2024
FORD RV & TRAILER TOWING GUIDE

EQUIPMENT · WEIGHTS · TECHNOLOGY · CAPABILITY

BUILT Ford TOUGH

POWERFUL. PRODUCTIVE. BUILT FORD TOUGH.®

The 2024 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-150® Platinum Plus SuperCrew® in Darkened Bronze Metallic

F-Series, Canada's truck leader for 57 years, bring decades of impressive RV and towing experience for every configuration!

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The following vehicles are not recommended for trailer towing: E-Transit™, Mustang Mach-E® and Mustang Dark Horse.

NOTE: Due to continued industry-wide supply chain issues and production constraints, some features pictured and described within may not 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.

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.

BUILT Ford PROUD

F-150 – CONNECTED TOUGHNESS

Combining exceptional strength, capability and intelligent technology, the 2024 F-150 pickup can tow more than any truck in its class[1] and it can out-haul every truck in its class[2] too! A high-strength steel frame and military-grade aluminum alloy body make F-150 Built Ford Tough.

1. Max. towing of 13,500 lbs. available on F-150 SuperCrew 6.5' box 4x4 with available 3.5L EcoBoost® V6 engine. Class is Full-Size Pickups under 8500 lbs. GVWR. When properly equipped. Max. towing varies and is based on accessories and vehicle configuration. **2.** Max. payload of 2445 lbs. available on F-150 Regular Cab 8' box 4x2 with available 3.5L EcoBoost V6 engine. Class is Full-Size Pickups under 8500 lbs. GVWR. When properly equipped. Max. payload varies and is based on accessories and vehicle configuration.

F-150 Platinum SuperCrew in Rapid Red Metallic Clearcoat

IMPRESSIVE POWER AND CAPABILITY

F-150 has earned the reputation of being composed while working its hardest thanks to the strength of its torque-rich powertrain lineup. With six different engine choices, F-150 offers you many options to meet diverse job applications, so you can confidently pick the engine that best fits your recreational vehicle or job-related towing needs.

All 2024 F-150 powertrains include an innovative 10-speed automatic transmission with optimized gear spacing, including three overdrive gears 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.)
2.7L EcoBoost V6	325 @ 5000	400 lb.-ft. @ 3000	8400	1775
3.5L EcoBoost V6	400 @ 6000	500 lb.-ft. @ 3100	13,500[3]	2445
3.5L PowerBoost™ Full Hybrid V6	430 @ 6000	570 lb.-ft. @ 3000	11,200	1755
5.0L Ti-VCT V8	400 @ 6000	410 lb.-ft. @ 4250	12,000[3]	2230[4]
3.5L EcoBoost H. O. V6[5]	450 @ 5850	510 lb.-ft. @ 3000	8200	1405[6]
5.2L Supercharged V8[7]	720 @ 6650	640 lb.-ft. @ 4250	8700	1410

3. Requires Tow/Haul Package (53T). When properly equipped, max. towing varies based on cargo, vehicle configuration, accessories and number of passengers. **4.** Max. payload of 2230 lbs. on Crew Cab 8' box 4x2 with 5.0L gas engine and Tow/Haul Package (53T). Max. payload varies and is based on accessories and vehicle configuration. Always properly secure cargo. **5.** Raptor only. **6.** 37" tires. **7.** Raptor R only.

Note: Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously.

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 TOWING FEATURES

Standard Class IV Trailer Hitch makes it easier to tow with any F-150. Includes Smart Trailer Tow Connector for easy hookups and light checks, 7/4-pin connector and Class IV Trailer Hitch Receiver.

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

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

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 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.

Available Pro Trailer Backup Assist™ and Pro Trailer Hitch Assist improve 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.

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[8] (included on XLT series and above).

Standard BLIS® (Blind Spot Information System) with Cross-Traffic Alert and Trailer Tow Monitoring alerts the driver if something is detected in the trailer's blind spot[8].

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

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

SUPER DUTY PICKUPS – CAPABLE, DURABLE, PRODUCTIVE

The 2024 Super Duty Pickups expand their role as the pinnacle of BUILT FORD TOUGH with rugged durability and improved capability and productivity. Impressive 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 designed to handle your rugged jobs with Regular Cab, SuperCab and Crew Cab choices in both 4x2 and 4x4 configurations for maximum flexibility.

Super Duty F-450 XL Crew Cab 4x4 in Race Red

NEXT-LEVEL POWER

6.8L Gas V8 – Workhorse Power

The 6.8L gas V8 is a workhorse, standard on XL models, and raises the bar for entry-level performance with **405 horsepower and 445 lb.-ft. of torque**.[1] 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 impressive power and torque to get heavy loads up to speed more quickly.

7.3L Gas V8 – Most Powerful Gas Engine In Its Class[2]

The available 7.3L gas V8 engine provides impressive performance with maximum available best-in-class output of **430 horsepower** and maximum available best-in-class gas **torque of 485 lb.-ft.**[1,2] for heavy-duty flexibility when towing or hauling. A port fuel-injection system offers fuel-efficiency and easy maintenance access.

6.7L Power Stroke® Diesel – A Proven Performer

This available 6.7L Power Stroke engine delivers **475 horsepower** and **1050 lb.-ft. of torque**[1] and 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.

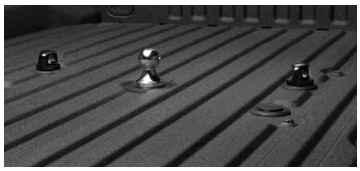
6.7L High Output Power Stroke Diesel – High-Performance Engine

This available High Output Diesel engine incorporates a turbocharger with a cooled compressor and stainless-steel exhaust manifolds helping it deliver best maximum available diesel **500 horsepower** in the class and best-in-class maximum available **1200 lb.-ft. of torque**.[1,3]

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

1. Horsepower and torque ratings determined based upon testing requirements prescribed in SAE J1349®. Your results may vary. Horsepower and torque are independent attributes and may not be achieved simultaneously. **2.** Max. 430 horsepower and 485 lb.-ft. of torque based on 7.3L V8 gas engine. Class is Full-Size Pickups over 8500 lbs. GVWR. **3.** Max. 500 horsepower and 1200 lb.-ft. of torque based on 6.7L High Output Power Stroke V8 Turbo Diesel. Class is Full-Size Pickups over 8500 lbs. GVWR.

SUPER DUTY TOW TECHNOLOGY



5th-Wheel/Gooseneck Prep Package

Available on all models.

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

Features five pickup bed attachment points with plugs, frame under-bed crossmember and integrated 7-pin connector.

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 condition[1].

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 Company[2].

Smart Trailer Tow Connector

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

Alerts/warnings are displayed within the instrument cluster.

Available Onboard Scales with Smart Hitch

Estimates cargo weight in real-time and provides guidance on trailer tongue weight distribution directly on the centre touchscreen or FordPass app. LED segments within the taillamps 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) and 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.

Pro Trailer Backup Assist and Pro Trailer Hitch Assist

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[3].

Trailer Reverse Guidance[4,5]

Available feature uses 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.

360-Degree Camera Package

Available 360-Degree Camera Package allows you to see if you are free and clear on all sides of your truck[5,6].

Includes BLIS (Blind Spot Information System), with Cross-Traffic Alert and Trailer Coverage, Rear Parking Sensors and Reverse Sensing System with Reverse Brake Assist[5].

Available BLIS with Trailer Coverage

Alerts you when a vehicle is spotted in your blind spots and when one is alongside the trailer. Helps ease lane-change anxiety – even with a conventional trailer (up to 10 metres long) in tow[5].

Turn Signal View with Trailer

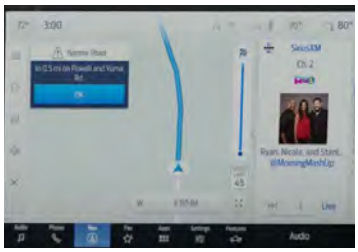
Camera view displays on centre touchscreen showing truck and trailer when turn signal is activated.

Digital Instrument Cluster

Available 12-inch customizable digital instrument cluster delivers vital information in brilliant high-resolution clarity. Configurable to display information most important for normal, towing and off-road drive modes.

Trailer Profiles

Allows the driver to create a profile for each trailer to track key information such as mileage and fuel economy while trailering.



Trailer Navigation

Available feature keeps the size of your trailer in mind and adapts the route based on height and width clearances to help avoid jam-ups like low bridges and tight corners.

Power Tailgate

Available feature provides ability to raise or lower tailgate from inside cab with key fob or by using button on tailgate. Includes Tailgate Down camera and reverse sensors in the top of tailgate that provide visual and audible alerts when the tailgate is down to make backing up to a dock or hitching a gooseneck or 5th-wheel trailer easier than ever before.

Available Head-Up Display

Important information (speed limit, driver-assist details and more) is projected onto the windshield in line of sight without being intrusive, allowing eyes to remain fixed on the road. Information displayed and location on windshield is customizable[7].

Trailer Theft Security

Feature sends an alert, via the FordPass App, should anyone attempt to disconnect the trailer when the truck is locked.

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 on Lariat; included on King Ranch® and above. **4.** Included with 360-Degree Camera on XL series and above. **5.** Driver-assist features are supplemental and do not replace the driver's attention, judgment and need to control the vehicle. They do not replace safe driving. See Owner's Manual for details and limitations. **6.** Cameras only operate at speeds under 10 km/h. **7.** Don't drive while distracted. See Owner's Manual for details and limitations.

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.

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-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, Lariat, King Ranch (DRW only), and Platinum (DRW only)

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

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.

		GVWR (lbs.)				Maximum Cargo Weight Rating (lbs.)			
F-250 Super Duty[1]	**Wheelbase**	**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	–	10,700[2]	3046/2946	2962/2862	– / –	2898/ –
4x2 SuperCab	148.0"	10,100	10,100	–	–	3146/ –	3062/ –	– / –	– / –
4x2 SuperCab	164.2"	10,000	–	10,000	11,000[2]	2937/2837	– / –	2170/2070	3069/ –
4x2 SuperCab	164.2"	–	–	11,000[2]	–	– / –	– / –	3084/ –	– / –
4x2 SuperCab	164.2"	10,400	–	10,600	–	3337/ –	– / –	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	1959/1859	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 SRW Super Duty[1]	**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	–	3116	2933	3011	–
4x2 SuperCab	164.2"	10,400	–	11,000	11,000	3304	–	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	4,023	4008
4x2 SuperCab	148.0"	10,600	10,600	11,200	–	3586	3373	3454	–
4x2 SuperCab	164.2"	10,900	–	11,499	11,499	3778	–	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 Duty[1]	**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	–	–	5664	5649
4x2 Crew Cab	176.0"	–	–	14,000	14,000	–	–	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 Duty[1]	**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
4x2 Crew Cab	176.0"	–	–	14,000	14,000	–	–	4788	4773
4x4 Reg. Cab	141.6"	–	–	14,000	14,000	–	–	5497	5482
4x4 Crew Cab	176.0"	–	–	14,000	14,000	–	–	4488	4473

1. Requires Camper Package option. **2.** With Trailer Tow Package. **3.** With available 9900-lb. GVWR Package.

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

SUPER DUTY CHASSIS CABS – WORK-READY

The 2024 Super Duty Chassis Cab models define the legendary work ethic and capability 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.

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

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

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

SelectShift® capability and Progressive Range Select

CNG/Propane Gaseous Engine Prep Package is available for 6.8L V8 engine.[1]
Package includes hardened intake valves and valve seats to help ready your Super Duty for alternative-fuel upfits.

F-550 XL Chassis Cab in Antimatter Blue

1. Available on XL F-250 and F-350 only.

FOR MORE INFORMATION ON ANY OF THESE FORD TRUCKS, SEE YOUR FORD DEALER OR VISIT FORD.CA.

CLASS A MOTORHOME CHASSIS

FEATURES

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

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

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

7.3L OHV V8 gas engine (335 hp/468 lb.-ft. of torque[1])

TorqShift 6-speed automatic w/ Tow/Haul mode

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

Standard Traction Control for better vehicle handling when braking

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 modem

Standard Electronic Stability Control

High-capacity front axle system

302L fuel tank, aft axle

Heavy-duty shock absorbers

Standard Air Conditioning Prep Package

CNG/LPG Gaseous Fuel Prep Package available

Available Driver-Assist Technology Package[2]

COMMERCIAL STRIPPED CHASSIS

FEATURES

Five wheelbase choices: 158/168[3]/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[2]/29,700[2] lbs.

7,700 lbs. maximum trailer weight with 19,500-lb. or 22,000-lb. GVWR with optional Parcel Delivery Package (7,000 lbs. maximum trailer weight at 16,000-lb. GVWR)

7.3L OHV V8 gas engine (335 hp/468 lb.-ft. of torque[1])

TorqShift 6-speed automatic w/ Tow/Haul mode

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

Standard Electronic Stability Control

19.5-inch steel wheels and tires

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

Ford Telematics modem

151L fuel tank capacity, aft of axle

Front and rear stabilizer bars

Driver's tilt/telescope steering column positioned for easy ingress and egress

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

Low load floor height for ease of cargo loading

Heavy-duty Sachs™ shock absorbers

Traction Control

Hill Start Assist

Air Conditioning Prep Packages available

Driver-Assist Technology Package available[2]

CNG/LPG Gaseous Fuel Prep Package available

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.

1. Horsepower and torque ratings determined based upon testing requirements prescribed in SAE J1349. Your results may vary. Horsepower and torque are independent attributes and may not be achieved simultaneously. **2.** Driver-assist features are supplemental and do not replace the driver's attention, judgment and need to control the vehicle. **3.** Only available with Parcel Delivery Package (59P).

Maximum towing capabilities require Parcel Delivery Package (59P) for Commercial Stripped Chassis.
For additional information on Class A Motorhome Chassis and Commercial Stripped Chassis, see your Ford Dealer.

2025 E-SERIES CLASS C MOTORHOME CHASSIS

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 U.S. 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

FEATURES

Three wheelbase choices: 138/158/176-inch

Up to 14,500-lb. GVWR and 22,000-lb. GCWR[1]

7.3L V8 engine

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

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 airbags[2]

Steel ladder-type truck frame with seven cross members

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

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)

Standard Electronic Stability Control

Comfortable driver position with modern, ergonomic instrument panel, cluster and controls

Available Driver-Assist Technology Package[3]

Ford Telematics modem

Traction Control

Standard Hill Start Assist

Available dual alternators – 240-amp/157-amp

CNG/Propane Gaseous Fuel Prep Package available

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

For additional information, see your Ford Dealer.

TRANSIT CLASS C MOTORHOME CHASSIS

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

FEATURES

Three wheelbase choices: 138/156/178-inch
Up to 11,000-lb. GVWR[1] and 15,000-lb. GCWR[1]
Two engine choices: 3.5L PFDI V6 gas and 3.5L EcoBoost V6
10-speed automatic transmission with SelectShift
Available All-Wheel-Drive (AWD)
Ford Co-Pilot360® Technologies[2]
Ford Telematics embedded modem
Driver and front passenger airbags[3]
4-wheel disc Anti-lock Brake System (ABS)
AdvanceTrac with Roll Stability Control (RSC)
Independent MacPherson strut front suspension and stabilizer bar
Leaf spring rear suspension with heavy-duty shock absorbers
95L fuel tank capacity; 117L available
Frame rail extension adapters
Available Trailer Brake Controller (TBC)
Available Tow/Haul Mode with Trailer Wiring Provisions
Available dual alternators – 240-amp/157-amp

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

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. They do not replace safe driving. See Owner's Manual for details and limitations. **3.** Always wear your safety belt.

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.

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

Examine the chart on this page, which shows 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 37 and 45 for additional brake information.

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

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

FOUR-WHEEL-DOWN AVAILABILITY

2024 FORD CARS	Automatic Transmission	Manual Transmission
Mustang	No	No
2024 FORD ELECTRIC VEHICLES		
Mustang Mach-E	No	N/A
E-Transit	No	N/A
F-150 Lightning®	No	N/A
2024 FORD CUVS/SUVS		
Bronco Sport	No	N/A
Escape	No	N/A
Escape Hybrid	Yes[1,2,3]	N/A
Escape Plug-in Hybrid	Yes[1,2,3]	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
2024 FORD TRUCKS		
Maverick	No	N/A
Maverick Hybrid	Yes[1,2,3]	N/A
Ranger 4x4	No	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
2025 E-Series Cutaway/Stripped Chassis	No	N/A

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

N/A – Not Applicable.

TOW-DOLLY FLEXIBILITY

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

TOW-DOLLY AVAILABILITY

2024 FORD CARS	FWD	RWD	AWD/4WD[1]
Mustang	N/A	No	N/A
2024 FORD ELECTRIC VEHICLES			
Mustang Mach-E	N/A	No	No
E-Transit	N/A	No	N/A
F-150 Lightning	N/A	N/A	No
2024 FORD CUVS/SUVS			
Bronco Sport	N/A	N/A	No
Escape	Yes	N/A	No
Escape Hybrid	Yes	N/A	No
Escape Plug-in Hybrid	Yes	N/A	N/A
Edge	N/A	N/A	No
Bronco	N/A	N/A	No
Explorer	N/A	N/A	No
Expedition	N/A	N/A	No
2024 FORD TRUCKS			
Maverick	N/A	N/A	No
Maverick Hybrid	Yes	N/A	N/A
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
2025 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.

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 tow-dolly to the drawbar. The tow-dolly should be completely secure and on level ground before the vehicle to be towed is put on or taken off the tow-dolly.
- Drive the vehicle onto the tow-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.

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.*

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

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

Escape
For trailers over 2000 lbs. – Class II Trailer Tow Package (536)

Bronco
For trailers over 2000 lbs. – dealer-installed towing equipment

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 (536)

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

Maverick
For trailers over 2000 lbs. – 4K 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 11,600 lbs. – Tow/Haul Package (53T)

F-250 Pickup
For conventional towing greater than 18,200 lbs. – High-Capacity Axle Upgrade Package (535) required 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 39 and 40 for vehicles other than Super Duty and for weight-distributing hitch towing requirements.

A weight-distributing hitch is required for certain Class III and all Class IV trailer applications.

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.

FRONTAL AREA LIMITATIONS

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

Vehicle	Trailer Frontal Area Limitations	With
Mustang	12 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
	55 sq. ft.	With Class IV Trailer Tow Package
Expedition	55 sq. ft.	Without Class IV Heavy-Duty Trailer Tow Package
	60 sq. ft.	With Class IV Heavy-Duty Trailer Tow Package
Bronco	30 sq. ft.	Without dealer-installed towing equipment
	30 sq. ft.	With dealer-installed towing equipment, Tow Rating of 3500 lbs. or less
	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.	Vehicles with Trailer Tow Rating of 7700 lbs. or less
	65 sq. ft.	Vehicles with Trailer Tow Rating of 7701 lbs. and greater
	75 sq. ft.	All 5th-Wheel and Gooseneck Applications
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.

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

For additional information, see your Ford Dealer.

SPORT UTILITY VEHICLES TOWING EQUIPMENT AND TRAILER TOWING PACKAGES

Vehicle (Option Code)	Escape[1] (536)	Edge (53G)[2]	Explorer (52T)	Expedition (536)	Bronco Sport (53B)	Bronco (NOC)	Bronco Raptor[3] (NOC)
7-Wire Harness and 4-/7-Pin Connector			I	S		I[4]	S
Trailer Wiring Harness (4-Pin)	I	I			I		
Trailer Module						I[4]	S
Hitch Receiver (See chart on page 40)	I	I	I	S	I	I[4]	S
Aux. Auto Trans. Oil Cooler	I				A[5]	S	S
Upgraded Rear Axle				I			
Tow/Haul Mode			S	S			S
Tow Hooks Front				I	A[5]	S	S
2-Speed Automatic 4WD				I[6]		A[7]	A[7]
Trailer Brake Controller				I			
Trailer Sway Control	I	I	S	S	I	S	S
Trailer Reverse Guidance				I[6]			
360-Degree Camera				I[6]		A	S
Lane Keeping Alert	S	S	S	S	S	A[8]	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 on SEL, ST-Line and Titanium, standard on ST. **3.** Bronco Raptor includes Tow Package 2 as standard equipment. **4.** Dealer-installed equipment. **5.** Standard only on Badlands™. **6.** Availability varies by model. See your Ford Dealer for details. **7.** Advanced 4x4 with Automatic Engagement is standard on Badlands, Wildtrak™, Everglades™ and Raptor, available on all other trims. **8.** Included in Package 222A on Big Bend™ and Black Diamond™ Series.

LEGEND

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

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 Bronco
3500 Edge
3500 Escape
2200 Bronco Sport
1000 Mustang

*Weights shown are for specific vehicle configurations. See pages 34–36 for maximum trailer weight ratings by vehicle configuration.

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.

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

PICKUP TRUCKS TOWING EQUIPMENT AND TRAILER TOWING PACKAGES

Vehicle (Option Code)	Maverick (53Q)	Ranger (53R)	Ranger (67P, 67X)	Ranger (67S)	Ranger Raptor (NOC)	F-150 Lightning (53D)[1]	F-150 Lightning (17V)[2]	F-150 (53T)	F-150 Raptor (NOC)	F-250 Super Duty Pickup[3] (535)	F-350/F-450 Super Duty Pickup (NOC)
7-Wire Harness and 4-/7-Pin Connector	I	I	I	I	S	S	S	S	S	S	S
Hitch Receiver (See chart on page 40)	I	I	I	I	S	S	S	S	S	S	S
Aux. Auto Trans. Oil Cooler	I								S	S	S
Radiator Upgrade	I								S		
Smart Trailer Tow Connector		I	I	S	S	S	S	S	S	S	S[4]
Upgraded Rear Axle								I[5]	S	I	S[4]
Increased GCW (6.7L)										I	S[4]
Upgraded Rear Bumper								I[5]			
Tow/Haul Mode	S	S	S	S	S	S	S	S	S	S	S
Tow Hooks, Front	A	S	S	S	S				S	S	S
2-Speed Automatic 4WD									S		
Trailer Brake Controller	I		I	I	S	I		I	S	S	S
Trailer Sway Control	S	S	S	S	S	S	S	S	S	S	S
Trailer Reverse Guidance							I	S[7]		S[15]	S[15]
360-Degree Camera		A[9]	A/S[9]	I[9]	S	A[2]	I	S[8]	S	A[10]	A[10]
Lane Keeping Alert	A	S[11]	S[11]	S[11]	S	S	S	S	S	S[12]	S[12]
Pro Trailer Backup Assist			I	I	S		I	S[13]	S	S[15]	S[15]
Pro Trailer Hitch Assist							I	S[13]	S	S[15]	S[15]
Onboard Scales with Smart Hitch							I	I[15]		A[12]	A[12]
Reverse Park Aid with Trailer Guidance			I[6]	I	S						

1. Optional on Pro, XLT and Lariat; standard on Platinum. **2.** Standard on (311A) and above. **3.** Requires 6.7L diesel engine. **4.** F-350 DRW/F-450 only. **5.** Not included in package on Platinum Plus (703A). **6.** Included on Lariat only. For availability on XLT, select 67S. **7.** Included with 360-Degree Camera on XLT series and above. **8.** Standard on XLT and above. **9.** Included on XLT in 67S, standard on Lariat. Not offered on XL. **10.** Available on XL and XLT, standard on Lariat and above. **11.** Standard on XLT and Lariat. **12.** Standard on King Ranch, Platinum and Limited. Optional on XLT and Lariat. **13.** XLT series and above. 14. Included only on Lariat, King Ranch and Platinum. **15.** Standard on King Ranch, Platinum and Limited. Optional on Lariat.

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.

LEGEND

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

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

GOOSENECK

40,000 Super Duty Pickup
11,600 F-150 Pickup

5TH-WHEEL

35,000 Super Duty Pickup
11,400 F-150 Pickup

CONVENTIONAL

30,000 Super Duty Pickup
13,500 F-150 Pickup
10,000 F-150 Lightning
7500 Ranger
4000 Maverick

*Weights shown are for specific vehicle configurations. See pages 18–27, 33 for maximum trailer weight ratings by vehicle configuration.

Super Duty F-250 Lariat with Tremor Off-Road Package in Carbonized Grey Metallic

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.

COMMERCIAL-ORIENTED VEHICLES TOWING EQUIPMENT AND TRAILER TOWING PACKAGES

Vehicle (Option Code)	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			
Trailer Wiring Provision	I	I			
Hitch Receiver (See chart on page 40)	I				
Trailer Brake Wiring/Feed Kit				I	
Trailer Brake Controller	A[4]	A[4]	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	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. **4.** Available separately; see option code 67D.

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.

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

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

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
4500 Transit Passenger Van

*Weights shown are for specific vehicle configurations. See pages 28–29, 31–32 for maximum trailer weight ratings by vehicle configuration.

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.

Super Duty F-550 XL Chassis Cab in Oxford White

TRAILER TOWING SELECTOR

F-SERIES TRUCKS

- Select the F-Series cab design and drive system (4x2 or 4x4) you prefer. (See pages 18–29.)
- 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 13.

TRAILER TOWING SELECTOR

F-150 Platinum Plus SuperCrew in Darkened Bronze Metallic

F-150 PICKUP

CONVENTIONAL TOWING

Towing capability will vary 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.

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Automatic Transmission

Engine	Axle Ratio	GCWR (lbs.)	REGULAR CAB 4x2 122.8" WB	REGULAR CAB 4x2 141.5" WB	REGULAR CAB 4x4 122.8" WB	REGULAR CAB 4x4 141.5" WB	SUPERCAB 4x2 145.4" WB	SUPERCAB 4x4 145.4" WB	SUPERCREW 4x2 145.4" WB	SUPERCREW 4x4 145.4" WB	SUPERCREW 4x4 157.2" WB
5.0L 4-Valve V8	3.15	14,800		9600			9600		9500		
	3.31	13,200			8000						
		14,800		9600			9600		9500	9300	9200
		14,900				9600		9400			
	3.73	13,900	9000								
		15,300		10,200							
		15,600					10,400				
		15,700				10,400			10,400		
		15,800								10,300/10,000[1]	10,200
		17,700						12,200[2]			
		17,900					12,700[2]				
		18,100							12,700[2]		
		18,400								12,900[2]	12,800[2]

1. Tremor® Package. **2.** Requires Tow/Haul Package (53T).

Notes:
- Do not exceed trailer weight of 5000 lbs. when towing without a weight-distribution system.
- 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.

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.

TRAILER TOWING SELECTOR

F-150 XLT SuperCrew in Atlas Blue Metallic

F-150 PICKUP
CONVENTIONAL TOWING

Towing capability will vary 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.

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Automatic Transmission

Engine	Axle Ratio	GCWR (lbs.)	REGULAR CAB 4x2 141.5" WB	REGULAR CAB 4x4 141.5" WB	SUPERCAB 4x2 145.4" WB	SUPERCAB 4x4 145.4" WB	SUPERCREW 4x2 145.4" WB	SUPERCREW 4x4 145.4" WB	SUPERCREW 4x4 157.2" WB
2.7L GTDI V6	3.15/3.55	12,300	7400						
	3.55	12,700		7500	7500				
		12,800				7400	7600		
		13,000						7500	
	3.73	13,300	8400						
		13,400		8200	8200	8000	8200		
		13,500						8000	
3.5L GTDI V6	3.31	16,200	10,900						
		16,300			10,800				
		16,500		11,000			10,600		
		16,600				10,600			
		16,800						10,400	10,800
	3.55	16,200	10,900						
		16,300			10,800				
		16,500		11,000			10,600		
		16,600				10,600			
		16,800						10,400	10,800
		17,600[3]			10,900				
		17,700[3]				10,600			
		19,300[3]					12,800		
		19,400[3]						13,100	13,500
	3.73	17,100[4]						10,200	
3.5L GTDI V6 H. O.[1]	4.10	14,600						8200	
		14,650						8200	
5.2L Supercharged V8[2]	4.10	15,300						8700	

1. Raptor only. **2.** Raptor R only. **3.** Requires Tow/Haul Package (53T). **4.** Tremor Package.

Notes:
- Do not exceed trailer weight of 5000 lbs. when towing without a weight-distribution system.
- 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.

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.

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.

TRAILER TOWING SELECTOR

F-150 PICKUP HYBRID

Towing capability will vary based on trim series, option content and payload. Prior to making final vehicle selection, reference the Towing Basics information on the last page. See Dealer and reference "Portfolio" and "p2p" for related Job Aids and specifications.

CONVENTIONAL TOWING

Automatic Transmission			MAXIMUM LOADED TRAILER WEIGHT (lbs.)	
			SUPERCREW	
Engine	Axle Ratio	GCWR (lbs.)	4x4 145.4" WB	4x4 157.2" WB
3.5L Hybrid V6	3.73	17,100	10,800	10,800
		18,400[1]	11,200	11,000

5TH-WHEEL/ GOOSENECK TOWING

Automatic Transmission			MAXIMUM LOADED TRAILER WEIGHT (lbs.)	
			SUPERCREW	
Engine	Axle Ratio	GCWR (lbs.)	4x4 145.4" WB	4x4 157.2" WB
3.5L Hybrid V6	3.73	17,100	7100	7000
		18,400[1]	7100	7000

1. Requires Tow/Haul Package (53T).

F-150 XLT SuperCrew 4x4 in Iconic Silver Metallic

Notes:
- Do not exceed trailer weight of 5000 lbs. when towing without a weight-distribution system.
- 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 LIGHTNING

Towing capability will vary based on trim series, option content and payload. Prior to making final vehicle selection, reference the Towing Basics information on the last page. See Dealer and reference "Portfolio" and "p2p" for related Job Aids and specifications.

CONVENTIONAL TOWING

Automatic Transmission			MAXIMUM LOADED TRAILER WEIGHT (lbs.)
			SUPERCREW
Engine	Axle Ratio	GCWR (lbs.)	4x4 145.4" WB
Electric (F-150 Lightning)	9.61	11,700[2]	5000
		12,200[2,7]	5100/5000[6]
		14,400[2,3]	7700
		14,800[3]	7700
		14,900[3]	7700[6]
		15,000[4]	7700
		15,900[4,5]	8500
		16,700[3,4,6]	9500
		17,300[3,4]	10,000

2. Standard range battery. **3.** Requires Max. Trailer Tow Package (53D). **4.** Extended range battery. **5.** Platinum model. **6.** Requires 20" All-Terrain tires. **7.** LFP 4P battery, late availability.

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

Notes:
- Do not exceed trailer weight of 5000 lbs. when towing without a weight-distribution system.
- 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.

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.

TRAILER TOWING SELECTOR

F-150 Lariat SuperCrew in Rapid Red Metallic Clearcoat

F-150 PICKUP

5TH-WHEEL/GOOSENECK TOWING

Towing capability will vary 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.

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Automatic Transmission

Engine	Axle Ratio	GCWR (lbs.)	REGULAR CAB				SUPERCAB		SUPERCREW		
			4x2 122.8" WB	4x2 141.5" WB	4x4 122.8" WB	4x4 141.5" WB	4x2 145.4" WB	4x4 145.4" WB	4x2 145.4" WB[1]	4x4 145.4" WB[1]	4x4 157.2" WB
5.0L 4-Valve V8	3.15	14,800					9500		9500		
	3.31	13,200			8000						
		14,800					9500		9500	9200	9100
		14,900				9500		9400			
	3.73	13,900	8800								
		14,600			8400						
		15,300		10,100							
		15,600					10,300				
		15,700				10,300			9900		
		15,800								9800/8100[2]	10,000
		15,900						10,000			
		17,700[3]						10,000			
		17,900[3]					10,300				
		18,100[3]							11,600		
		18,400[3]								10,300	10,300

1. 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.
2. Tremor Package. **3.** Requires Tow/Haul Package (53T).

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.

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.

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.

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.

TRAILER TOWING SELECTOR

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

F-150 PICKUP

5TH-WHEEL/GOOSENECK TOWING

Towing capability will vary 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.

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Automatic Transmission

Engine	Axle Ratio	GCWR (lbs.)	REGULAR CAB 4x2 141.5" WB	REGULAR CAB 4x4 141.5" WB	SUPERCAB 4x2 145.4" WB	SUPERCAB 4x4 145.4" WB	SUPERCREW 4x2 145.4" WB[1]	SUPERCREW 4x4 145.4" WB[1]	SUPERCREW 4x4 157.2" WB
2.7L GTDI V6	3.55	12,300	7300						
		12,700		7400	7500				
		12,800				7300	7400		
		13,000						7200	
	3.73	13,300	8300						
		13,400		8100	7500	7500	7400		
		13,500						7200	
3.5L GTDI V6	3.31	16,200	10,900						
		16,300			8500				
		16,500		10,300			8200		
		16,600				8300			
		16,800						8100	8300
	3.55	16,200	10,900						
		16,300			8500				
		16,500		10,300			8200		
		16,600				8300			
		16,800						8100	8300
		17,600			8500				
		17,700[2]				8300			
		19,300[2]					10,100		
		19,400[2]						8800	9200
	3.73	17,100[3]						7900	

1. 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. **2.** Requires Tow/Haul Package (53T). **3.** 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.

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.

TRAILER TOWING SELECTOR

F-250 Lariat Crew Cab with Tremor Off-Road Package in Carbonized Grey Metallic

F-250 SRW SUPER DUTY PICKUP

CONVENTIONAL TOWING

Towing capability will vary 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.

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

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		16,200	15,900	15,800	16,200	15,900	15,800	15,500
		30,000[1]	18,200	20,000			20,000	22,000	19,500	19,500	22,000	21,900
	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
6.7L V8 H.O. Turbo Diesel	3.31	31,000[1]	18,200	20,000			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
	3.55	28,300[3]									18,200	
6.8L V8	3.73	21,000	14,800	14,400	14,500	14,400	14,100	14,000	14,500	14,300	14,100	13,800
	4.30	23,500	17,300	16,900	17,000	16,900	16,600	16,500	17,000	16,800	16,600	16,300
7.3L V8	3.73	23,500		16,800	17,000		16,500	16,400			16,600	16,200
		24,600	18,200	17,900	18,100		17,600	17,500	18,000	17,800	17,700	17,300
	4.30	26,000	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 are standard with electronic locking rear axles. **3.** Tremor Off-Road Package (17Y).

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 restoration (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.

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.

TRAILER TOWING SELECTOR

F-250 Lariat Crew Cab in Agate Black with the Black Appearance Package

F-250 SRW SUPER DUTY PICKUP

Towing capability will vary 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.

5TH-WHEEL/GOOSENECK TOWING

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

			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																						
Engine	Axle Ratio	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	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/ 15,800[4]	16,100			15,900/ 15,800[4]	16,100	14,600/ 15,700[3]/ 14,000[4]	15,700/ 15,800[3]/ 15,000[4]	13,900/ 15,500[3]/ 13,200[4]	14,900/ 15,700[3]/ 14,200[4]	16,000	16,100	15,000/ 15,700[3]/ 14,400[4]	15,900/ 15,400[4]	14,200/ 13,600[4]/ 15,600[3]	15,300/ 14,600[4]/ 15,700[3]	12,100/ 11,500[4]/ 15,300[3]/ 17,100[3]	13,200/ 12,500[4]/ 15,400[3]
		30,000[1]	22,300	22,900	21,700	22,500					20,500	21,500	20,600	21,600	20,900	22,000	20,200	21,200	20,500	21,600	19,300	20,300
	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	20,900	22,000	20,200	21,200	20,500	21,600	19,300	20,300
6.7L V8 H.O. Turbo Diesel	3.31	31,000[1]	22,300	23,000	21,700	22,700					20,400	21,400	20,600	21,600	20,900	22,000	20,200	21,200	20,500	21,600	19,900	20,900
	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	20,900	22,000	20,200	21,200	20,500	21,600	19,900	20,900
		28,300[2]																	19,500	20,000		
6.8L 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	14,300	14,400	14,000	14,200	13,900	14,100	13,600	13,800
	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	16,800	16,900	16,500	16,700	16,400	16,600	16,100	16,300
7.3L V8	3.73	23,500			16,600	16,700	16,700	16,900			16,300	16,500	16,200	16,400					16,300	16,500	16,000	16,200
		24,600	18,100	18,300	17,700	17,800	17,800	18,000			17,400	17,600	17,300	17,500	17,800	17,900	17,500	17,700	17,400	17,600	17,000/ 17,100[3]	17,300
	4.30	26,000	19,500	19,500	19,100	19,200	19,200	19,400			18,800/ 18,300[4]	19,000	18,300/ 18,700[3]	18,900	19,200	19,300	18,900	19,100	18,800/ 18,500[2]	19,000/ 18,500[2]	17,000/ 18,500[3]	18,100/ 18,700[3]

1. Requires F-250 High-Capacity Axle Upgrade Package (535). **2.** Tremor Off-Road Package (17Y). **3.** 10,000 plus GVWR. **4.** Fixed 9900 GVWR. **5.** F-250 models are standard with electronic locking rear axles.

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 restoration (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-350 Lariat Crew Cab with Sport Appearance Package in Star White Metallic

F-350 SRW SUPER DUTY PICKUP

Towing capability will vary based on trim series, option content and payload. Prior to making final vehicle selection, reference the Towing Basics information on the last page. See Dealer and reference "Portfolio" and "p2p" for related Job Aids and specifications.

CONVENTIONAL TOWING

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Automatic Transmission

Engine	Axle Ratio[4]	GCWR (lbs.)	REGULAR CAB 4x2 141.6" WB 8' Box	REGULAR CAB 4x4 141.6" WB 8' Box	SUPERCAB 4x2 148.0" WB 6-3/4' Box	SUPERCAB 4x2 164.2" WB 8' Box	SUPERCAB 4x4 148.0" WB 6-3/4' Box	SUPERCAB 4x4 164.2" WB 8' Box	CREW CAB 4x2 159.8" WB 6-3/4' Box	CREW CAB 4x2 176.0" WB 8' Box	CREW CAB 4x4 159.8" WB 6-3/4' Box	CREW CAB 4x4 176.0" WB 8' Box
6.7L V8 Turbo Diesel	3.31	31,000	20,000	20,000			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	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		23,000	20,000	24,000		23,000	24,000	24,800/25,000[1,2]
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]			17,500/17,400[1,2]	17,400/17,300[1,2]	17,700	17,500		17,200/17,100[1,2]
7.3L V8	3.73	25,200	18,200[1]	18,200	18,200		18,100/18,000[1,2]	17,900	18,200	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

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.

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 restoration (FALR).

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

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

TRAILER TOWING SELECTOR

F-350 XLT Crew Cab in Antimatter Blue

F-350 SRW SUPER DUTY PICKUP

Towing capability will vary 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.

5TH-WHEEL/GOOSENECK TOWING

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Automatic Transmission			REGULAR CAB				SUPERCAB								CREW CAB							
			4x2 141.6" WB 8' Box		4x4 141.6" WB 8' Box		4x2 148.0" WB 6-3/4' Box		4x2 164.2" WB 8' Box		4x4 148.0" WB 6-3/4' Box		4x4 164.2" WB 8' Box		4x2 159.8" WB 6-3/4' Box		4x2 176.0" WB 8' Box		4x4 159.8" WB 6-3/4' Box		4x4 176.0" WB 8' Box	
Engine	Axle Ratio[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	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck
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]					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]/ 22,600[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]/ 24,000[2]	23,000/ 24,200[1,2]					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/ 24,000[1]	22,500/ 25,100[1]	20,800/ 23,800[1]/ 26,700[2]	21,900/ 24,900[1]/ 27,400[2]	21,000/ 23,000[1]/ 26,700[2]	22,100/ 24,000[1]/ 27,300[2]			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					17,200	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			17,000/ 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]			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]			21,000/ 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 are standard with electronic locking rear axles.

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.
- 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 restoration (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.

TRAILER TOWING SELECTOR

F-450 XL Regular Cab in Anitmatter Blue Metallic

F-350/450 DRW SUPER DUTY PICKUPS

Towing capability will vary based on trim series, option content and payload. Prior to making final vehicle selection, reference the Towing Basics information on the last page. See Dealer and reference "Portfolio" and "p2p" for related Job Aids and specifications.

CONVENTIONAL TOWING

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Automatic Transmission			REGULAR CAB				SUPERCAB		CREW CAB			
Engine	Axle Ratio	GCWR (lbs.)	F-350 4x2 141.6" WB 8' Box	F-350 4x4 141.6" WB 8' Box	F-450 4x2 141.6" WB 8' Box	F-450 4x4 141.6" WB 8' Box	F-350 4x2 164.2" WB 8' Box	F-350 4x4 164.2" WB 8' Box	F-350 4x2 176.0" WB 8' Box	F-350 4x4 176.0" WB 8' Box	F-450 4x2 176.0" WB 8' Box	F-450 4x4 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
		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
		46,700			25,000	25,000						
		48,000[2]			18,000							
6.8L V8	4.30	25,400	18,700/18,200[1]	18,300				17,800		17,600		
7.3L V8	3.73	25,700	18,900	18,500				18,100		17,800		
	4.30	29,500	22,000	22,000				21,900		21,600		

5TH-WHEEL/GOOSENECK TOWING

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Automatic Transmission			REGULAR CAB						SUPERCAB				CREW CAB							
			F-350 4x2 141.6" WB 8' Box		F-350 4x4 141.6" WB 8' Box		F-450 4x2 141.6" WB 8' Box		F-450 4x4 141.6" WB 8' Box		F-350 4x2 164.2" WB 8' Box		F-350 4x4 164.2" WB 8' Box		F-350 4x2 176.0" WB 8' Box		F-350 4x4 176.0" WB 8' Box		F-450 4x2 176.0" WB 8' Box		F-450 4x4 176.0" WB 8' Box	
Engine	Axle Ratio	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	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck
6.7L V8	3.55	40,000	32,300/ 32,400[1]	32,500/ 32,600[1]	31,900	32,000					31,800	32,000	31,400	31,600	31,700	31/800	31,200	31,300		
	4.10	43,900	35,000/ 35,000[1]	36,400/ 36,500[1]	35,000	35,900					35,000	35,900	35,000	35,500	35,000	35,700	34,800	35,200		
	4.30	43,500																	34,000	34,700
		46,700					35,000	38,600	35,000	36,900										
6.7L V8 H.O. Turbo Diesel	3.55	40,500	32,800	32,900	32,300	32,500					32,300	32,500	31,900	32,100	32,100	32,300	31,700	31,800		
	4.10	45,600	35,000	38,000	35,000	37,600					35,000	37,600	35,000	37,200	35,000	37,400	34,700	35,800		
	4.30	43,500																	33,900	34,700
		46,700					35,000	38,600	35,000	36,800										
		48,000[2]					35,000	40,000												
6.8L V8	4.30	25,400	18,500/ 18,700[1]	18,600/ 18,900[1]	18,000	18,200							17,600	17,800			17,400	17,500		
7.3L V8	3.73	25,700	18,700	18,800	18,200	18,400							17,800	18,000			17,600	17,700		
	4.30	29,500	22,500	22,500	22,000	22,200							21,600	21,800			21,400	21,500		

1. Heavy Duty Payload Package (68F).
2. F-450 High Capacity Gooseneck Tow Package (535).

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 restoration (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-350 SUPER DUTY CHASSIS CAB

Trailer weights shown assume 715-lb.–1,115-lb. second-unit body weight.

CONVENTIONAL TOWING[1]

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

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	3.73E[2]	31,000		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
	4.10	34,500			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
	4.30E[2]	27,200	13,500	13,500					13,500	13,500			13,500	13,500		
		27,500			17,500	17,500	17,500	17,500			17,500	17,500			17,500	17,500

5TH-WHEEL TOWING

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

GOOSENECK TOWING

6.7L V8 Diesel	3.73E[2]	31,000		23,100						20,900			21,900	20,500		
	3.73	34,000			26,100	25,900	25,800	25,500				25,300			25,600	25,200
	4.10	34,500			26,600	26,400	26,300	26,000				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
	4.30E[2]	27,200	20,400	20,000					20,000	19,600			19,900	19,400		
		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.** E = Electronic Locking Rear Axle. F-350 SRW models are standard with electronic-locking rear-axle.

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 restoration (FALR).

F-450 SUPER DUTY CHASSIS CAB

Trailer weights shown assume 715-lb.–1,115-lb. second-unit body weight.

CONVENTIONAL TOWING[1]

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Automatic Transmission			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
	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
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

5TH-WHEEL TOWING

6.7L V8 Diesel	4.10	34,500	25,700	25,600	25,300	25,100	25,500	25,200	24,800	24,700		25,100	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		29,600	29,600	29,300	29,800	29,400	29,400	29,200
7.3L V8	4.88	30,000	22,000	21,800	21,500	21,300	21,700	21,400	21,100	21,000	21,600		21,300	21,000	21,500	21,200	21,200	20,900

GOOSENECK TOWING

6.7L V8 Diesel	4.10	34,500	25,800	25,700	25,400	25,200	25,600	25,400	25,000	24,900		25,200	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		29,700	29,700	29,400	29,900	29,500	29,600	29,400
7.3L V8	4.88	30,000	22,100	21,900	21,600	21,400	21,900	21,600	21,200	21,100	21,700		21,400	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 High Capacity Trailer Tow Package (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 restoration (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-550 SUPER DUTY CHASSIS CAB

Trailer weights shown assume 715-lb.–1,115-lb. second-unit body weight.

CONVENTIONAL TOWING[1]

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Automatic Transmission			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	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500		18,500	18,500	18,500	18,500	18,500	18,500	18,500
	4.30	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
		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
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
5TH-WHEEL TOWING																		
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/ 21,200[4]	21,000	21,500/ 21,400[4]	21,200	21,200/ 21,100[4]	20,900/ 20,800[4]
GOOSENECK TOWING																		
6.7L V8 Diesel	4.10	34,500	25,800	25,700	25,400	25,200	25,600	25,400	25,000	24,900		25,200	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		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		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		21,400	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 restoration (FALR).

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

F-600 SUPER DUTY CHASSIS CAB

Trailer weights shown assume 715-lb.–1,115-lb. second-unit body weight.

CONVENTIONAL TOWING[1]

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

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										
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										
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 restoration (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-750 Crew Cab in Agate Black

SUPER DUTY CLASS A MOTORHOME CHASSIS

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

Notes:
- Towing vehicle's braking system is rated for operation at GVWR – NOT GCWR. See page 37 for more details.
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.

2025 MEDIUM DUTY TRUCK

DIESEL ENGINE

Model	GVWR	GCWR
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 (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 STRIPPED CHASSIS

GVWR	GCWR	Trailer Weight
16,000 lbs.	23,000 lbs.	7000 lbs.
19,500 lbs.	26,000 lbs.	6500 lbs.
19,500 lbs.	27,200 lbs.	7700 lbs.[1]
22,000 lbs.	26,000 lbs.	4000 lbs.
22,000 lbs.	29,700 lbs.	7700 lbs.[1]

1. Requires Parcel Delivery Package option.

Notes:
- Towing vehicle's braking system is rated for operation at GVWR – NOT GCWR. See page 37 for more details.
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.

2025 E-SERIES CUTAWAY AND STRIPPED CHASSIS

E-350 Cutaway DRW in Oxford White

MAXIMUM TRAILER WEIGHT = GCWR (lbs.) – Vehicle GVW or 10,000 pounds, whichever is less

Automatic Transmission

			CUTAWAY							STRIPPED CHASSIS				
Engine	Axle	GVWR (lbs.)	E-350 SRW 138.0" WB	E-350 SRW 158.0" WB	E-350 DRW 138.0" WB	E-350 DRW 158.0" WB	E-350 DRW 176.0" WB	E-450 DRW 158.0" WB	E-450 DRW 176.0" WB	E-350 DRW 138.0" WB	E-350 DRW 158.0" WB	E-350 DRW 176.0" WB	E-450 DRW 158.0" WB	E-450 DRW 176.0" WB
7.3L V8 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		
		14,000						22,000	22,000				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.

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.

TRAILER TOWING SELECTOR

T-150 Cargo Van Medium Roof in Oxford White

TRANSIT

PASSENGER VAN

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Automatic Transmission			REAR-WHEEL DRIVE				ALL-WHEEL DRIVE			
Engine	Axle Ratio	GCWR (lbs.)	350 148" WB Low Roof	350 148" WB Medium Roof	350 148" WB High Roof	350 148" WB Extended High Roof	350 148" WB Low Roof	350 148" WB Medium Roof	350 148" WB High Roof	350 148" WB Extended High Roof
3.5L PFDI V6	3.73	10,800	4200	4100	3900		4000	3900/3800[1]	3700	
	4.10	11,200	4500	4400	4200	3700	4300	4200/4100[1]	4000	
3.5L EcoBoost V6	3.73	11,200	4400	4300	4200	3600	4200	4100	3900	3400

1. 15-passenger van.

CARGO VAN

REAR-WHEEL DRIVE
MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Automatic Transmission			150/250/350 130" WB Low Roof	150/250/350 148" WB Low Roof	350HD 148" WB Low Roof	150/250/350 148" WB Medium Roof	350HD 148" WB Medium Roof	250/350 148" WB High Roof	350HD 148" WB High Roof	250/350 148" WB Extended High Roof	350HD 148" WB Extended High Roof	350HD DRW 148" WB Extended High Roof
Engine	Axle Ratio	GCWR (lbs.)										
3.5L PFDI V6	3.73	10,800	5200	5100		5000		4900				
	4.10	12,000	6300	6200	6200	6100	6100	6000	6000	5800	5700	5600
3.5L EcoBoost V6	3.73	12,600	6900	6800	6800	6600	6600	6500	6500	6300		
		13,000									6700	6500

ALL-WHEEL DRIVE
MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Automatic Transmission			150/250/350 130" WB Low Roof	150/250/350 148" WB Low Roof	350HD 148" WB Low Roof	150/250/350 148" WB Medium Roof	350HD 148" WB Medium Roof	250/350 148" WB High Roof	350HD 148" WB High Roof	250/350 148" WB Extended High Roof	350HD 148" WB Extended High Roof	350HD DRW 148" WB Extended High Roof
Engine	Axle Ratio	GCWR (lbs.)										
3.5L PFDI V6	3.73	10,800	5000	4900		4800		4700				
	4.10	12,000	6100	6000	6000	5900	5900	5800	5800	5600	5500	5300
3.5L EcoBoost V6	3.73	12,600	6700	6600	6600	6400	6400	6300	6300	6100		
		13,000									6500	6200

Notes:
- Do not exceed trailer weight of 5000 lbs. when towing without a weight-distribution system.
- 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.

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.

TRAILER TOWING SELECTOR

T-350HD Cutaway AWD in Race Red

TRANSIT

CUTAWAY

Automatic Transmission

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

			REAR-WHEEL DRIVE									ALL-WHEEL DRIVE							
Engine	Axle Ratio	GCWR (lbs.)	250/350 138" WB	350HD DRW 138" WB	250/350 156" WB	350HD 156" WB	350HD DRW 156" WB	350 178" WB	350HD 178" WB	350HD DRW 178" WB	250/350 138" WB	350HD DRW 138" WB	250/350 156" WB	350HD 156" WB	350HD DRW 156" WB	350 178" WB	350HD 178" WB	350HD DRW 178" WB
3.5L PFDI V6	4.10	12,000	6500	6400	6400	6400	6200	6100	6100	6000	6300	6100	6200	6200	6000	5900	5900	5800
3.5L EcoBoost V6	3.73	12,600	7100		6900						6900		6700					
		13,000		7300		7300	7100	7100	7100	6900		7100		7100	6900	6800	6800	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 156" WB	350HD DRW 156" WB	350 178" WB	350HD 178" WB	350HD DRW 178" WB	250/350 138" WB	350HD DRW 138" WB	250/350 156" WB	350HD 156" WB	350HD DRW 156" WB	350HD 178" WB	350 178" WB	350HD DRW 178" WB
3.5L PFDI V6	4.10	12,000	6500	6300	6400	6400	6200	6100	6100	5900	6300	6100	6200	6200	6000	5900	5,00	5700
3.5L EcoBoost V6	3.73	12,600	7000		6900						6800		6700					
		13,000		7300		7300	7100	7000	7000	6900		7000		7100	6900	6800	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.

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.

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.

TRAILER TOWING SELECTOR

Ranger Lariat SuperCrew in Iconic Silver Metallic

RANGER

Automatic Transmission			MAXIMUM LOADED TRAILER WEIGHT (lbs.)	
			SUPERCREW	
Engine	Axle Ratio	GCWR (lbs.)	4x4	AWD
2.3L EcoBoost I-4	3.73	12,590	7500[1]	
2.7L EcoBoost V6[3]	3.73	12,745	7500[1]	
3.0L EcoBoost V6[2]	4.27	11,465		5510[1]

1. Requires available Trailer Tow Package (53R); standard on Raptor. When properly equipped, maximum towing varies based on cargo, vehicle configuration, accessories and number of passengers. **2.** Raptor only. **3.** Optional 2.7L engine, available Spring 2024.

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

Automatic Transmission			MAXIMUM LOADED TRAILER WEIGHT (lbs.)	
			SUPERCREW	
Engine	Axle Ratio	GCWR (lbs.)	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 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 Lariat SuperCrew in Hot Pepper Red Metallic Tinted Clearcoat

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.

TRAILER TOWING SELECTOR

Bronco Black Diamond 2-Door in Azure Grey Metallic

BRONCO

10-Speed Automatic Transmission

MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1]

Engine	Axle Ratio	GCWR (lbs.) 2-Door	GCWR (lbs.) 4-Door	BIG BEND 2-Door	BIG BEND 4-Door	BLACK DIAMOND 2-Door	BLACK DIAMOND 4-Door	OUTER BANKS 4-Door	BADLANDS 2-Door	BADLANDS 4-Door	WILDTRAK 2-Door	WILDTRAK 4-Door	EVERGLADES 4-Door	RAPTOR 4-Door	HERITAGE 2-Door	HERITAGE 4-Door
2.3L EcoBoost I-4	3.73	8480	8480	3500	3500			3500								
	4.27	8480	8480	3500	3500			3500								
	4.46	8780	8780			3500	3500									
	4.70	8780	8780	3500	3500	3500	3460[2]/3500[3]	3500					3080		3500	
2.7L EcoBoost V6	3.73	8740	8480													
			8740					3500								
	4.27		8740					3500								
	4.46	8840	8840			3500	3440[2]/3460[3]		3500	3320						
	4.70[4,5]	8840	8780			3500	3500		3500		3500				3500	
		8780	8840			3500	3500	3400		3260		3400			3260[5]	3400/3280[5]
3.0L EcoBoost V6	4.70		10,650											4500[6]		

7-Speed Manual Transmission

2.3L EcoBoost I-4	4.27	8480														
	4.46	8780	8780	3500	3500	3500	3500									
	4.70	8780	8780	3500[4]	3500[4]	3,500[4]	3500[4]		3500	3440					3500	3500

1. Trailer Tow Prep Package included on all models, excluding Raptor. Available towing equipment is dealer installed. (See chart on page 14) **2.** Equipped with Electromechanical Transfer Case (EMTC). **3.** Equipped with Electronic Shift On-the-Fly (ESOF). **4.** Sasquatch™ Package (765). **5.** Heritage Limited model only. **6.** Raptor model includes Tow Package 2 as standard equipment.

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

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, Free Wheeling, Outer Banks and Heritage models only. **2.** Requires available Class II Trailer Tow Package (53B). **3.** Badlands model only.

Notes:
- Certain provinces/territories/states require electric trailer brakes for trailers over a specified weight. Be sure to check local governmental regulations for this specified weight. WARNING: Do not tow a trailer fitted with electric trailer brakes unless your vehicle is fitted with a compatible aftermarket electronic trailer brake controller. Failure to follow this instruction could result in the loss of control of your vehicle, personal injury or death. For additional information and assistance, we recommend that you contact an authorized dealer.
- 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 with available equipment in Eruption Green Metallic

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.

TRAILER TOWING SELECTOR

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

EXPEDITION

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

1. Max. loaded trailer weight ratings over 6,000 lbs. require weight-distributing hitch (see page 40 for additional information) for Expedition SWB and LWB models. When properly equipped, max. towing varies based on cargo, vehicle configuration, accessories and number of passengers. **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

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	3.31	10,800	5600[3]
	3.58[3,4]	10,800	5600[3]

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, Platinum and ST models. **4.** ST model only.

Notes:
- Certain provinces/territories/states require electric trailer brakes for trailers over a specified weight. Be sure to check local governmental regulations for this specified weight. WARNING: Do not tow a trailer fitted with electric trailer brakes unless your vehicle is fitted with a compatible aftermarket electronic trailer brake controller. Failure to follow this instruction could result in the loss of control of your vehicle, personal injury or death. For additional information and assistance, we recommend that you contact an authorized dealer.
- 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 Limited in Rapid Red Metallic

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.

TRAILER TOWING SELECTOR

Edge ST-Line in Star White Metallic Tri-Coat

EDGE

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.

Escape Platinum in Iconic Silver Metallic

ESCAPE

Automatic Transmission

Engine	Final Drive Ratio	GCWR (lbs.) FWD	GCWR (lbs.) AWD	MAXIMUM LOADED TRAILER WEIGHT (lbs.)
2.5L I-4 Hybrid	2.91	5373	5507	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.

Mustang EcoBoost Premium with Bronze Appearance Package in Carbonized Grey Metallic

MUSTANG

Automatic Transmission

Engine	Axle Configuration	MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1,2]
2.3L EcoBoost I-4	RWD	1000
5.0L V8 GT	RWD	1000
Manual Transmission		
5.0L V8 GT	RWD	1000

1. Mustang does not offer factory-installed towing equipment; only available as aftermarket accessory. **2.** Mustang Dark Horse is not rated to tow a trailer.

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

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.

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 13). 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 42). 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 pages 14–16 for standard and optional wiring harness usage.

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.

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 trailers[1]

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

CLASS III
HEAVY-DUTY

3501–5000-lb. gross trailer weight

Dual-axle or large single-axle travel trailers

Most properly equipped Ford trucks and SUVs can tow them[1]

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

CLASS IV
EXTRA-HEAVY-DUTY[2]

Over 5000-lb. gross trailer weight[2]

Largest travel and 5th-wheel trailers made for recreation

Most Ford trucks and some SUVs can be equipped to handle trailer weights in this class[1]

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

1. Refer to page 13 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 unibody vehicles like Escape and Explorer; bumper hitch not available). Ford hitch receivers provide weight-carrying capacities as shown in the chart on the following page. (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.

GOOSENECK

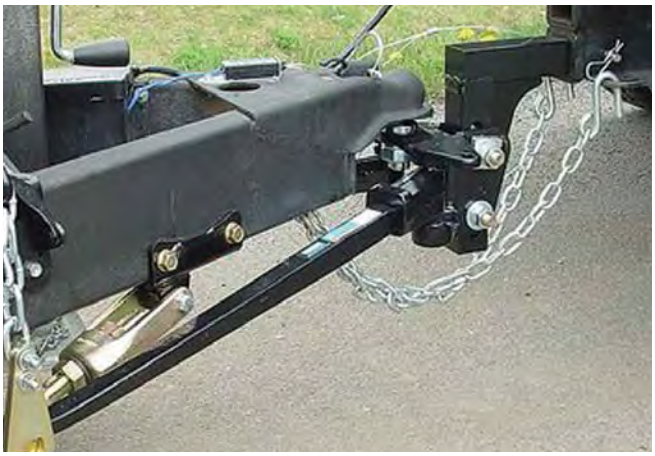
A gooseneck hitch attaches in the truck bed using custom or universal rails. This hitch style provides great stability and is suitable for heavier loads, since the weight of the tongue rests directly on the truck bed over the rear axles. Goosenecks are commonly used for horse and other agricultural trailers.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

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 the next page).

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



5TH-WHEEL

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

FACTORY-INSTALLED TRAILER HITCH RECEIVER OPTIONS AND CAPACITIES

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 available dealer-installed towing equipment

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
A 2" hitch receiver rated at 11,600 lbs. is standard. Tow/Haul Package (53T) 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

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.)

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.

REAR STEP BUMPER/HITCH RECEIVER WEIGHT CAPACITY

The maximum weight capacities for the hitch receivers shown below may exceed the maximum loaded trailer weight for the vehicle specified. Refer to the Trailer Towing Selector charts on pages 18–36 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		
HITCH RECEIVER				
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	5600	560		
Expedition	6000	600	9200	920
Expedition MAX	6300	630	9000	900
Transit Passenger Van	4500	450		
Transit Cargo Van	6900	690		
Ranger	7500[2]	750[2]		
Ranger Raptor	5510[2]	550[2]		
F-150 Pickup	5000	500	13,500	1350
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.ca** for more information.

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.

CALCULATE WEIGHT DISTRIBUTION

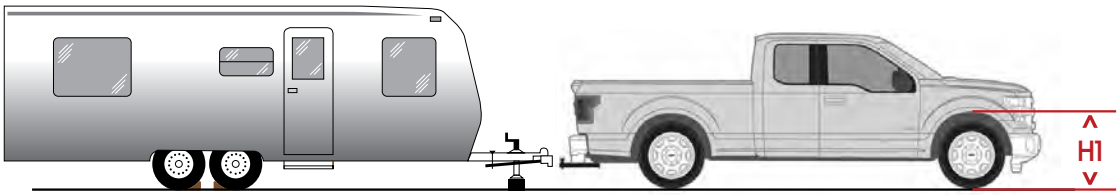
CALCULATION EXAMPLE

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

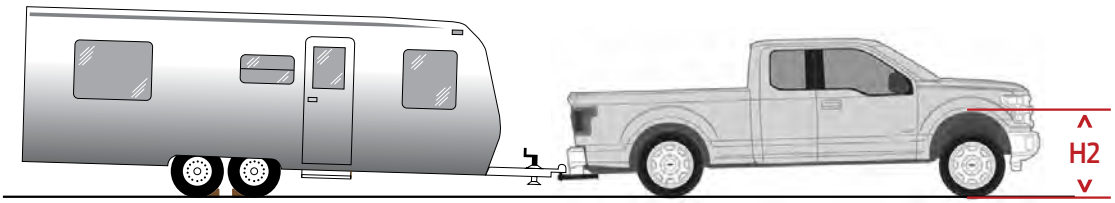
WEIGHT DISTRIBUTION HITCH SETUP

Vehicle	Weight Distribution Correction Factor
Mustang	Not Required
Bronco Sport	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%

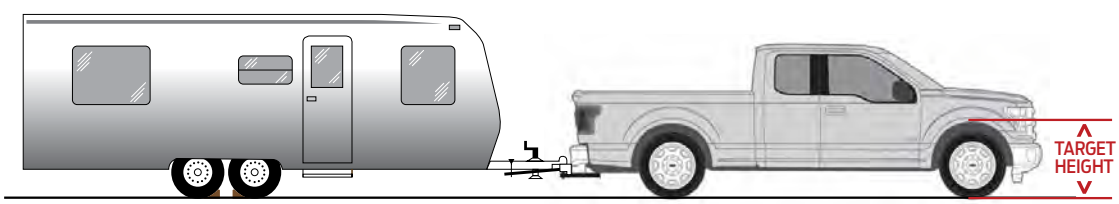
1 Load trailer similar to the way it will be loaded for the trip with 10% tongue load and park on level ground.
2 Adjust trailer tongue jack to get trailer level or just slightly nose down.
3 Load tow vehicle similar to the way it will be used for the trip and park vehicle on level ground.
4 Adjust and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



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



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



ABOUT WEIGHTS

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

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

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

BASE CURB WEIGHT
+
CARGO WEIGHT
+
PASSENGER WEIGHT
=
GROSS VEHICLE WEIGHT (GVW)

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

GROSS VEHICLE WEIGHT
+
LOADED TRAILER WEIGHT
=
GROSS COMBINATION WEIGHT (GCW)

GCW must not exceed GCWR (obtain from Towing Selector charts on pages 18–36 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 (sample label on next page). **The GVW must never exceed the GVWR.**

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

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

MEASURING TONGUE LOAD WITH COMMERCIAL SCALE

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

WEIGHT LIMITS

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

Gross Combination Weight Rating (GCWR) is the maximum allowable weight of the towing vehicle and the loaded trailer – including all cargo and passengers – that the vehicle can handle without risking damage. (Important: The towing vehicle's brake system is rated for operation at the GVWR – NOT GCWR. Separate functional brake systems should be used for safe control of towed vehicles and for trailers weighing more than 1500 lbs. when loaded.) The measured GCW must never exceed the GCWR.

Maximum Loaded Trailer Weight (as shown in the Trailer Towing Selector charts on pages 18–36) 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 is 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 40 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.

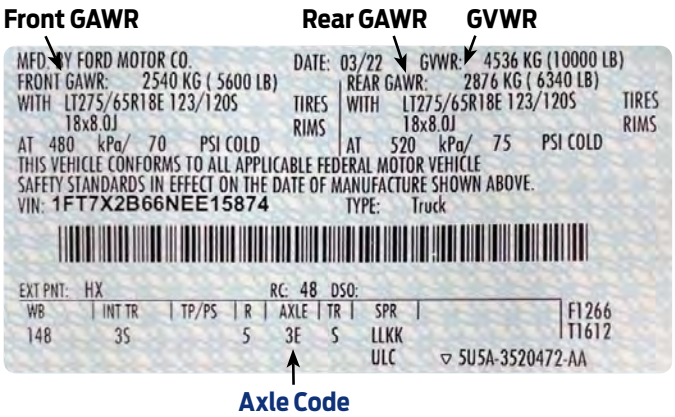
REAR AXLE RATIO CODES

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
	4.27[5]	Not Available	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[6]	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. **5.** Raptor only. **6.** DRW models only.

Sample Truck Safety Compliance Certification Label

(Refer to actual label on your vehicle)



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.ca**.

Trailer Hitch Wiring Harnesses – 4-Pin

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

Base Part No. 15A416

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

Base Part No. 15A416

Trailer Hitch Assemblies

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

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

Base Part No. 19D520

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.

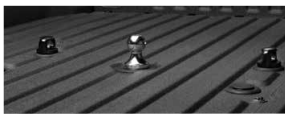
Part No. VML3Z-19A326-A

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)
**Expected availability 12/31/23*

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 centre-stack touchscreen.

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)

**Not for use on 2023/24 Super Duty models.*

Trailer Tire Pressure Monitoring System (TPMS)

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

Base Part No. 1A189 (Tire Pressure Monitoring System)

TOWING BASICS

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/support/, or Dealers may visit p2p.dealerconnection.com.

Cargo And Weight Distribution

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

Keep centre-of-gravity low for best handling.

Cargo and load capacity limited by weight and weight distribution.

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 Gross Vehicle Weight Rating (GVWR), not Gross Combination Weight Rating (GCWR).

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

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

Turning

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

Towing On Hills

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

Select Tow/Haul mode, if equipped, 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[1]

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.

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

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 Gross Vehicle Weight (GVW) and Gross Combination Weight (GCW) by 2% per 1000 ft. elevation.

Powertrain/Frontal Area Considerations

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

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

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

Selecting A Trim Series

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

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

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