³						13,000				13,000		
		18,300 ^{3,4}				13,000								
		18,400						13,000					13,000 ³	12,900 ³
		18,500								13,000 ³		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). 5. Tremor Package.

Notes:

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



F-150 King Ranch SuperCrew 4x4 in Star White Metallic Tri-Coat

F-150 PICKUP

CONVENTIONAL TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)

TRAILER TOWING SELECTOR

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.

Automatic Transmission			REGULAR CAB				SUPERCAB				SUPERCREW			
Engine	Axle Ratio	GCWR (lbs.)	4x2 122.8" WB	4x2 141.5" WB	4x4 122.8" WB	4x4 141.5" WB	4x2 145.4" WB	4x2 164.1" WB	4x4 145.4" WB	4x4 164.1" WB	4x2 145.4" WB	4x2 157.2" WB	4x4 145.4" WB	4x4 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 ⁴									10,000	10,000		
		15,400 ⁴							10,100					
		15,500 ⁴											10,100	
3.5L GTDI V6 ²	3.31	16,200		11,200			11,000							
		16,300												
		16,500				11,200					11,200			
		16,600						11,200	11,100				11,300	
		16,700												11,200
		16,800											11,200	11,200
		16,900								11,200				
		16,200		11,200										
	3.55	16,300					11,000							
		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				
		17,600 ⁵												
		17,700 ⁵							12,100					
		18,000 ⁵		13,000		12,700						13,900		
		19,300 ⁵												
		19,400 ⁵						14,000					14,000	13,800
		19,500 ⁵								13,800				
	3.73	17,100 ⁶											10,000	
		18,500 ^{5,7}		13,300		13,100								
		19,400 ^{5,7}						14,000						
		19,500 ^{5,7}										14,000		13,700
3.5L GTDI V6 H.O. ³	4.10	14,500											8200	
		14,575 ⁸											8200	
5.2L Supercharged V8 ⁹	4.10	TBD											8700	

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). **9.** Raptor R only.

Notes:

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



F-150 XLT SuperCrew 4x4 in Carbonized Grey Metallic

F-150 PICKUP – HYBRID AND LIGHTNING

CONVENTIONAL TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)

TRAILER TOWING SELECTOR

**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.**

Automatic Transmission			SUPERCREW			
Engine	Axle Ratio	GCWR (lbs.)	4x2 145.4" WB	4x2 157.2" WB	4x4 145.4" WB	4x4 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	

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 Trailer Tow Package (53D). 5. Extended range battery. 6. Platinum model. 7. Requires 20" All-Terrain tires. 8. Requires 18" All-Terrain tires or 20" All-Season tires.

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

TAILGATE CLEARANCE

Considerations When Towing a 5th-Wheel or Gooseneck Trailer[†]

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

[†]5th-wheel towing is not recommended for Raptor or Lightning models.

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

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

5TH-WHEEL/GOOSENECK TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Automatic Transmission			SUPERCREW			
Engine	Axle Ratio	GCWR (lbs.)	4x2 145.4" WB	4x2 157.2" WB	4x4 145.4" WB	4x4 157.2" WB
3.5L Hybrid V6 ¹	3.55	16,800	10,200			
		16,900		10,400		
		18,500 ²	10,200	10,400		
3.73		17,100			8500	8300
		18,400 ²			8500	8300



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 Lightning SuperCrew XLT 4x4 in Rapid Red



F-150 Platinum SuperCrew 4x4 in Antimatter Blue

F-150 PICKUP

5TH-WHEEL/GOOSENECK TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)

TRAILER TOWING SELECTOR

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.

Automatic Transmission			REGULAR CAB				SUPERCAB				SUPERCREW				
Engine	Axle Ratio	GCWR (lbs.)	4x2 122.8" WB	4x2 141.5" WB	4x4 122.8" WB	4x4 141.5" WB	4x2 145.4" WB	4x2 164.1" WB	4x4 145.4" WB	4x4 164.1" WB	4x2 145.4" WB ⁵	4x2 157.2" WB	4x4 145.4" WB ⁵	4x4 157.2" WB	
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						
13,400													8200		
5.0L 4-Valve V8 ²	3.15	13,100	8300												
		14,800		9800			9600	9500			9600	9500			
	3.31	13,100	8300												
		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												10,300/8,000 ⁶	10,200
		15,900							10,500	10,400					
		17,700 ³							10,700						
		17,900 ³		12,000			11,100								
		18,000 ³				11,700									
		18,100		13,000 ⁴								12,000 ³			
		18,200 ³						11,800					11,400		
		18,300				12,900 ⁴									
		18,400							13,000 ⁴					10,800 ³	10,700 ³
		18,500									11,100 ³		13,000 ⁴		
		18,600 ⁴									12,900				
		18,700 ⁴													12,900

1. Do not exceed a trailer weight of 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). **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. **6.** Tremor Package.

Notes:

- 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.
- Calculated with SAE J2807 method.



F-150 XLT SuperCrew 4x4 with XTR Package in Oxford White

F-150 PICKUP

5TH-WHEEL/GOOSENECK TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)

TRAILER TOWING SELECTOR

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.

Automatic Transmission			REGULAR CAB				SUPERCAB				SUPERCREW				
Engine	Axle Ratio	GCWR (lbs.)	4x2 122.8" WB	4x2 141.5" WB	4x4 122.8" WB	4x4 141.5" WB	4x2 145.4" WB	4x2 164.1" WB	4x4 145.4" WB	4x4 164.1" WB	4x2 145.4" WB ⁷	4x2 157.2" WB	4x4 145.4" WB ⁷	4x4 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	8500												
		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			10,100								
		16,300													
		16,500				11,200			10,900	9900		9500			
		16,600											10,800		
		16,700												9800	10,100
		16,800													
		16,900								9700					
	3.55	16,200		11,200				10,100							
		16,300													
		16,500				11,200						9,500			
		16,600						10,900	9900						
		16,700											10,800		
		16,800												9800	10,100
		16,900								9700					
		17,600						10,100							
		17,700 ⁴							9900						
		18,000 ⁴		13,000		11,700									
	19,300 ⁴										11,100				
	19,400 ⁴						10,900					10,800	9800	10,100	
	19,500 ⁴								9700						
3.73	17,100 ⁵												7700		
	18,500 ^{4,6}		13,300		13,000										
	19,400 ^{4,6}						13,900								
	19,500 ^{4,6}								13,800			14,000		13,700	

1. Do not exceed a trailer weight of 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: • 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.
• Calculated with SAE J2807 method.



F-250 Lariat Crew Cab with Tremor Off-Road Package in Carbonized Grey Metallic. Preproduction vehicle shown*.

F-250 SRW SUPER DUTY PICKUP

CONVENTIONAL TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)

TRAILER TOWING SELECTOR

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.

Automatic Transmission			REGULAR CAB				SUPERCAB				CREW CAB			
Engine	Axle Ratio ²	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		
6.7L V8 Turbo Diesel	3.31	23,500	16,600	16,200	16,300	16,200	15,900	15,800	16,200	15,900	15,800	15,500		
		30,000 ¹	18,200	20,000	18,200	19,500	20,000	22,000	19,500	19,500	22,000	21,900		
6.7L V8 H.O. Turbo Diesel	3.55	30,000 ¹	18,200	20,000	18,200	19,500	20,000	22,000	19,500	19,500	22,000	21,900		
			18,200	20,000	18,200	19,500	20,000	22,000	19,500	19,500	22,000	22,000		
6.8L V8	3.31	31,000 ¹	18,200	20,000	18,200	19,500	20,000	22,000	19,500	19,500	22,000	22,000		
	3.55	31,000 ¹	18,200	20,000	18,200	19,500	20,000	22,000	19,500	19,500	22,000	22,000		
7.3L V8		28,300 ³									18,200 ³			
	3.73	21,000	14,800	14,400	14,500	14,400	14,100	14,000	14,500	14,300	14,100	13,800		
7.3L V8	4.30	23,500	17,300	16,900	17,000	16,900	16,600	16,500	17,000	16,800	16,600	16,300		
	4.30	26,000	18,200	18,200	18,200	18,200	18,200	18,200	18,200	18,200	18,200	18,200		

1. Requires F-250 High-Capacity Axle Upgrade Package (535). 2. F-250 models include electronic locking rear axles as standard. 3. Tremor Off-Road Package (17Y). 4. The all-new 2023 Ford F-Series Super Duty will be available in early 2023 with some features and trim series available later in the calendar year. For complete availability of trims and features, talk to your Ford Dealer.

- Notes:**
- 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.
 - Calculated with SAE J2807 method.
 - Trailer towing values are the same for weight-carrying and weight-distributing hitches.
 - If using load bars for weight distribution, Ford recommends 50% front axle load rest (FALR).

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.



F-250 Lariat Crew Cab in Agate Black. Preproduction vehicle shown⁴.

F-250 SRW SUPER DUTY PICKUP

5TH-WHEEL/GOOSENECK TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)

TRAILER TOWING SELECTOR

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	
			5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck
Automatic Transmission	Axle Ratio ⁴	GCWR (lbs.)	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck
6.7L V8 Turbo Diesel	3.31	23,500	16,300	16,500	15,900	16,100	16,100	16,200	15,900	16,100	14,600	15,700	13,900	14,900
		23,500									15,700 ³	15,800 ³		
		30,000 ¹	22,300	22,900	21,700	22,500	21,000	22,000	20,900	22,000	20,500	21,500	20,600	21,600
6.7L V8 H.O. Turbo Diesel	3.55	30,000 ¹	22,300	22,900	21,700	22,500	21,000	22,000	20,900	22,000	20,500	21,500	20,600	21,600
	3.31	31,000 ¹	22,300	23,000	21,700	22,700	21,000	22,000	20,900	22,000	20,400	21,400	20,600	21,600
	3.55	31,000 ¹	22,300	23,000	21,700	22,700	21,000	22,000	20,900	22,000	20,400	21,400	20,600	21,600
6.8L V8		28,300 ²												
7.3L V8	3.73	21,000	14,600	14,800	14,100	14,300	14,300	14,500	14,200	14,300	13,900	14,000	13,800	13,900
	4.30	23,500	17,100	17,300	16,600	16,800	16,800	17,000	16,700	16,800	16,400	16,500	16,300	16,400
	3.73	23,500	17,000	17,200	16,600	16,700	16,700	16,900	16,600	16,800	16,300	16,500	16,200	16,400
		24,600	18,100	18,300	17,700	17,800	17,800	18,000	17,700	17,900	17,400	17,600	17,300	17,500
	4.30	26,000	19,500	19,500	19,100	19,200	19,200	19,400	19,100	19,300	18,800	19,000	18,300/18,700 ³	18,900

1. Requires F-250 High-Capacity Axle Upgrade Package (535). 2. Tremor Off-Road Package (17Y). 3. 10,000 plus GVWR. 4. F-250 models include electronic locking rear axles as standard. 5. The all-new 2023 Ford F-Series Super Duty will be available in early 2023 with some features and trim series available later in the calendar year. For complete availability of trims and features, talk to your Ford Dealer.

- Notes:**
- 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.
 - Calculated with SAE J2807 method.
 - Trailer towing values are the same for weight-carrying and weight-distributing hitches.
 - If using load bars for weight distribution, Ford recommends 50% front axle load rest (FALR).



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



F-350 Lariat Crew Cab in Stone Grey Metallic. Preproduction vehicle shown⁵.

F-350 SRW SUPER DUTY PICKUP

CONVENTIONAL TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)

TRAILER TOWING SELECTOR

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.

Automatic Transmission			REGULAR CAB		SUPERCAB				CREW CAB			
Engine	Axle Ratio ⁴	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
6.7L V8 Turbo Diesel	3.31	31,000	20,000	20,000	20,000	23,000	20,000	23,200	23,000	23,000	23,200/23,100 ^{1,2}	22,900/22,800 ^{1,2}
	3.55	31,000	20,000	20,000	20,000	23,000	20,000	23,200	23,000	23,000	23,200/23,100 ^{1,2}	22,900/22,800 ^{1,2}
6.7L V8 H.O. Turbo Diesel	3.31	31,800	20,000	20,000	20,000	23,000	20,000	24,000/23,900 ^{1,2}	23,000	23,000	23,900	23,700/23,600 ^{1,2}
	3.55	31,200 ³									18,200	
		35,200	20,000	20,000	20,000	23,000	20,000	24,000	23,000	23,000	24,000	24,800/25,000 ¹
6.8L V8	3.73	21,000	14,500/14,700 ¹	14,300/14,200 ²	14,500/14,400 ¹	14,400/14,300 ¹	14,100/14,000 ^{1,2}	14,000/13,900 ^{1,2}	14,300	14,100	13,900	13,800/13,700 ^{1,2}
	4.30	24,400	17,900/18,100 ¹	17,700/17,600 ²	17,900/17,800 ¹	17,800/17,700 ¹	17,500/17,400 ^{1,2}	17,400/17,300 ^{1,2}	17,700	17,500	17,300	17,200/17,100 ^{1,2}
7.3L V8	3.73	25,200	18,200 ¹	18,300/18,200 ^{1,2}	18,200	18,400/18,300 ¹	18,100/18,000 ^{1,2}	17,900	18,300	18,100/18,000 ¹	17,900/17,800 ²	17,800/17,700 ^{1,2}
	4.30	28,600 ³									18,200	
		29,000	18,200 ¹	19,500	18,200	19,500	19,500	19,500	19,500	19,500	19,500	19,500

1. 18" All-Season Tires. 2. 18" and 20" All-Terrain Tires. 3. Tremor Off-Road Package (17Y). 4. F-350 SRW models are standard with electronic locking rear axles. 5. The all-new 2023 Ford F-Series Super Duty will be available in early 2023 with some features and trim series available later in the calendar year. For complete availability of trims and features, talk to your Ford Dealer.

- Notes:**
- 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.
 - Calculated with SAE J2807 method.
 - Trailer towing values are the same for weight-carrying and weight-distributing hitches.
 - If using load bars for weight distribution, Ford recommends 50% front axle load rest (FALR).



F-350 XLT Crew Cab in Antimatter Blue. Preproduction vehicle shown⁵.

F-350 SRW SUPER DUTY PICKUP

5TH-WHEEL/GOOSENECK TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)

TRAILER TOWING SELECTOR

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	
Automatic Transmission			5th- Wheel	Goose- neck	5th- Wheel	Goose- neck	5th- Wheel	Goose- neck	5th- Wheel	Goose- neck	5th- Wheel	Goose- neck	5th- Wheel	Goose- neck	5th- Wheel	Goose- neck	5th- Wheel	Goose- neck	5th- Wheel	Goose- neck	5th- Wheel	Goose- neck
Engine	Axle Ratio ⁴	GCWR (lbs.)																				
6.7L V8 Turbo Diesel	3.31	31,000	22,100/ 23,700 ¹	23,100/ 23,800 ¹	22,000/ 23,300 ^{1,2}	23,000/ 23,400 ^{1,2}	21,400/ 23,500 ¹	22,500/ 23,600 ¹	21,400/ 23,300 ¹	22,500/ 23,500 ¹	20,800/ 23,000 ^{1,2}	21,900/ 23,200 ^{1,2}	21,000/ 22,900 ^{1,2}	22,100/ 23,100 ^{1,2}	20,800/ 23,300 ¹	21,900/ 23,400 ¹	20,300/ 23,100 ¹	21,300/ 23,200 ¹	20,500/ 22,700 ¹ / 22,900 ²	21,600/ 23,000 ^{1,2}	20,100/ 22,500 ¹ / 22,600 ²	21,100/ 22,700 ¹ / 22,800 ²
	3.55	31,000	22,100/ 23,700 ¹	23,100/ 23,800 ¹	22,000/ 23,300 ^{1,2}	23,000/ 23,400 ^{1,2}	21,400/ 23,500 ¹	22,500/ 23,600 ¹	21,400/ 23,300 ¹	22,500/ 23,500 ¹	20,800/ 23,000 ^{1,2}	21,900/ 23,200 ^{1,2}	21,000/ 22,900 ^{1,2}	22,100/ 23,100 ^{1,2}	20,800/ 23,300 ¹	21,900/ 23,400 ¹	20,300/ 23,100 ¹	21,300/ 23,200 ¹	20,500/ 22,700 ¹ / 22,900 ²	21,600/ 23,000 ^{1,2}	20,100/ 22,500 ¹ / 22,600 ²	21,100/ 22,700 ¹ / 22,800 ²
6.7L V8 H.O. Turbo Diesel	3.31	31,800	22,100/ 24,500 ¹	23,100/ 24,600 ¹ / 24,000 ²	22,000/ 24,100 ¹	23,000/ 24,200 ^{1,2}	21,400/ 24,200 ¹	22,500/ 24,400 ¹	21,400/ 24,000 ¹	22,500/ 24,300 ¹	20,800/ 23,800 ^{1,2}	21,900/ 24,000 ^{1,2}	21,000/ 23,000 ¹ / 23,700 ²	22,100/ 23,900 ^{1,2}	20,800/ 23,600 ¹	21,900/ 24,200 ¹	20,300/ 23,200 ¹	21,300/ 24,000 ¹	20,500/ 22,600 ¹ / 23,600 ²	21,600/ 23,700 ¹ / 23,800 ²	20,100/ 22,500 ¹ / 23,400 ²	21,100/ 23,500 ^{1,2}
	3.55	31,200																	23,000 ³	23,000 ³		
		35,200	22,100/ 25,200 ¹	23,100/ 26,300 ¹	22,000/ 25,000 ¹ / 27,400 ²	23,000/ 26,000 ¹ / 27,600 ²	21,400/ 24,200 ¹	22,500/ 25,300 ¹	21,400/ 24,000 ¹	22,500/ 25,100 ¹	20,800/ 23,800 ^{1,2}	21,900/ 24,900 ^{1,2}	21,000/ 23,000 ¹ / 26,700 ²	22,100/ 24,000 ¹ / 27,300 ²	20,800/ 23,600 ¹	21,900/ 24,600 ¹	20,300/ 23,200 ¹	21,300/ 24,300 ¹	20,500/ 22,600 ¹ / 25,900 ²	21,600/ 23,700 ¹ / 27,000 ²	20,100/ 22,500 ¹ / 25,600 ²	21,100/ 23,500 ¹ / 26,700 ²
6.8L V8	3.73	21,000	14,400 ¹	14,600 ¹	14,100/ 14,000 ^{1,2}	14,200/ 14,200 ^{1,2}	14,300/ 14,200 ¹	14,400	14,100	14,300/ 14,200 ¹	13,800	14,000/ 13,900 ^{1,2}	13,700	13,900/ 13,800 ^{1,2}	14,100/ 14,000 ¹	14,300/ 14,200 ¹	13,900/ 13,800 ¹	14,000/ 14,000 ¹	13,700/ 13,600 ^{1,2}	13,800	13,600/ 13,500 ^{1,2}	13,700
	4.30	24,400	17,800 ¹	18,000 ¹	17,500/ 17,400 ^{1,2}	17,600	17,700/ 17,600 ¹	17,800	17,500	17,700/ 17,600 ¹	17,200	17,400/ 17,300 ^{1,2}	17,100	17,300/ 17,200 ^{1,2}	17,500/ 17,400 ¹	17,700/ 17,600 ¹	17,300/ 17,200 ¹	17,400	17,100/ 17,000 ^{1,2}	17,200	17,000/ 16,900 ^{1,2}	17,100
7.3L V8	3.73	25,200	18,400 ¹	18,600 ¹	18,100/ 18,000 ^{1,2}	18,200	18,200	18,400/ 18,300 ¹	18,100	18,300/ 18,200 ¹	17,800	18,000/ 17,900 ^{1,2}	17,700/ 17,600 ²	17,900/ 17,800 ^{1,2}	18,100/ 18,000 ¹	18,200	17,900/ 17,800 ¹	18,000	17,700/ 17,600 ^{1,2}	17,800	17,600/ 17,500 ^{1,2}	17,700
		28,600																	21,000 ³	21,000 ³		
	4.30	29,000	22,200 ¹	22,400 ¹	21,800	22,000	21,300/ 22,000 ¹	22,200/ 22,100 ¹	21,400/ 21,900 ¹	22,100/ 22,000 ¹	21,000/ 21,600 ^{1,2}	21,800/ 21,700 ^{1,2}	21,100/ 21,500 ¹ / 21,400 ²	21,700/ 21,600 ^{1,2}	20,800/ 21,800 ¹	21,900/ 22,000 ¹	20,600/ 21,600 ¹	21,600/ 21,800 ¹	20,600/ 21,400 ^{1,2}	21,600	21,100/ 21,300 ^{1,2}	21,500

1. 18" All-Season Tires. 2. 18" and 20" All-Terrain Tires.
3. Tremor Off-Road Package (17Y). 4. F-350 SRW models include electronic locking rear axles as standard. 5. The all-new 2023 Ford F-Series Super Duty will be available in early 2023 with some features and trim series available later in the calendar year. For complete availability of trims and features, talk to your Ford Dealer.

- Notes:**
- 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.
 - Calculated with SAE J2807 method.
 - Trailer towing values are the same for weight-carrying and weight-distributing hitches.
 - If using load bars for weight distribution, Ford recommends 50% front axle load rest (FALR).



F-450 XL Crew Cab 4x4 in Oxford White. Preproduction vehicle shown³.

F-350/450 DRW SUPER DUTY PICKUPS

CONVENTIONAL TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)

TRAILER TOWING SELECTOR

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			F-350 4x2	F-350 4x4	F-450 4x2	F-450 4x4	F-350 4x2	F-350 4x4	F-450 4x2	F-450 4x4	F-350 4x2	F-350 4x4	F-450 4x2	F-450 4x4
Engine	Axle Ratio	GCWR (lbs.)	141.6" WB 8' Box	141.6" WB 8' Box	141.6" WB 8' Box	141.6" WB 8' Box	164.2" WB 8' Box	164.2" WB 8' Box	164.2" WB 8' Box	164.2" WB 8' Box	176.0" WB 8' Box	176.0" WB 8' Box	176.0" WB 8' Box	176.0" WB 8' Box
6.7L V8 Turbo Diesel	3.55	40,000	24,800/18,200 ¹	24,800			26,700	26,700			27,000	27,000		
	4.10	43,900	24,800/18,200 ¹	24,800			26,700	26,700			27,000	27,000		
	4.30	43,500											30,000	30,000
	4.67	46,700			25,000	25,000								
6.7L V8 H.O. Turbo Diesel	3.55	40,500	24,800	24,800			26,700	26,700			27,000	27,000		
	4.10	45,600	24,800	24,800			26,700	26,700			28,000	28,000		
	4.30	43,500											30,000	30,000
	4.67	46,700			25,000	25,000								
6.8L V8	4.30	25,400	18,700/18,200 ¹	18,300			18,300	17,800			18,000	17,600		
7.3L V8	3.73	25,700	18,900	18,500			18,500	18,100			18,200	17,800		
	4.30	29,500	22,000	22,000			22,000	21,900			22,000	21,600		

5TH-WHEEL/GOOSENECK TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)

			REGULAR CAB				SUPERCAB				CREW CAB			
Automatic Transmission			F-350 4x2	F-350 4x4	F-450 4x2	F-450 4x4	F-350 4x2	F-350 4x4	F-450 4x2	F-450 4x4	F-350 4x2	F-350 4x4	F-450 4x2	F-450 4x4
Engine	Axle Ratio	GCWR (lbs.)	141.6" WB 8' Box	141.6" WB 8' Box	141.6" WB 8' Box	141.6" WB 8' Box	164.2" WB 8' Box	164.2" WB 8' Box	164.2" WB 8' Box	164.2" WB 8' Box	176.0" WB 8' Box	176.0" WB 8' Box	176.0" WB 8' Box	176.0" WB 8' Box
6.7L V8	3.55	40,000	32,300/ 32,500/ 32,400 ¹	32,600 ¹	31,900	32,000					31,800	32,000		
	4.10	43,900	35,000/ 36,400/ 35,000 ¹	36,500 ¹	35,000	35,900					35,000	35,900		
	4.30	43,500											34,000	33,100
	4.67	46,700			35,000	36,600	35,000	36,900						
6.7L V8 H.O. Turbo Diesel	3.55	40,500	32,800	32,900	32,300	32,500					32,100	32,300		
	4.10	45,600	35,000	38,000	35,000	37,600					35,000	37,400		
	4.30	43,500											33,900	33,000
	4.67	46,700			35,000	38,600	35,000	36,800						
6.8L V8	4.30	25,400	18,500/ 18,700 ¹	18,900 ¹	18,000	18,200					17,800	18,000		
	4.30	25,700	18,700	18,800	18,200	18,400					18,000	18,200		
7.3L V8	3.73	25,700	22,500	22,500	22,000	22,200					21,800	22,000		
	4.30	29,500					22,000	22,200	21,600	21,800				

1. Heavy Duty Payload Package (68F).
2. 40K Gooseneck Tow Package (535).
3. The all-new 2023 Ford F-Series Super Duty will be available in early 2023 with some features and trim series available later in the calendar year. For complete availability of trims and features, talk to your Ford Dealer.

- Notes:**
- 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.
 - Calculated with SAE J2807 method.
 - Trailer towing values are the same for weight-carrying and weight-distributing hitches.
 - If using load bars for weight distribution, Ford recommends 50% front axle load rest (FALR).

F-350 SUPER DUTY CHASSIS CAB

TRAILER TOWING SELECTOR

CONVENTIONAL TOWING¹ – MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Trailer weights shown assume 715-lb. – 1115-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
6.7L V8 Diesel	3.73 ²	31,000	13,500	13,500					13,500	13,500			13,500	13,500		
	3.73	34,000			17,500	17,500	17,500	17,500			17,500	17,500			17,500	17,500
	4.10	34,500			17,500	17,500	17,500	17,500			17,500	17,500			17,500	17,500
7.3L V8	3.73	23,500			16,400	16,100	16,000	15,700			15,900	15,600			15,900	15,500
	4.30	27,200	13,500 ²	13,500 ²					13,500 ²	13,500 ²			13,500 ²	13,500 ²		
		27,500			17,500	17,500	17,500	17,500			17,500	17,500			17,500	17,500

5TH-WHEEL TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)

6.7L V8 Diesel	3.73 ²	31,000	23,400	22,700					22,100	20,100			21,100	19,600		
	3.73	34,000			26,000	25,800	25,600	25,400			25,600	25,200			25,500	25,100
	4.10	34,500			26,500	26,300	26,100	25,900			26,100	25,700			26,000	25,600
7.3L V8	3.73	23,500			16,200	16,000	15,900	15,600			15,800	15,400			15,700	15,300
	4.30	27,200	20,300 ²	19,800 ²					19,900 ²	19,400 ²			19,700 ²	19,300 ²		
	27,500				20,200	20,000	19,900	19,600			19,800	19,400			19,700	19,300

GOOSENECK TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)

6.7L V8 Diesel	3.73 ²	31,000	23,600	23,100					22,900	20,900			21,900	20,500		
	3.73	34,000			26,100	25,900	25,800	25,500			25,700	25,300			25,600	25,200
	4.10	34,500			26,600	26,400	26,300	26,000			26,200	25,800			26,100	25,700
7.3L V8	3.73	23,500			16,300	16,100	16,000	15,700			15,900	15,500			15,800	15,400
	4.30	27,200	20,400 ²	20,000 ²					20,000 ²	19,600 ²			19,900 ²	19,400 ²		
	27,500				20,300	20,100	20,000	19,700			19,900	19,500			19,800	19,400

1. Super Duty Chassis Cab does not offer a conventional hitch receiver as a factory-installed option. 2. Electronic locking rear axle.



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

- 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.
 - Trailer towing values are the same for weight-carrying and weight-distributing hitches.
 - If using load bars for weight distribution, Ford recommends 50% front axle load rest (FALR).

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

F-450 SUPER DUTY CHASSIS CAB

TRAILER TOWING SELECTOR

CONVENTIONAL TOWING¹ – MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Automatic Transmission		Trailer weights shown assume 715-lb. – 1115-lb. second-unit body weight.																
		REGULAR CAB CHASSIS								SUPERCAB CHASSIS				CREW CAB CHASSIS				
Engine	Axle Ratio	GCWR (lbs.)	4x2 DRW 145.3" WB	4x2 DRW 169.3" WB	4x2 DRW 193.3" WB	4x2 DRW 205.3" WB	4x4 DRW 145.3" WB	4x4 DRW 169.3" WB	4x4 DRW 193.3" WB	4x4 DRW 205.3" WB	4x2 DRW 167.9" WB	4x2 DRW 192.0" WB	4x4 DRW 167.9" WB	4x4 DRW 192.0" WB	4x2 DRW 179.8" WB	4x2 DRW 203.8" WB	4x4 DRW 179.8" WB	4x4 DRW 203.8" WB
6.7L V8 Diesel	4.10	34,500	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
	4.30	39,000 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
7.3L V8	4.88	30,000	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

5TH-WHEEL TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)

6.7L V8 Diesel	4.10	34,500	25,700	25,600	25,300	25,100	25,500	25,200	24,800	24,700	25,400	25,100	25,100	24,800	25,300	24,900	24,900	24,700
	4.30	39,000 ²	30,200	30,100	29,800	29,600	30,000	29,700	29,300	29,200	29,900	29,600	29,600	29,300	29,800	29,400	29,400	29,200
	4.88	30,000	22,000	21,800	21,500	21,300	21,700	21,400	21,100	21,000	21,600	21,300	21,300	21,000	21,500	21,200	21,200	20,900

GOOSENECK TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)

6.7L V8 Diesel	4.10	34,500	25,800	25,700	25,400	25,200	25,600	25,400	25,000	24,900	25,600	25,200	25,200	24,900	25,400	25,000	25,100	24,900
	4.30	39,000 ²	30,300	30,200	29,900	29,700	30,100	29,900	29,500	29,400	30,100	29,700	29,700	29,400	29,900	29,500	29,600	29,400
	4.88	30,000	22,100	21,900	21,600	21,400	21,900	21,600	21,200	21,100	21,700	21,500	21,500	21,200	21,600	21,400	21,300	21,100

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

- 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.
 - Trailer towing values are the same for weight-carrying and weight-distributing hitches.
 - If using load bars for weight distribution, Ford recommends 50% front axle load rest (FALR).

F-550 SUPER DUTY CHASSIS CAB

TRAILER TOWING SELECTOR

TRAILER TOWING SELECTOR			CONVENTIONAL TOWING ¹ – MAXIMUM LOADED TRAILER WEIGHT (lbs.)															
Automatic Transmission			Trailer weights shown assume 715-lb. – 1115-lb. second-unit body weight.															
			REGULAR CAB CHASSIS								SUPERCAB CHASSIS				CREW CAB CHASSIS			
Engine	Axle Ratio	GCWR (lbs.)	4x2 DRW 145.3" WB	4x2 DRW 169.3" WB	4x2 DRW 193.3" WB	4x2 DRW 205.3" WB	4x4 DRW 145.3" WB	4x4 DRW 169.3" WB	4x4 DRW 193.3" WB	4x4 DRW 205.3" WB	4x2 DRW 167.9" WB	4x2 DRW 192.0" WB	4x4 DRW 167.9" WB	4x4 DRW 192.0" WB	4x2 DRW 179.8" WB	4x2 DRW 203.8" WB	4x4 DRW 179.8" WB	4x4 DRW 203.8" WB
6.7L V8	4.10	34,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500
Diesel	4.30	39,000 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
		43,000 ^{2,4}	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
7.3L V8	4.88	30,000	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

5TH-WHEEL TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)																		
6.7L V8 Diesel	4.10	34,500	25,700	25,600	25,300	25,100	25,500	25,200	24,800	24,700	25,400	25,100	25,100	24,800	25,300	24,900	24,900	24,700
	4.30	39,000 ²	30,200	30,100	29,800	29,600	30,000	29,700	29,300	29,200	29,900	29,600	29,600	29,300	29,800	29,400	29,400	29,200
		43,000 ^{2,4}	34,200	34,000	33,600	33,500	34,000	33,700	33,300	33,200	33,800	33,500	33,500	33,200	33,700	33,500	33,400	33,100
7.3L V8	4.88	30,000	22,000/ 21,900 ³	21,800/ 21,700 ⁴	21,500/ 21,400 ⁴	21,300	21,700	21,400/ 21,300 ⁴	21,100/ 21,000 ⁴	21,000/ 20,900 ⁴	21,600	21,300	21,300/ 21,200 ⁴	21,000	21,500/ 21,400 ⁴	21,200	21,200/ 21,100 ⁴	20,900/ 20,800 ⁴

GOOSENECK TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)																		
6.7L V8 Diesel	4.10	34,500	25,800	25,700	25,400	25,200	25,600	25,400	25,000	24,900	25,600	25,200	25,200	24,900	25,400	25,000	25,100	24,900
	4.30	39,000 ²	30,300	30,200	29,900	29,700	30,100	29,900	29,500	29,400	30,100	29,700	29,700	29,400	29,900	29,500	29,600	29,400
		43,000 ^{2,4}	34,300	34,100	33,800	33,700	34,200	33,800	33,500	33,300	34,000	33,700	33,600	33,400	33,800	33,600	33,500	33,300
7.3L V8	4.88	30,000	22,100	21,900/ 21,800 ⁴	21,600/ 21,500 ⁴	21,400	21,900/ 21,800 ³	21,600/ 21,500 ⁴	21,200	21,100/ 21,000 ⁴	21,700	21,500/ 21,400 ⁴	21,400	21,200/ 21,100 ⁴	21,600	21,400/ 21,300 ³	21,300	21,100/ 21,000 ⁴

1. Super Duty Chassis Cab does not offer a conventional hitch receiver as a factory-installed option. 2. Requires Trailer Tow Package – High Capacity (535). 3. Payload Upgrade Package (68U). 4. Payload Plus Upgrade Package (68M).

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.
• Trailer towing values are the same for weight-carrying and weight-distributing hitches.
• If using load bars for weight distribution, Ford recommends 50% front axle load rest (FALR).

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



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

F-600 SUPER DUTY CHASSIS CAB

TRAILER TOWING SELECTOR

CONVENTIONAL TOWING ¹ – MAXIMUM LOADED TRAILER WEIGHT (lbs.)										
Trailer weights shown assume 715-lb. – 1115-lb. second-unit body weight.										
Automatic Transmission		REGULAR CAB CHASSIS								
Engine	Axle Ratio	GCWR (lbs.)	4x2 DRW 145.3" WB	4x2 DRW 169.3" WB	4x2 DRW 193.3" WB	4x2 DRW 205.3" WB	4x4 DRW 145.3" WB	4x4 DRW 169.3" WB	4x4 DRW 193.3" WB	4x4 DRW 205.3" WB
6.7L V8 Diesel	4.30	43,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500

5TH-WHEEL TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)										
6.7L V8 Diesel	4.30	43,500	34,600	34,300	34,100	33,800	34,300	34,000	33,700	33,600

GOOSENECK TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)										
6.7L V8 Diesel	4.30	43,500	34,700	34,400	34,300	33,900	34,400	34,200	33,900	33,800

1. Super Duty Chassis Cab does not offer a conventional hitch receiver as a factory-installed option.

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.
• Trailer towing values are the same for weight-carrying and weight-distributing hitches.
• If using load bars for weight distribution, Ford recommends 50% front axle load rest (FALR).



F-750 Regular Cab in Blue Jeans



2024 MEDIUM DUTY TRUCK TRAILER TOWING SELECTOR 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.

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.

SUPER DUTY CLASS A MOTORHOME CHASSIS TRAILER TOWING SELECTOR

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 41 for more details.
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.

SUPER DUTY STRIPPED CHASSIS TRAILER TOWING SELECTOR

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 41 for more details.
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.

2024 E-SERIES CUTAWAY AND STRIPPED CHASSIS

TRAILER TOWING SELECTOR

Automatic Transmission

		MAXIMUM TRAILER WEIGHT = GCWR (lbs.) – Vehicle GVW or 10,000 pounds, whichever is less												
		CUTAWAY						STRIPPED CHASSIS						
Engine	Axle	GVWR (lbs.)	E-350 SRW 138.0" WB	E-350 SRW 158.0" WB	E-350 DRW 138.0" WB	E-350 DRW 158.0" WB	E-350 DRW 176.0" WB	E-450 DRW 158.0" WB	E-450 DRW 176.0" WB	E-350 DRW 138.0" WB	E-350 DRW 158.0" WB	E-350 DRW 176.0" WB	E-450 DRW 158.0" WB	E-450 DRW 176.0" WB
7.3L V8 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	10,050	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					
		14,500						22,000	22,000				22,000	22,000

Notes:

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



E-350 Cutaway DRW in Oxford White



T-150 Cargo Van Medium Roof in Oxford White

TRANSIT

TRAILER TOWING SELECTOR

PASSENGER VAN

MAXIMUM LOADED TRAILER WEIGHT (lbs.)										
		REAR-WHEEL DRIVE				ALL-WHEEL DRIVE				
		350 148" WB				350 148" WB				
Automatic Transmission		Low Roof	Medium Roof	High Roof	Extended High Roof	Low Roof	Medium Roof	High Roof	Extended High Roof	
Engine	Axle Ratio GCWR (lbs.)									
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	3.73 11,200	4400	4300	4200	3600	4200	4100	4000	3400	



T-350 DRW Passenger Van High Roof in Agate Black

CREW VAN

MAXIMUM LOADED TRAILER WEIGHT (lbs.)													
		REAR-WHEEL DRIVE						ALL-WHEEL DRIVE					
		150/ 250/350 130" WB	150/250/350 130" WB Medium Roof	150/ 250/350 148" WB	150/250/350 148" WB Medium Roof	250/350 148" WB High Roof	350 148" WB Extended High Roof	150/ 250/350 130" WB	150/250/350 130" WB Medium Roof	150/ 250/350 148" WB	150/250/350 148" WB Medium Roof	250/350 148" WB High Roof	350 148" WB Extended High Roof
Automatic Transmission		Low Roof		Low Roof				Low Roof		Low Roof			
Engine	Axle Ratio GCWR (lbs.)												
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	5300	5800	5700	5700	5600	5500	5000
3.5L EcoBoost V6	3.73 12,600	6500	6400	6400/6500	6300	6200		6300	6200	6200	6100	6000	
	13,000						6200						6000

T. 250 models only.

CARGO VAN

MAXIMUM LOADED TRAILER WEIGHT (lbs.)															
		REAR-WHEEL DRIVE							ALL-WHEEL DRIVE						
		150/ 250/350 130" WB	150/250/350 130" WB Medium Roof	150/ 250/350 148" WB	150/250/350 148" WB Medium Roof	250/350 148" WB High Roof	250/350 148" WB Extended High Roof	350HD DRW 148" WB Extended High Roof	150/ 250/350 130" WB	150/250/350 130" WB Medium Roof	150/ 250/350 148" WB	150/250/350 148" WB Medium Roof	250/350 148" WB High Roof	250/350 148" WB Extended High Roof	350HD DRW 148" WB Extended High Roof
Automatic Transmission		Low Roof		Low Roof					Low Roof		Low Roof				
Engine	Axle Ratio GCWR (lbs.)														
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	5600	6200	6000	6000	5900	5800	5600	5400
3.5L EcoBoost V6	3.73 12,600	6900	6700	6800	6600	6500	6300		6700	6500	6600	6400	6300	6100	
	13,000							6500							6300

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



T-350HD Cutaway AWD in Race Red

TRANSIT

TRAILER TOWING SELECTOR

CUTAWAY

Automatic Transmission

		MAXIMUM LOADED TRAILER WEIGHT (lbs.)													
		REAR-WHEEL DRIVE					ALL-WHEEL DRIVE								
Engine	Axle Ratio	GCWR (lbs.)	250/350 138" WB	350HD DRW 138" WB	250/350 156" WB	350HD DRW 156" WB	350 178" WB	350HD DRW 178" WB	250/350 138" WB	350HD DRW 138" WB	250/350 156" WB	350HD DRW 156" WB	350 178" WB	350HD DRW 178" WB	
3.5L PFDI V6	4.10	12,000	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

		MAXIMUM LOADED TRAILER WEIGHT (lbs.)													
		REAR-WHEEL DRIVE					ALL-WHEEL DRIVE								
Engine	Axle Ratio	GCWR (lbs.)	250/350 138" WB	350HD DRW 138" WB	250/350 156" WB	350HD DRW 156" WB	350 178" WB	350HD DRW 178" WB	250/350 138" WB	350HD DRW 138" WB	250/350 156" WB	350HD DRW 156" WB	350 178" WB	350HD DRW 178" WB	
3.5L PFDI V6	4.10	12,000	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.

TRANSIT CONNECT

TRAILER TOWING SELECTOR

Automatic Transmission

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Engine	Final Drive Ratio	GCWR (lbs.)	VAN/WAGON
2.0L I-4	3.80	6380	2000 ¹

1. Requires Class I Trailer Tow Package (53T).

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

• Do not exceed the Maximum Loaded Trailer Weight listed.

• Transit Connect calculated with SAE J2807 method.



Transit Connect Van in Frozen White



Ranger XLT SuperCrew in Hot Pepper Red Metallic Tinted Clearcoat

RANGER

TRAILER TOWING SELECTOR

Automatic Transmission			MAXIMUM LOADED TRAILER WEIGHT (lbs.)	
Engine	Axle Ratio	GCWR (lbs.)	SUPERCAB 4x4	SUPERCREW 4x4
2.3L EcoBoost I-4		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:

- 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.
- Ranger calculated with SAE J2807 method.



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

MAVERICK

TRAILER TOWING SELECTOR

Automatic Transmission			MAXIMUM LOADED TRAILER WEIGHT (lbs.)	
Engine	Axle Ratio	GCWR (lbs.)	SUPERCREW	
			FWD	AWD
2.5L I-4 Hybrid	2.91	6045	2000	
2.0L EcoBoost I-4	3.63	6085		2000
	3.81	6175		2000 ¹
		8085		4000 ²

1. Tremor Off-Road Package. 2. Available 4000-lb. Tow Package (53Q). Max. towing varies based on cargo, vehicle configuration, accessories and number of passengers.

Notes:

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



Maverick Hybrid XLT SuperCrew in Area 51



Bronco Raptor in Code Orange. Shown with available features.

BRONCO

TRAILER TOWING SELECTOR

10-Speed Automatic Transmission

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	HERITAGE	
		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-Door	4-Door
2.3L EcoBoost I-4	3.73	8480	8480	3500	3500	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	3500	3500	3500	3500	3400	3500	3500	3480	3280			3240		3500	
2.7L EcoBoost V6	3.73	8740	8480	3500	3500	3500				3500									
			8740		3500		3500				3500								
	4.27	8740	8480			3500	3500			3500	3500								
			8740				3500				3500								
	4.46	8840	8840					3500	3440 ³ /3460 ³			3500	3320						
	4.70 ^{4,6}	8840	8780	3500	3500	3500		3500		3500		3500		3500				3500 ⁷	3500
		8840		3500		3500			3300		3500		3260		3320			3280 ⁶	
3.0L EcoBoost V6	4.70		10,650														4500 ⁵		

7-Speed Manual Transmission

2.3L EcoBoost I-4	3.73	8780	8480	3500		3500						3500							
	4.46	8780	8780	3500		3500	3500	3500	3500			3500							
	4.70	8780	8780										3320					3500	3500

1. Available Towing Capability (53Q) featured content is exclusively a factory-installed package. Not available on Bronco Base. 2. Equipped with Electromechanical Transfer Case (EMTC). 3. Equipped with Electronic Shift On-the-Fly (ESOF). 4. Sasquatch™ Package (765). 5. Raptor model includes Tow Package 2 as standard equipment. 6. Heritage Limited model only. 7. Heritage and Heritage Limited.

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

BRONCO SPORT

TRAILER TOWING SELECTOR

Automatic Transmission

Engine	Final Drive Ratio	GCWR (lbs.) 4x4	MAXIMUM LOADED TRAILER WEIGHT (lbs.)
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, Outer Banks and Heritage models only. 2. Requires available Class II Trailer Tow Package (53B). 3. Badlands and Heritage Limited models 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.
• Combined weight of vehicle and trailer cannot exceed listed GCWR.
• Do not exceed the Maximum Loaded Trailer Weight listed.
• Bronco Sport calculated with SAE J2807 method.



Bronco Sport Badlands in Eruption Green Metallic



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

EXPEDITION

TRAILER TOWING SELECTOR

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	12,400 ²		6000
		15,500 ³	9200	9000

1. Maximum loaded trailer weight requires weight-distributing hitch. See page 44 for additional information. 2. Included in Electronic Limited Slip rear axle. 3. Requires available Class IV Heavy-Duty Trailer Tow Package (536).

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

EXPLORER

TRAILER TOWING SELECTOR

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
		10,300	5300 ³
3.0L EcoBoost V6 ⁶	3.31 ⁴	10,800	5600
	3.58 ⁵	10,800	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 standard on Timberline model. 4. Platinum only. 5. ST model only. 6. Class IV Trailer Tow Package (52T) standard on ST model. 7. Fleet 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.
 - Combined weight of vehicle and trailer cannot exceed listed GCWR.
 - Do not exceed the Maximum Loaded Trailer Weight listed.
 - Explorer calculated with SAE J2807 method.



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

EDGE

TRAILER TOWING SELECTOR

Automatic Transmission

Engine	Axle Configuration	GCWR (lbs.)	MAXIMUM LOADED TRAILER WEIGHT (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.
 - Combined weight of vehicle and trailer cannot exceed listed GCWR.
 - Do not exceed the Maximum Loaded Trailer Weight listed.
 - Edge calculated with SAE J2807 method.



Edge ST-Line in Star White Metallic Tri-Coat

ESCAPE

TRAILER TOWING SELECTOR

Automatic Transmission

Engine	Final Drive Ratio	GCWR (lbs.)	MAXIMUM LOADED TRAILER WEIGHT (lbs.)
2.5L I-4 Hybrid	2.91	5373 FWD 5507 AWD	1500 ¹
2.5L I-4 Plug-in Hybrid	2.91	5706	1500 ¹
1.5L EcoBoost I-3	3.81	5639	2000 ²
		5811	2000 ²
2.0L EcoBoost I-4	3.47	7402	2000 ² /3500 ³

1. Requires Class II Trailer Tow Package (536) available on ST-Line Select, ST-Line Elite and Platinum Hybrid or 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.
 - Combined weight of vehicle and trailer cannot exceed listed GCWR.
 - Do not exceed the Maximum Loaded Trailer Weight listed.
 - Escape calculated with SAE J2807 method.



Escape Platinum in Atlas Blue Metallic

MUSTANG^{1,2}

TRAILER TOWING SELECTOR

Automatic Transmission

Engine	Axle Configuration	MAXIMUM LOADED TRAILER WEIGHT (lbs.)
2.3L EcoBoost I-4	RWD	1000
2.3L High Performance EcoBoost I-4	RWD	1000
5.0L V8 GT	RWD	1000

Manual Transmission

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

1. Mustang does not offer factory-installed towing equipment for this application; only available as aftermarket accessory. 2. Mustang Mach 1[®] is not rated to tow a trailer.

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



Mustang GT Premium in Shadow Black

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 17). 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 44). 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 charts on page 18–20 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 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.

TRAILER TYPES

FOLDING CAMPING TRAILER

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

Lightweight for easy towing.

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

Compact, low-profile traveling package.

Easily manoeuvrable – generally 8 to 16 feet long.



CONVENTIONAL TRAVEL TRAILER

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

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

Sizes usually range from 12 to 35 feet long.

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



5TH-WHEEL TRAILER

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

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

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

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



¹. Refer to page 17 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.



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

HITCH STYLES



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 44. (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 44).

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



GOOSENECK

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

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



5TH-WHEEL

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

FACTORY-INSTALLED TRAILER HITCH RECEIVER OPTIONS AND CAPACITIES

Transit Connect

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

Bronco Sport

Included with Trailer Tow Package – Option Code 53B

Escape

Included with Class II Trailer Tow Package – Option Code 536

Edge

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

Bronco Raptor

Standard

Bronco

Included with Towing Capability – Option Code 53Q

Explorer

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

Expedition

Standard

Transit

Included with Trailer Tow Package – Option Code 53B

Maverick

Included with Trailer Tow Package – Option Code 53Q

Ranger

Included with Trailer Tow Package – Option Code 53R

F-150 Lightning

Standard

F-150 Raptor Pickup

Standard

F-150 Pickup

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

F-250/F-350/F-450 Super Duty Pickups

A 2.5" hitch receiver is standard on all models except for the following configurations which get a 3" hitch receiver:

- F-350 DRW Crew Cab with 6.7L H.O. Diesel engine with 4.10 FDR (Final Drive Ratio)
- F-450 Crew Cab with 6.7L and 6.7L H.O. Diesel engines

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

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

REAR STEP BUMPER/HITCH RECEIVER WEIGHT CAPACITY

The maximum weight capacities for the hitch receivers shown below may exceed the maximum loaded trailer weight for the vehicle specified. Refer to the Trailer Towing Selector charts on pages 22–40 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	5000	500		
Explorer	5600	560		
Expedition	6000	600	9200	920
Expedition MAX	6300	630	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-150 Raptor R	5000	500	8700	870
F-250	22,000	2200	22,000	2200
F-350 SRW	25,000	2500	25,000	2500
F-250/F-350 Tremor	18,200	1820	18,200	1820
F-350 DRW	28,000	2800	28,000	2800
F-450 DRW	30,000	3000	30,000	3000

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.

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.com for more information.

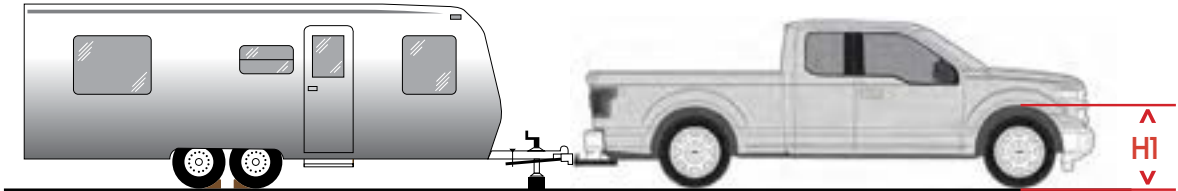
CALCULATE WEIGHT DISTRIBUTION

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

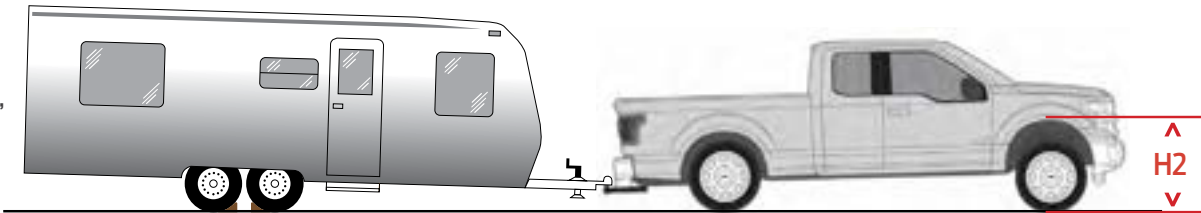
< (H2) **minus** (H1)
 (Height Change)
 < **times**
 (Correction Factor)
 (H2)
 < **minus**
 (Reduction Amount)

WEIGHT DISTRIBUTION HITCH SETUP	
Vehicle	Weight Distribution Correction Factor
Mustang	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%

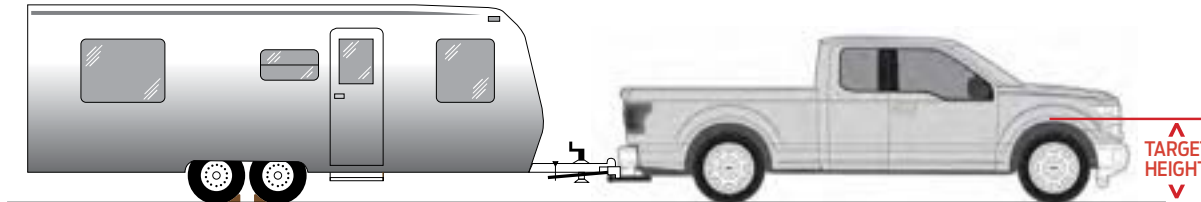
- Load trailer similar to the way it will be loaded for the trip with 10% tongue load and park on level ground.
- Adjust trailer tongue jack to get trailer level or just slightly nose down.
- Load tow vehicle similar to the way it will be used for the trip and park vehicle on level ground.
- Adjust and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



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



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





ABOUT WEIGHTS

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

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



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

GCW must not exceed GCWR (obtain from charts on pages 22–40 or your vehicle Owner's Manual).

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

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

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

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

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.

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 22–40) 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 44 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	LB
Explorer	3.31	3A	Not Available	Not Available
	3.58	3B	3B ³	Not Available
	3.73	3C	Not Available	Not Available
Expedition	3.31	15	Not Available	Not Available
	3.73	2L	2E ⁴	Not Available
Transit	3.73	73	7L	Not Available
	4.10	41	4L	Not Available
Ranger	3.73	71	Not Available	73
Bronco	3.73	73	Not Available	Not Available
	4.27	Not Available	Not Available	2L
	4.46	46	Not Available	4L
	4.70	Not Available	Not Available	7L
E-Series Cutaway	4.10	52/56	E2/E6	Not Available
	4.56	58/83/85	E8/F3/F5	Not Available
Motorhome	4.88	48	Not Available	Not Available
	5.86	58	Not Available	Not Available
	6.14	61	Not Available	Not Available
Commercial Stripped Chassis	4.30	43	Not Available	Not Available
	4.88	48	Not Available	Not Available
	5.38	53	Not Available	Not Available

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

Sample Truck Safety Compliance Certification Label

(Refer to actual label on your vehicle)

Front GAWR Rear GAWR GVWR

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 Ford Dealer or visit our website at: accessories.ford.com.



Trailer Hitch Wiring Harnesses – 4-Pin

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

Base Part No. 15A416

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

Base Part No. 15A416



Trailer Hitch 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

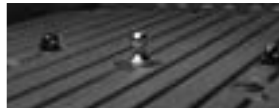


5th-Wheel Hitch Kits

The 5th-Wheel Hitch Kits have a Gross Trailer Weight Rating of 20,000 and 35,000 lbs. Other features include a forged jaw; a high-capacity head support structure; 10° front-to-back pivot and 6° side-to-side pivot for easy hook-ups; 15-inch to 18-inch vertical height adjustment; and an extended-length handle.

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

Base Part No. 19D520



Gooseneck Hitch Kit

This Gooseneck Hitch Ball has a Gross Trailer Weight Rating of 27,500 lbs. on a 2-5/16" ball and 40,000 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



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)

Cargo And Weight Distribution

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

Keep centre-of-gravity low for best handling.

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

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

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

Before Starting

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

Know clearance required for trailer roof.

Check equipment (make a checklist).

Backing Up

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

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

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

Braking

Allow considerably more distance for stopping with trailer attached.

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

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

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

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.