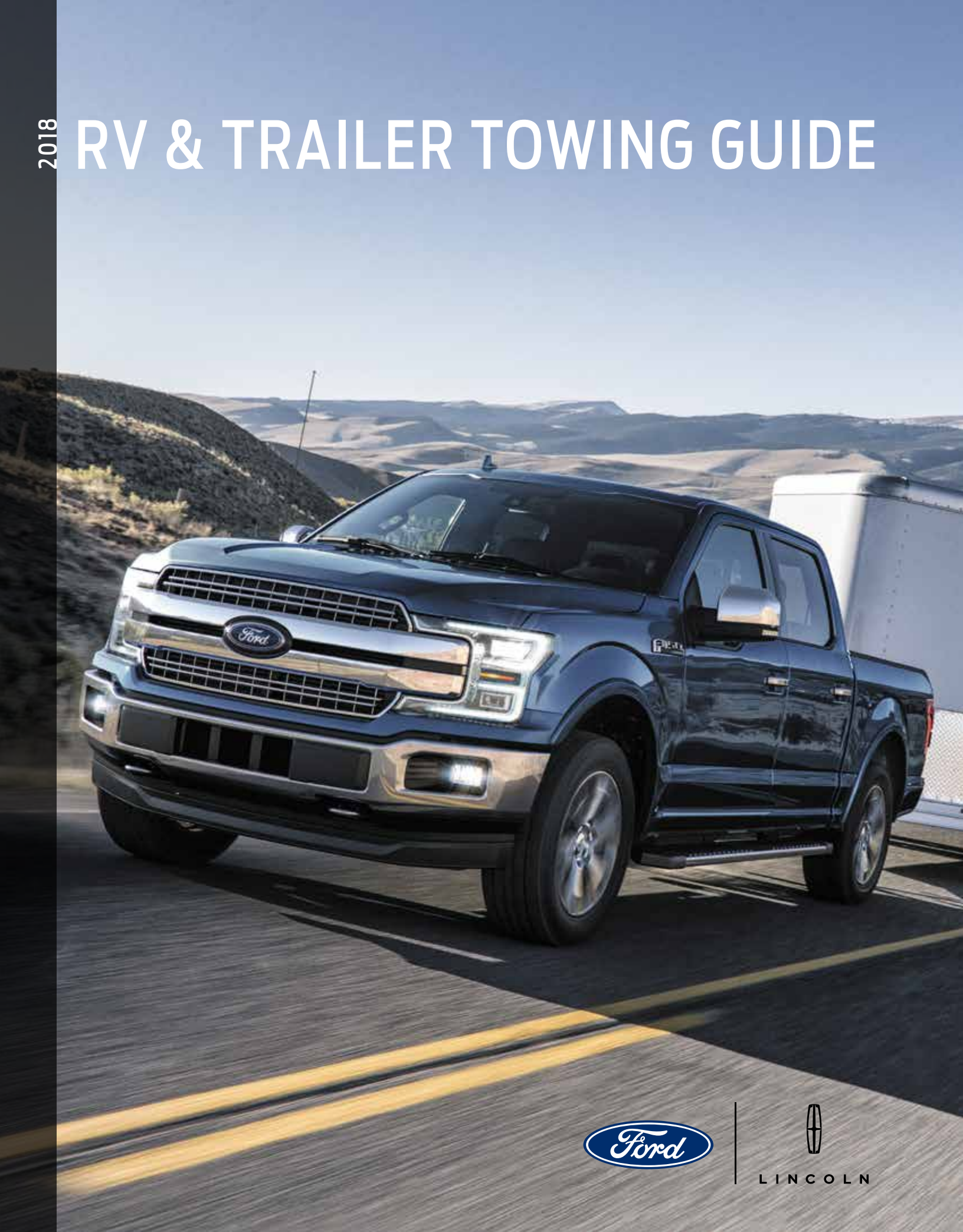
2018

RV & TRAILER TOWING GUIDE



Ford

LINCOLN

You Can't Do Better Than BEST-IN-CLASS

The 2018 F-Series have the most advanced powertrain lineup ever, so it's no surprise that F-150's best-in-class torque and capability features come right along with it. You want best-in-class payload? You got it ... up to 3,270 lbs. How about best-in-class towing? Try up to 13,200 lbs. for size. And that's just the beginning. F-Series Super Duty® Pickups and Chassis Cabs also offer outstanding towing capability and efficiency for the toughest jobs out there.

F-Series are America's best selling trucks with decades of RV and towing experience in every configuration.



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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 new vehicles. Ford began applying the standard on the 2013 Fusion and Escape models. Other vehicles meeting this standard include Transit Connect and Flex (starting with 2014), Mustang, Transit, F-150, Edge (starting with 2015), Lincoln MKX (starting with 2016), and Super Duty Pickup/Chassis Cab and Lincoln Continental (starting with 2017).

The following vehicles are not recommended for trailer towing: C-MAX Hybrid, C-MAX Energi, Fiesta, Focus, Fusion Hybrid, Fusion Energi, Shelby GT350/GT350R Mustang, Taurus SHO, Lincoln MKZ Hybrid, and EcoSport.

F-150

TOUGHER SMARTER MORE CAPABLE

The 2018 F-150 delivers on its Built Ford Tough promise through a segment-exclusive combination of advanced materials that are durable and inhibit corrosion. A high-strength steel fully boxed ladder frame and high-strength, military-grade, aluminum alloy body save weight and add capability, helping F-150 tow heavier trailers than ever and deliver best-in-class payload ratings. The staggered rear outboard shocks help provide additional driving stability. Exceptional space, power and towing capacity make F-150 the preferred choice for towing and hauling.

Features include an available integrated trailer brake controller, smart trailer tow connector, tow mirrors and 360-degree camera system that provides a view of all four sides of the vehicle. The **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. The Dynamic Hitch Assist enhancement to the optional rear camera enables easier hitching by helping to line up the truck and trailer without requiring a spotter or having to get out of the vehicle.

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

New Engine Options – Outstanding Capability

The impressive F-150 now provides more engine alternatives for more applications. The all-new standard 3.3L Ti-VCT V6 features dual-direct and port fuel injection. And, the 10-speed transmission is now available with the 2.7L EcoBoost®, a 5.0L Ti-VCT V8, a 3.0L Turbo Diesel V6 and 3.5L EcoBoost, delivering improved acceleration and performance. The entire F-150 engine lineup has been extensively tested to meet the highest durability and reliability standards. So you can confidently pick the engine that best fits your towing needs.

Engine	HP @ rpm	Torque @ rpm	Maximum Towing (lbs.)	Maximum Payload (lbs.)
3.3L Ti-VCT V6	290 @ 6,500	265 lb.-ft. @ 4,000	7,700	1,990
2.7L EcoBoost V6	325 @ 5,000	400 lb.-ft. @ 2,750	9,000	2,470
3.5L EcoBoost V6	375 @ 5,000	470 lb.-ft. @ 3,500	13,200	3,230
5.0L Ti-VCT V8	395 @ 5,750	400 lb.-ft. @ 4,500	11,600	3,270
3.0L Turbo Diesel V6	250 @ 3,250	440 lb.-ft. @ 1,750	11,400	2,020
3.5L EcoBoost H.O. V6 (1)	450 @ 5,000	510 lb.-ft. @ 3,500	8,000	1,200

(1) Raptor only.



F-150 Towing Features Highlights

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

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

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

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

Pro Trailer Backup Assist™ – available feature improves driver confidence by letting the driver steer the trailer instinctively as they control the accelerator and brakes, while the truck takes care of the rest

EXCEPTIONAL PRODUCTIVITY

Towing Capability
13,200 pounds(1)

Payload Capacity
3,270 pounds(1)

Cargo Box Volume
77.4 cu. ft. (8' box)
62.3 cu. ft. (6.5' box)
52.8 cu. ft. (5.5' box)

(1) Max towing on 2018 F-150 XL SuperCrew®, 6.5' box, 3.5L EcoBoost engine, 4x2 and Max Trailer Tow Package. Not shown.

Max payload on 2018 F-150 XL Regular Cab, 8' box, 5.0L engine, 4x2, Heavy-Duty Payload Package and 18" heavy-duty wheels. Not shown. Class is full-size pickups under 8,500-lb. GVWR based on Ford segmentation.



Super Duty® Pickups
THE NEW MEANING OF **TOUGH**

HORSEPOWER
450 hp @ 2,800 rpm(1)

TORQUE
935 lb.-ft. @ 1,800 rpm(1)

CONVENTIONAL TOWING
up to 21,000 lbs.(2)

5TH-WHEEL TOWING
up to 27,500 lbs.(2)

GOOSENECK TOWING
up to 34,000 lbs.(2)

PAYLOAD
up to 7,630 lbs.(3)

(1) 6.7L Power Stroke® V8 Turbo Diesel.
(2) Maximum capacity when properly equipped. See your Ford dealer for specific equipment requirements and other limitations.
(3) F-350 DRW Regular Cab 4x2.

The 2018 Super Duty reinforces its tough image and continues to meet the needs of both commercial and personal use customers. Within the toughest industries, people who do the work count on Super Duty pickups for tough-as-nails work capability on any job site. And now Super Duty is available in a 4x2 configuration on the F-450 series, for those who don't need 4x4 capability.

POWERFUL ENGINE CHOICES

6.7L V8 Turbo – The Diesel Leader

Designed, engineered and built by Ford, our Second-Generation 6.7L Power Stroke® V8 Turbo Diesel engine is designed to produce more power and torque than ever. And the new larger single-sequential turbocharger helps improve airflow and performance. You'll really appreciate it when towing heavy loads uphill and at high altitudes.

Rule the Class With 6.2L 2-Valve V8 Gas

Ease your heavy-duty workload with lots of low-rpm torque. The gas engine's stiff SOHC valvetrain with roller-rocker shafts enables an intake- and exhaust-port layout that optimizes airflow, helping it produce plenty of torque down low.

Balanced performance. Dual-equal variable cam timing phases the intake- and exhaust-valve opening and closing events simultaneously to optimize fuel economy, low-end torque and peak horsepower.

Alternative fuel options include a CNG/Propane Gaseous Engine Prep Package that readies your truck to be upfit for compressed natural gas (CNG), propane autogas, or as a bi-fuel vehicle with the ability to seamlessly switch between CNG or propane and gasoline.

Driver Assist and Smart Technology

Trailer Sway Control

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

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

The added software measures the yaw motion of the vehicle to determine if the trailer is swaying and then responds to eliminate the sway condition(4)

Trailer Brake Controller (TBC)(5)

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

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

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

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

Fully integrated into the truck's brake system

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

Factory-installed and warranted by Ford Motor Company(6)

Tow/Haul Mode With Integrated Engine-Exhaust Brake(7)

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

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

Provides additional braking and control on downhill grades when used in combination with the engine brake feature on the 6.7L V8 turbo diesel engine

Standard Hill Start Assist

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

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

Smart Trailer Tow Connector

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

Alerts/warnings are displayed in the message center or either the 4.2" or 8" productivity screen (if equipped)

Included in all optional towing packages

5th-Wheel/Gooseneck Prep Package



Available on all models (Factory equipped on 4x4 models, dealer installed on 4x2 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

Trailer Reverse Guidance



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

Included with the optional Ultimate Trailer Tow Camera System

Ultimate Trailer Tow Camera System

Available 360-degree camera with split-view display utilizes 4 cameras to provide an all-around view on 8" color screen





Trailer Reverse Guidance uses 3 cameras to provide multiple views of trailers, as well as steering guidance graphics, to assist with trailer maneuvers while in reverse

Includes rear view camera, rear center high-mounted stop lamp (CHMSL) camera and LED center high-mounted stop lamp (CHMSL)

Dynamic Hitch Assist

Included within the standard rear-view camera, providing added driver convenience when hitching a trailer

Uses a dynamic centerline in the display to assist in guiding the truck backward

Helps better position the truck with a trailer coupler

As steering adjustments are made, the projected path is shown on the screen

Reduces the need for a spotter or having to get in and out of the truck to check position

Tow Technology Bundle

Available on Lariat and King Ranch

Provides driver-assist technology features to improve the driver-towing experience:

- Adaptive steering
- Auto high-beam headlamps with rain-sensing windshield wipers
- Lane-keeping alert
- Ultimate Trailer Tow Camera System (includes 360-degree camera with split-view display and rear center high-mounted stop lamp [CHMSL] camera)

(4) 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 for the conditions.

(5) Standard on F-350 DRW/F-450; optional on F-250/F-350 SRW.

(6) See limited warranty for details. Ask your dealer for details.

(7) 6.7L Power Stroke® V8 Turbo Diesel.

SUPER DUTY®
CHASSIS CABS

The 2018 Super Duty Chassis Cab F-350/F-450/F-550s bring smart, tough and capable to a whole new level. They reinforce the tradition of Built Ford Tough and continue to handle the most hard-line towing jobs and aggressive payloads. The purpose-built Ford powertrains help deliver excellent performance and torque. With a maximum towing capability of 31,900 lbs. for 5th-wheel trailers and 18,500 lbs. for conventional trailers, Super Duty is designed to conquer even the most challenging jobs.



THE FUTURE OF **HEAVY-DUTY TRUCKS**



Powerful Ford 6.8L 3V SOHC V10

The V10 gas powerplant gets your heavy loads moving with up to 424 lb.-ft. of torque and 288 horsepower on F-450 and F-550

It's paired with a TorqShift® 6-speed automatic transmission featuring a massive torque converter, beefy gear sets and a selectable tow/haul mode

The CNG/Propane Gaseous Engine Prep Package includes hardened valves and valve seats to help ready your Super Duty for alternative-fuel upfits

CNG/Propane Gaseous Engine Prep Package Available on F-350 with 6.2L V8 Gas Engine and on F-450 & F-550 with 6.8L V10 Gas Engine.

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

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



FORD POWER AND STRENGTH

CLASS A MOTORHOME CHASSIS

FEATURES

- Seven wheelbase choices: 158/178/190/208/228/242/252-inch
- Six Gross Vehicle Weight Ratings (GVWRs): 16,000/18,000/20,500/22,000/24,000/26,000 lbs.
- Three Gross Combination Weight Ratings (GCWRs): 23,000/26,000/30,000 lbs. for excellent towing capabilities (7,000 lbs. maximum trailer weight at 16,000-lb. GVWR)
- 6.8L 3-valve SOHC V10 gas engine (320 hp/460 lb.-ft. of torque)
- TorqShift® 6-speed automatic transmission with tow/haul mode
- Power 4-wheel disc Anti-lock Brake System (ABS) for consistent, responsive braking performance
- 19.5-inch steel wheels and tires included with 16,000/18,000/20,500 lbs. GVWR
- 22.5-inch aluminum wheels and tires included with 22,000/24,000/26,000 lbs. GVWR
- Heavy-duty front track bar enhances ride and handling on all models (optional on 16,000-lb. GVWR)
- 81-inch front tread width (79-inch on 22,000/24,000/26,000-lb. GVWRs)
- Designed to accommodate wide-body and slide-out type motorhomes
- 7-wire trailer wiring harness with relays, blunt cut and labeled

ADDITIONAL FEATURES

- High-capacity front axle system
- Large-diameter stabilizer bars, front and rear, for ride control
- 80-gallon fuel tank, aft axle
- Heavy-duty shock absorbers
- Air conditioning prep package
- 19.5-inch wheels and tires optional with 22,000-lb. GVWR



BUILT FOR BUSINESS
COMMERCIAL STRIPPED CHASSIS

FEATURES

- Five wheelbase choices: 158/168[(1)]/178/190/208-inch
- Three Gross Vehicle Weight Ratings (GVWRs): 16,000/19,500/22,000 lbs.
- Two Gross Combination Weight Ratings (GCWRs): 23,000/26,000 lbs. (7,000 lbs. maximum trailer weight at 16,000-lb. GVWR)
- 7,700 lbs. maximum trailer weight with 19,500-lb. or 22,000-lb. GVWR with optional Parcel Delivery Package
- 6.8L 3-valve SOHC V10 gas engine (320 hp/460 lb.-ft. of torque)
- TorqShift® 6-speed automatic transmission with tow/haul mode
- Power 4-wheel disc Anti-lock Brake System (ABS) for consistent, responsive braking performance
- 19.5-inch steel wheels and tires
- 40-gallon fuel tank capacity aft of axle
- Heavy-duty Sachs shock absorbers
- 7-wire trailer wiring harness with relays, blunt cut and labeled
- Low load floor height for ease of cargo loading
- Front and rear stabilizer bars
- Driver's steering column positioned for easy ingress and egress

(1) Only available with Parcel Delivery Package.

ADDITIONAL FEATURES

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



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



AMERICA'S #1 SELLING[1] E-SERIES CLASS C MOTORHOME CHASSIS

FEATURES

- Three wheelbase choices: 138/158/176-inch
- Up to 14,500 lbs. GVWR and 22,000 lbs. GCWR[2]
- Powerful 6.8L 2-valve SOHC V10 engine; optional 6.2L V8 available
- TorqShift® 6-speed automatic transmission with tow/haul mode
- 97,500-mile scheduled tune-up interval[3]
- Out-front engine design provides spacious cab with access to "living area" and ease of ingress/egress
- Twin-I-Beam independent front suspension (with caster/camber adjustment), front stabilizer bar and gas-pressurized shock absorbers contribute to a smooth, comfortable ride
- Driver and front passenger airbags[4]
- 4-wheel disc Anti-lock Brake System (ABS)
- Available CNG/Propane Gaseous Engine Prep Package[5]
- Available Integrated Trailer Brake Controller (TBC)
- Steel ladder-type truck frame with seven cross members
- 40-gallon fuel tank (E-350; optional on E-450); 55-gallon fuel tank (E-450; optional on E-350 DRW with 11,500- or 12,500-lb. GVWR)
- Van-like driver position with ergonomic instrument panel and controls

(1) Based on 2016 CYTD motorhome data. Source: Statistical Surveys, Inc.
(2) 22,000-lb. GCWR requires electrical connector heat shield on all E-450 Cutaways.
(3) Under normal driving conditions with routine fluid/filter changes.
(4) Always wear your safety belt.
(5) See your Ford dealer for details.

MOTORHOME CUSTOMER CARE

Customer Assistance Center

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

- The nearest appropriate service location
- Assistance in scheduling a service appointment
- Service assistance for motorhome customers and RV dealers in resolving Ford chassis-related concerns

In-Dealership Service Support

- Over 1,900 Ford dealerships in the U.S. and Canada provide Class C motorhome service support
- Certified service technicians backed by computerized diagnostics and national technical hotline support
- Verification of available owner notification and recall information affecting motorhomes

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

TRANSIT
CLASS C MOTORHOME CHASSIS

FEATURES

- Three wheelbase choices: 138/156/178-inch
- Up to 10,360 lbs. GVWR and 13,500 lbs. GCWR
- Two engine choices: 3.7L Ti-VCT V6 gas and 3.2L I5 diesel
- 6-speed automatic transmission with SelectShift®
- Driver and front passenger airbags(1)
- 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
- Available Trailer Brake Controller (TBC)
- Available tow/haul mode with Trailer Wiring Provisions
- 25-gallon fuel tank capacity
- Frame rail extension adapters

(1) Always wear your safety belt.



F-SERIES PICKUP
SLIDE-IN CAMPERS

Camper Center-of-Gravity

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

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

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

Slide-In Camper Installation

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

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

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

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

Increases GVWR to 7,600 lbs. on XL and 7,850 lbs. on XLT and Lariat.

LT245/70R17E BSW A/T tires (5) (XL)

LT275/65R18C OWL A/T tires (5) (XLT/Lariat)

17" silver steel heavy-duty wheels (XL)

18" silver aluminum heavy-duty wheels (XLT/Lariat)

Upgraded springs and auxiliary transmission oil cooler

9.75" gear set with 3.73 electronic-locking rear axle

36-gallon fuel tank

Available on XL, XLT Base, XLT Mid and Lariat Base. Requires 5.0L V8 or 3.5L V6 EcoBoost® gas engine. Trailer Tow Package required when ordered with 5.0L engine. Max Trailer Tow Package also required with 3.5L V6 EcoBoost engine.

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

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

Rear stabilizer bar (SRW)

Rear auxiliary springs (F-250)

Slide-in camper certification



F-SERIES
PICKUP/CAMPER COMBINATION SELECTOR

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

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

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

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

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

If you intend to pull a trailer in addition to carrying your camper, see the F-Series Pickup Trailer Towing Selector charts on pages 18, 19, 22, and 24.

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

MAXIMUM CARGO WEIGHT WITH SLIDE-IN CAMPER

Note: The following chart lists GVWRs and Maximum Cargo Weights (with minimum equipment) by engine for each approved pickup model: 3.5L V6 EcoBoost®, 5.0L V8, 6.2L V8 and 6.7L Power Stroke® Turbo Diesel V8.

		GVWR (lbs.)				Maximum Cargo Weight Rating (lbs.)			
Model	**Wheelbase**	**3.5L GTDI**	**5.0L**	**6.2L**	**6.7L**	**3.5L GTDI Std.**	**5.0L Std.**	**6.2L Std./Opt.†**	**6.7L Std./Opt.†**
F-150 (1)									
4x2 Reg. Cab(2)	141.1"	7,600	7,600	–	–	2,601	2,641	– / –	– / –
4x2 SuperCab(2)	163.7"	7,600	7,600	–	–	1,868	1,897	– / –	– / –
4x2 SuperCrew(2)	156.8"	7,600	7,600	–	–	1,789	1,816	– / –	– / –
4x4 Reg. Cab(2)	141.1"	7,600	7,600	–	–	2,387	2,408	– / –	– / –
4x4 SuperCab(2)	163.7"	7,600	7,600	–	–	1,628	1,652	– / –	– / –
4x4 SuperCrew(2)	156.8"	7,600	7,600	–	–	1,547	1,567	– / –	– / –
4x2 Reg. Cab(3)	141.1"	7,850	7,850	–	–	2,833	2,873	– / –	– / –
4x2 SuperCab(3)	163.7"	7,850	7,850	–	–	2,100	2,129	– / –	– / –
4x2 SuperCrew(3)	156.8"	7,850	7,850	–	–	2,021	2,048	– / –	– / –
4x4 Reg. Cab(3)	141.1"	7,850	7,850	–	–	2,600	2,640	– / –	– / –
4x4 SuperCab(3)	163.7"	7,850	7,850	–	–	1,860	1,884	– / –	– / –
4x4 SuperCrew(3)	156.8"	7,850	7,850	–	–	1,779	1,799	– / –	– / –
F-250 Super Duty (4)									
4x2 Reg. Cab	141.6"	–	–	10,000	10,000	–	–	3,866/ –	3,051/ –
4x2 SuperCab	148.0"	–	–	10,000	10,000	–	–	3,139/ –	2,330/ –
4x2 SuperCab	164.2"	–	–	10,000	10,000	–	–	3,029/ –	2,200/ –
4x2 Crew Cab	159.8"	–	–	10,000	10,000	–	–	3,041/ –	2,212/ –
4x2 Crew Cab	176.0"	–	–	10,000	10,000	–	–	2,812/ –	1,983/ –
4x4 Reg. Cab	141.6"	–	–	10,000	10,000	–	–	3,447/ –	2,660/ –
4x4 SuperCab	148.0"	–	–	10,000	10,000	–	–	2,731/ –	1,944/ –
4x4 SuperCab	164.2"	–	–	10,000	10,000	–	–	2,641/ –	1,825/ –
4x4 Crew Cab	159.8"	–	–	10,000	10,000	–	–	2,645/ –	1,836/ –
4x4 Crew Cab	176.0"	–	–	10,000	10,000	–	–	2,389/ –	1,560/ –
F-350 Super Duty (4)									
4x2 SRW Reg. Cab(2)	141.6"	–	–	10,000	10,600*	–	–	3,675/ –	3,638/2,938
4x2 SRW SuperCab(2)	148.0"	–	–	10,000	10,800*	–	–	2,972/ –	3,059/2,259
4x2 SRW SuperCab(2)	164.2"	–	–	10,300*	11,000*	–	–	3,162/2,862	3,132/2,132
4x2 SRW Crew Cab(2)	159.8"	–	–	10,100*	10,900*	–	–	2,914/2,814	2,978/2,078
4x2 SRW Crew Cab(2)	176.0"	–	–	10,500*	11,100*	–	–	3,087/2,587	2,940/1,840
4x2 SRW Reg. Cab(3)	141.6"	–	–	10,400	11,100	–	–	4,017/ –	3,981/ –
4x2 SRW SuperCab(3)	148.0"	–	–	10,500	11,200	–	–	3,414/ –	3,402/ –
4x2 SRW SuperCab(3)	164.2"	–	–	10,800	11,500	–	–	3,605/ –	3,574/ –
4x2 SRW SuperCab(3)	164.2"	–	–	–	11,400	–	–	– / –	3,474/ –
4x2 SRW Crew Cab(3)	159.8"	–	–	10,600	11,300	–	–	3,357/ –	3,321/ –
4x2 SRW Crew Cab(3)	176.0"	–	–	10,900	11,500	–	–	3,430/ –	3,283/ –
4x2 SRW Crew Cab(3)	176.0"	–	–	–	11,400	–	–	– / –	3,183/ –
4x2 DRW Reg. Cab	141.6"	–	–	14,000	14,000	–	–	7,247/ –	6,507/ –
4x2 DRW SuperCab	164.2"	–	–	14,000	14,000	–	–	6,356/ –	5,637/ –
4x2 DRW Crew Cab	176.0"	–	–	14,000	14,000	–	–	6,130/ –	5,406/ –
4x4 SRW Reg. Cab(2)	141.6"	–	–	10,300*	11,000*	–	–	3,564/3,264	3,531/2,531
4x4 SRW SuperCab(2)	148.0"	–	–	10,400*	11,100*	–	–	2,960/2,560	2,953/1,853
4x4 SRW SuperCab(2)	164.2"	–	–	10,700*	11,300*	–	–	3,151/2,451	3,026/1,726
4x4 SRW Crew Cab(2)	159.8"	–	–	10,500*	11,200*	–	–	2,910/2,410	2,874/1,674
4x4 SRW Crew Cab(2)	176.0"	–	–	10,800*	11,500*	–	–	2,977/2,177	2,923/1,423
4x4 SRW Reg. Cab(3)	141.6"	–	–	10,800	11,500	–	–	4,007/ –	3,974/ –
4x4 SRW Reg. Cab(5)	141.6"	–	–	11,300	11,500	–	–	4,502/ –	3,969/ –
4x4 SRW Reg. Cab(5)	141.6"	–	–	–	11,400	–	–	– / –	3,869/ –
4x4 SRW SuperCab(3)	148.0"	–	–	10,800	11,500	–	–	3,303/ –	3,295/ –
4x4 SRW SuperCab(5)	148.0"	–	–	11,300	11,500	–	–	3,798/ –	3,291/ –
4x4 SRW SuperCab(5)	148.0"	–	–	–	11,400	–	–	– / –	3,191/ –
4x4 SRW SuperCab(3)	164.2"	–	–	11,200	11,500	–	–	3,594/ –	3,169/ –
4x4 SRW SuperCab(5)	164.2"	–	–	11,500	11,500	–	–	3,889/ –	3,164/ –
4x4 SRW SuperCab(5)	164.2"	–	–	11,400	11,400	–	–	3,789/ –	3,064/ –
4x4 SRW Crew Cab(3)	159.8"	–	–	10,900	11,500	–	–	3,253/ –	3,117/ –
4x4 SRW Crew Cab(5)	159.8"	–	–	11,300	11,500	–	–	3,648/ –	3,112/ –
4x4 SRW Crew Cab(3)	159.8"	–	–	11,300	11,500	–	–	3,419/ –	2,866/ –
4x4 SRW Crew Cab(5)	159.8"	–	–	–	11,400	–	–	– / –	3,012/ –
4x4 SRW Crew Cab(5)	176.0"	–	–	11,500	11,500	–	–	3,614/ –	2,861/ –
4x4 SRW Crew Cab(5)	176.0"	–	–	11,400	11,400	–	–	3,514/ –	2,761/ –
4x4 DRW Reg. Cab	141.6"	–	–	14,000	14,000	–	–	6,837/ –	6,114/ –
4x4 DRW SuperCab	164.2"	–	–	14,000	14,000	–	–	5,942/ –	5,221/ –
4x4 DRW Crew Cab	176.0"	–	–	14,000	14,000	–	–	5,710/ –	4,956/ –
F-450 Super Duty (4)									
4x2 DRW Crew Cab	176.0"	–	–	–	14,000	–	–	– / –	4,793/ –
4x4 DRW Crew Cab	176.0"	–	–	–	14,000	–	–	– / –	4,473/ –

(1) Requires Heavy-Duty Payload Package option. (2) 17" tires and wheels. (3) 18" tires and wheels. (4) Requires Camper Package option. (5) 18"/20" tires and wheels. *10,000 pounds with optional 10,000-lb. GVWR Package. †With 10,000-lb. GVWR Package.

FOUR-WHEEL-DOWN AVAILABILITY

2018 Ford Cars	Manual Transmission	Automatic Transmission
Fiesta	Yes (1)	Yes (1)(2)(10)
Fiesta ST	No	–
Focus 1.0L EcoBoost®	No	No
Focus 2.0L	Yes (1)	Yes (1)(2)(10)
Focus ST	No	–
Focus RS	No	–
Mustang	No	No
Shelby GT350/GT350R	No	–
Fusion 1.5L EcoBoost/2.0L EcoBoost/2.5L	–	No
Fusion 2.7L EcoBoost	–	Yes (3)(4)(5)(7)
Taurus 3.5L/3.5L EcoBoost	–	Yes (3)(4)(5)
2018 Ford Electrified Vehicles		
Focus Electric	–	No
Fusion Hybrid	–	Yes (6)(8)
Fusion Energi	–	Yes (6)(8)
C-MAX Hybrid	–	Yes (6)(8)
2018 Ford CUVs/SUVs		
Transit Connect	–	No
EcoSport	–	No
Escape	–	No
Edge 2.0L EcoBoost	–	No
Edge 3.5L/2.7L EcoBoost	–	Yes (3)(4)(5)(10)
Flex	–	Yes (3)(4)(5)(10)
Explorer 2.3L EcoBoost	–	No
Explorer 3.5L/3.5L EcoBoost	–	Yes (3)(4)(5)(10)
Expedition/Expedition MAX 4x2	–	No
Expedition/Expedition MAX 4x4	–	Yes (9)(11)
2018 Ford Trucks		
F-150 4x2	–	No
F-150 4x4	–	Yes (9)
F-250/350/450/550 Super Duty® 4x2	–	No
F-250/350/450/550 Super Duty 4x4	–	Yes (9)
E-Series Cutaway/Stripped Chassis	–	No
Transit	–	No
2018 Lincoln Cars		
MKZ Turbocharged 2.0L	–	No
MKZ Twin-Turbocharged 3.0L	–	Yes (3)(4)(5)(7)
Continental 3.7L/2.7L Twin-Turbocharged	–	No
Continental Twin-Turbocharged 3.0L	–	Yes (3)(4)(5)(7)
2018 Lincoln Electrified Vehicles		
MKZ Hybrid	–	Yes (6)(7)(8)
2018 Lincoln CUVs/SUVs		
MKC	–	No
Lincoln MKX	–	Yes (3)(4)(5)(7)
MKT	–	Yes (3)(4)(5)(10)
Navigator/Navigator L 4x2	–	No
Navigator/Navigator L 4x4	–	Yes (9)(11)



FOUR-WHEEL-DOWN TOWING

Many motorhome owners prefer the practicality of having another vehicle along when they travel. In fact, towing another vehicle behind the motorhome has become more and more popular in recent years. Furthermore, many of those who want to tow another vehicle prefer one that can be easily towed without a dolly or trailer. The car and truck models shown in the chart at left 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 33 and 41 for additional brake information.*

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

Individual vehicles have different restrictions and towing procedures. Contact your dealer for complete details. For safe operation, towed vehicles (or dollies or trailers carrying them) should be equipped with a separate functional brake system.

(1) Maximum speed is 70 mph.
(2) Transmission must be in neutral during four-wheel-down towing (ignition must be "ON" before shifting into neutral, see Owner's Manual).
(3) All-wheel-drive/Intelligent 4WD vehicles cannot be towed on a dolly.
(4) Maximum speed with automatic transmission is 65 mph.
(5) Start the engine and allow it to run for five (5) minutes at the beginning of each day and every six (6) hours thereafter.
(6) Maximum speed with hybrid transmission is 70 mph.
(7) Select "Neutral Tow" mode – refer to Owner's Manual.
(8) Start the engine and allow it to run for one (1) minute at the beginning of each day and every six (6) hours thereafter.
(9) Place the transfer case in the neutral position to engage the four-wheel-down towing feature. See Owner's Manual.
(10) Disconnect the negative (black) cable from the battery.
(11) Requires optional Heavy-Duty Trailer Tow Package with 2-speed transfer case.





TOW-DOLLY **FLEXIBILITY**

Tow-dollies allow you to tow your vehicle behind a RV or motorhome if you are unable to four-wheel-down your car, truck or SUV. Tow-dollies work by letting the front two wheels of the vehicle rest on it while the back two wheels stay on the ground. They are not as long as the traditional trailers, which helps make turning corners easy.

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

TOW-DOLLY AVAILABILITY

2018 Ford Vehicles	FWD	RWD	AWD/4WD
Fiesta/Fiesta ST	Yes	N/A	N/A
Focus/Focus ST	Yes	N/A	N/A
Focus RS	N/A	N/A	No
Focus Electric	Yes	N/A	N/A
Mustang	N/A	No	N/A
Fusion	Yes	N/A	No
Fusion Hybrid	Yes	N/A	N/A
Fusion Energi	Yes	N/A	N/A
Taurus	Yes	N/A	No
Transit Connect	Yes	N/A	N/A
C-MAX Hybrid	Yes	N/A	N/A
Edge	Yes	N/A	No
Flex	Yes	N/A	No
EcoSport	Yes	N/A	No
Escape	Yes	N/A	No
Explorer	Yes	N/A	No
Expedition	N/A	No	No
F-150	N/A	No	No
Super Duty® Pickup/Chassis Cab	N/A	No	No
E-Series Cutaway/Stripped Chassis	N/A	No	N/A
Transit	N/A	No	N/A
2018 Lincoln Vehicles			
Continental	Yes	N/A	No
MKT	Yes	N/A	No
Lincoln MKX	Yes	N/A	No
MKC	Yes	N/A	No
MKZ	Yes	N/A	No
MKZ Hybrid	Yes	N/A	N/A
Navigator	N/A	No	No

N/A – Not Applicable.

TOWING EQUIPMENT

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

REQUIRED Equipment

Includes items that must be installed.* Your New Vehicle Limited Warranty (see your dealer for a copy) may be voided if you tow without them.

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

Transit Connect
For trailers over 1,500 pounds – Class I Trailer Tow Package

Edge
For trailers over 1,500 pounds with 2.0L EcoBoost® engine and for trailers over 2,000 pounds with 3.5L V6 – Class II Trailer Tow Package

Lincoln MKX
For trailers over 2,000 pounds – Class II Trailer Tow Package

Escape/Lincoln MKC
For trailers over 2,000 pounds – Class II Trailer Tow Package

Explorer
For trailers over 2,000 pounds and under 3,000 pounds with 2.3L EcoBoost engine – Class II Trailer Tow Package
For trailers over 2,000 pounds and under 5,000 pounds with 3.5L and 3.5L EcoBoost V6 engines – Class III Trailer Tow Package

Flex/Lincoln MKT
For trailers over 2,000 pounds – Class III Trailer Tow Package

Expedition/ Lincoln Navigator
For trailers over 6,000 pounds (Expedition) and for trailers over 6,200 pounds (Navigator) – Class IV Heavy-Duty Trailer Tow Package

Transit
For trailers over 5,000 pounds – Heavy-Duty Trailer Tow Package

F-150
For trailers over 5,000 pounds – Trailer Tow Package or Max Trailer Tow Package

F-450/F-550 Chassis Cab
For 40,000-pound GCWR on F-550; 35,000-pound GCWR on F-450 – High-Capacity Trailer Tow Package

RECOMMENDED Equipment (where not required)

Includes items that can make towing easier, and are strongly recommended for strenuous towing conditions.

A weight-carrying hitch is recommended for all vehicles towing trailers less than 5,000 pounds.

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

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

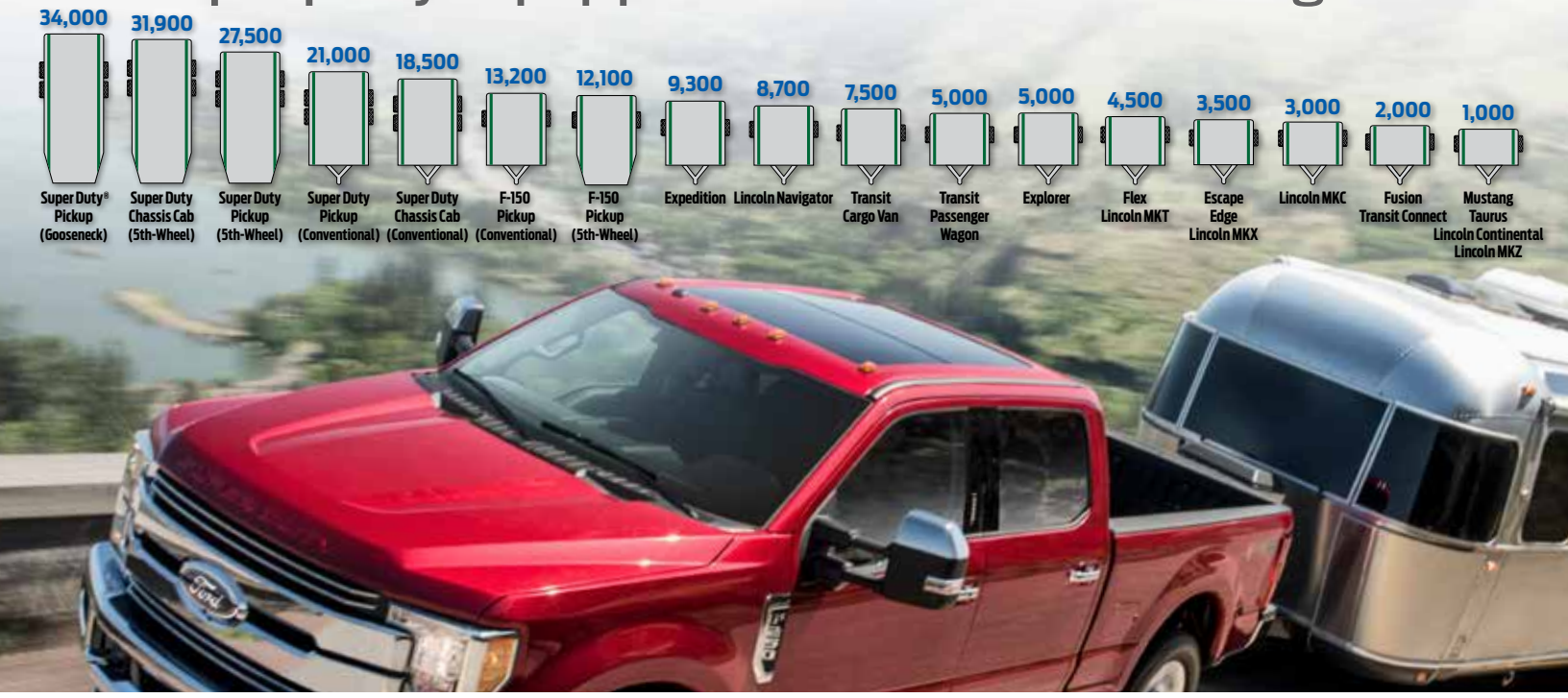
Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in kilometers, multiply miles by 1.6; to obtain information in square meters, multiply square feet by .09; to obtain information in centimeters, multiply inches by 2.54.

FRONTAL AREA CONSIDERATIONS

Vehicle Line	Frontal Area Limitations/ Considerations	With
Mustang	12 sq. ft.	All Applications
Taurus	12 sq. ft.	All Applications Except Taurus SHO
Lincoln Continental	12 sq. ft.	All Applications
Lincoln MKZ	12 sq. ft.	All Applications Except Hybrid
Fusion	12 sq. ft.	2.7L EcoBoost V6 Engine
	20 sq. ft.	2.5L I4 Engine, 1.5L EcoBoost I4 Engine and 2.0L EcoBoost I4 Engine
Transit Connect	20 sq. ft.	All Applications
Edge/Lincoln MKX	Base Vehicle Frontal Area (20 sq. ft.)	Without Class II Trailer Tow Package
	30 sq. ft.	With Class II Trailer Tow Package
Escape/Lincoln MKC	Base Vehicle Frontal Area (20 sq. ft.)	Without Class II Trailer Tow Package
	30 sq. ft.	With Class II Trailer Tow Package
Flex/Lincoln MKT	Base Vehicle Frontal Area (20 sq. ft.)	Without Class III Trailer Tow Package
	40 sq. ft.	With Class III Trailer Tow Package
Explorer	Base Vehicle Frontal Area (20 sq. ft.)	Without Class II or Class III Trailer Tow Package
	30 sq. ft.	With Class II Trailer Tow Package
	40 sq. ft.	With Class III Trailer Tow Package
Expedition/Lincoln Navigator	Base Vehicle Frontal Area (36 sq. ft.)	Without Heavy-Duty Trailer Tow Package
	60 sq. ft.	With Heavy-Duty Trailer Tow Package
Transit	55 sq. ft.	All Applications
E-Series Cutaway	60 sq. ft.	All Applications
F-150	55 sq. ft.	Any Powertrain with Trailer Towing Package or Payload Package and Trailer Towing Ratings Between 5,001 and 7,700 lbs.
	60 sq. ft.	Any Powertrain with Trailer Towing Package or Payload Package and Trailer Towing Ratings 7,701 lbs. and Greater
	75 sq. ft.	All 5th-Wheel and Gooseneck Applications with Any Powertrain with Trailer Towing Package or Payload Package
F-250/F-350/F-450/F-550 Super Duty®	75 sq. ft.	All 5th-Wheel and Gooseneck Applications
	60 sq. ft.	All Other Applications

Note: Mustang, Fusion, MKZ, Escape, MKC, Edge, Lincoln MKX, Flex, MKT, Continental, Transit Connect, Transit, F-150 and Super Duty calculated with SAE J2807 method.

Maximum trailer weights in pounds for properly equipped vehicles with no cargo



CUV/SUV/TRUCK TOWING EQUIPMENT & TRAILER TOWING PACKAGES

Model (Option Code)	Transit Connect Van/ Wagon (53T)	Edge/ Lincoln MKX (53G)	Flex/ Lincoln MKT (53G)	Escape (534)[13]	Escape/ Lincoln MKC (536)[1]	Explorer (52R)[10]	Explorer (52T)[11]	Expedition/ Lincoln Navigator (Std.)	Expedition/ Lincoln Navigator (536)	Transit (53B)	F-150 (Std.)	F-150 Raptor (Std.)	F-150 (53B)	F-150 (53A)	F-150 (53C)	F-250/ F-350/F-450 Super Duty Pickup (Standard)	F-250 Super Duty Pickup[8] (535)	F-350/ F-450/F-550 Super Duty Chassis Cab (Standard)	F-350/ F-450/F-550 Super Duty Chassis Cab (531)[3][18]	F-450/F-550 Super Duty Chassis Cab (535)
7-Wire Harness & 4-/7-Pin Connector	–	–	X	–	–	–	X	X / X	(Std.)/(Std.)	X(2)	–	X	X	X	X	X	(Std.)	–	–	–
7-Wire Harness (Blunt Cut) with Relays	–	–	–	–	–	–	–	– / –	– / –	–	–	–	–	–	–	–	–	X	(Std.)	(Std.)
Trailer Wiring Harness (4-Pin)	X	X	–	X	X	X	–	– / –	– / –	–	X	–	–	–	–	–	–	–	–	–
Trailer Wiring Provision	–	–	–	–	–	–	–	– / –	– / –	X	–	–	–	–	–	–	–	–	–	–
Hitch Receiver (See chart on page 37)	X	X	X	X	X	X	X	X / X	(Std.)/(Std.)	X	–	X	X	X	X	X	(Std.)	–	–	–
Aux. Auto Trans. Oil Cooler	–	–	–	–	X(14)	–	–	– / –	– / –	–	–	X	–	–	–	–	–	–	–	–
Radiator Upgrade	–	–	–	–	–	–	–	– / –	X / X	–	–	–	X(15)	X(15)	X(15)	–	–	–	–	–
Higher-Power Cooling Fans (17)	–	–	–	–	–	–	–	– / –	– / –	–	–	–	X	X	X	–	–	–	–	–
Smart Trailer Tow Connector	–	–	–	–	–	–	–	– / X	– /(Std.)	–	–	X	X	X	X	X(7)	–	–	–	–
Electronic Traction Assist (eLSD)	–	–	–	–	–	–	–	– / –	X / X	–	–	–	–	–	–	–	–	–	–	–
Upgraded Front Stabilizer Bar	–	–	–	–	–	–	–	– / –	– / –	–	–	X	–	X	X	–	–	–	–	–
Trailer Brake Wiring/Feed Kit	–	–	–	–	–	–	–	– / –	– / –	–	–	–	–	–	–	X(4)	–	–	X	X(3)
Aluminum Wheels	–	–	–	–	–	–	–	– / –	– / –	–	–	–	–	–	–	–	X(9)	–	–	–
Upgraded Rear Axle	–	–	–	–	–	–	–	– / –	X / X	–	–	–	–	–	X	X(7)	X	–	–	X
Increased GCW (6.7L)	–	–	–	–	–	–	–	– / –	– / –	–	–	–	–	–	–	X(7)	X	–	–	X
Upgraded Rear Bumper	–	–	–	–	–	–	–	– / –	– / –	–	–	–	–	–	X	–	–	–	–	–
Rear Stabilizer Bar	–	–	–	–	–	–	–	– / –	– / –	–	–	–	–	–	–	–	–	X	(Std.)	(Std.)
Tow/Haul Mode	–	–	–	–	–	–	–	– / –	– / –	X	X	–	(Std.)	(Std.)	(Std.)	(Std.)	(Std.)	(Std.)	(Std.)	(Std.)
2-Speed Automatic 4WD	–	–	–	–	–	–	–	– / –	X / X	–	–	–	–	–	–	–	–	–	–	–
Electric Brake Controller Tap-In Cap.	–	–	–	–	–	–	–	– / –	– / –	X	–	–	–	–	–	–	–	–	–	–
Trailer Brake Controller	–	–	–	–	–	–	–	– / –	X / X	–	–	–	–	–	X	X(7)	(Std.)	–	–	–
Trailer Sway Control	X	X	X	–	X	(Std.)	(Std.)	X / X	(Std.)/(Std.)	–	X	–	(Std.)	(Std.)	(Std.)	X	(Std.)	X	(Std.)	(Std.)
Engine Oil Cooler	–	–	X(6)	–	–	–	X	– / –	– / –	–	X(17)	X	(Std.)	(Std.)	(Std.)	–	–	–	–	–
Paddle Shifters	–	–	–	–	X(14)	–	–	– / –	– / –	–	–	–	–	–	–	–	–	–	–	–
110V/150W Power Outlet	–	–	–	–	X(5)	–	–	– / –	– / –	–	–	–	–	–	–	–	–	–	–	–
Tailgate LED	–	–	–	–	–	–	–	– / –	– / –	–	–	–	–	X	–	–	–	–	–	–
Pro Trailer Backup Assist	–	–	–	–	–	–	–	– / –	X / X	–	–	–	–	X(12)	X	–	–	–	–	–
36-Gallon Fuel Tank	–	–	–	–	–	–	–	– / –	– / –	–	–	–	–	–	X	–	–	–	–	–

(1) Available with 2.0L/2.3L EcoBoost® I4 only. Available as dealer accessory with 2.5L I4 engine. (2) Blade-style female connector including relay system for backup/B+/running lights. (3) Not included if Trailer Brake Controller is ordered. (4) In-cab, no controller (SRW). (5) MKC only. (6) Not included with EcoBoost engine. (7) F-350 DRW/F-450 only. (8) Requires 6.7L diesel engine. (9) Polished (Platinum). (10) Requires 2.3L EcoBoost I4 engine. (11) Requires 3.5L V6 engine. (12) Not included on XL 100A. (13) Available with 1.5L EcoBoost I4 only. (14) Escape 2.0L I4 only. (15) 2.7L EcoBoost V6 and 3.5L EcoBoost V6 engines only. (16) 4x4 only. (17) Not available on 3.3L V6 engine. (18) XL model only.

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

TRAILER TOWING SELECTOR



F-150 AND SUPER DUTY®

Select the F-Series cab design and drive system (4x2 or 4x4) you prefer. (See pages 18–27.) 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 15.

TRAILER TOWING SELECTOR



If your vehicle will be registered in California, Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont or Washington, check with your Ford dealer to be sure the desired powertrain/axle ratio is available in your area.

F-150 CONVENTIONAL TOWING(1)(2) — Maximum Loaded Trailer Weight (lbs.)

Automatic Transmission

Engine	Axle Ratio	GCWR (lbs.)	REGULAR CAB 4x2 122" WB	REGULAR CAB 4x2 141" WB	REGULAR CAB 4x4 122" WB	REGULAR CAB 4x4 141" WB	SUPERCAB 4x2 145" WB	SUPERCAB 4x2 164" WB	SUPERCAB 4x4 145" WB	SUPERCAB 4x4 164" WB	SUPERCREW® 4x2 145" WB	SUPERCREW® 4x2 157" WB	SUPERCREW® 4x4 145" WB	SUPERCREW® 4x4 157" WB
3.3L PFDI V6	3.55	9,500	5,100	–	–	–	–	–	–	–	–	–	–	–
		9,600	–	5,100	–	–	–	–	–	–	–	–	–	–
		9,700	–	–	5,000	–	–	–	–	–	–	–	–	–
		9,800	–	–	–	–	5,000	–	–	–	–	–	–	–
		9,900	–	–	–	–	–	–	–	–	5,000	–	–	–
	3.73	12,100	7,700	–	–	–	–	–	–	–	–	–	–	–
		12,200	–	7,700	7,500	7,400	7,400	–	–	–	–	–	–	–
		12,300	–	–	–	–	–	–	–	–	7,400	–	–	–
		12,500	–	–	–	–	–	–	7,400	–	–	–	–	–
		12,600	–	–	–	–	–	–	–	–	–	–	7,400	–
5.0L 4-Valve V8	3.15	13,000	8,400	–	–	–	–	–	–	–	–	–	–	–
		13,900	–	9,200	–	–	–	–	–	–	–	–	–	–
		14,200	–	–	–	–	9,200	–	–	–	9,100	9,100	–	–
		14,300	–	–	–	–	–	9,200	–	–	–	–	–	–
	3.31	13,000	8,400	–	–	–	–	–	–	–	–	–	–	–
		13,200	–	–	8,300	–	–	–	–	–	–	–	–	–
		13,900	–	9,200	–	–	–	–	–	–	–	–	–	–
		14,100	–	–	–	9,100	–	–	–	–	–	–	–	–
		14,200	–	–	–	–	9,200	–	–	–	9,100	9,100	–	–
		14,300	–	–	–	–	–	9,200	9,100	–	–	–	9,000	–
		14,400	–	–	–	–	–	–	–	9,000	–	–	–	9,100
	3.55	13,200	–	–	8,300	–	–	–	–	–	–	–	–	–
		13,800	9,200	–	–	–	–	–	–	–	–	–	–	–
		14,100	–	–	–	9,100	–	–	–	–	–	–	–	–
		14,400	–	–	–	–	–	–	9,100	–	–	–	9,100	–
		14,500	–	–	–	–	–	–	–	9,100	–	–	–	9,100
		14,900	–	10,200	–	–	–	–	–	–	–	–	–	–
		15,200	–	–	–	–	10,200	–	–	–	10,100	10,100	–	–
		15,300	–	–	–	–	–	10,200	–	–	–	–	–	–
	3.73	14,600	–	–	9,700	–	–	–	–	–	–	–	–	–
		16,000(3)	–	11,100(4)/ 11,000(5)	–	–	–	–	–	–	–	–	–	–
		16,100(3)	–	–	–	11,000(4)	–	–	–	–	–	–	–	–
		16,200	–	–	–	11,200	–	–	–	–	–	–	10,900	–
		16,200(3)	–	–	–	11,100(5)	–	11,000(4)(5)	–	10,800(4)/ 10,700(5)	–	10,900(4)(5)	–	10,600(4)/ 10,700(5)
		16,500	–	–	–	–	–	–	11,300	–	–	–	–	–
		16,600	–	–	–	–	–	–	–	11,200	–	–	–	–
		16,900	–	–	–	–	–	–	–	–	–	–	–	11,600
3.0L Turbo Diesel V6	3.31	15,700	–	–	–	–	10,100	–	–	–	–	–	–	–
		15,800	–	–	–	–	–	–	–	–	10,200	10,100	–	–
		15,900	–	–	–	–	–	–	10,200	–	–	–	–	–
		16,000	–	–	–	–	–	–	–	–	–	–	10,300	–
		16,100	–	–	–	–	–	–	–	–	–	–	–	10,300
	3.55	15,900	–	–	–	–	–	–	10,200	–	–	–	–	–
		16,000	–	–	–	–	–	–	–	–	–	–	10,300	–
		16,100	–	–	–	–	–	–	–	–	–	–	–	10,300
		17,100	–	–	–	–	11,400	–	11,400	–	11,100	11,400	11,200	11,300

(1) Calculated with SAE J2807 method. (2) Maximum loaded trailer weight requires weight-distributing hitch. See page 37 for additional information. (3) Requires Heavy-Duty Payload Package. (4) Includes 17" tires and wheels. (5) Includes 18" tires and wheels.

Notes:
- Do not exceed trailer weight of 5,000 lbs. when towing with bumper only.
- 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.

TRAILER TOWING SELECTOR



If your vehicle will be registered in California, Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont or Washington, check with your Ford dealer to be sure the desired powertrain/axle ratio is available in your area.

F-150 CONVENTIONAL TOWING(1)(2) — Maximum Loaded Trailer Weight (lbs.)

Automatic Transmission			REGULAR CAB				SUPERCAB				SUPERCREW®			
			4x2		4x4		4x2		4x4		4x2		4x4	
Engine	Axle Ratio	GCWR (lbs.)	122" WB	141" WB	122" WB	141" WB	145" WB	164" WB	145" WB	164" WB	145" WB	157" WB	145" WB	157" WB
2.7L GTDI V6	3.55	12,200	7,600	–	–	–	–	–	–	–	–	–	–	–
		12,300	–	7,600	–	–	–	–	–	–	–	–	–	–
		12,500	–	–	7,600	–	–	–	–	–	–	–	–	–
		12,600	–	–	–	7,600	7,700	7,500	–	–	–	–	–	–
		12,700	–	–	–	–	–	–	–	–	7,700	7,700	–	–
		12,800	–	–	–	–	–	–	7,600	–	–	–	–	–
		12,900	–	–	–	–	–	–	–	–	–	–	7,600	–
	3.73	13,100	8,500	–	–	–	–	–	–	–	–	–	–	–
		13,200	–	8,500	–	–	–	–	–	–	–	–	–	–
		13,300	–	8,500(3)	8,400	8,300	8,400/8,300(3)	8,200	8,100	–	8,300/8,200(3)	8,300	8,000	–
		14,100	–	–	–	9,000(3)	–	9,000(3)	–	–	–	9,000(3)	–	–
		14,300	–	–	–	–	–	–	9,100(3)	–	–	–	9,000(3)	–
3.5L GTDI V6	3.15	15,500	–	10,700	–	–	–	–	–	–	–	–	–	–
		15,800	–	–	–	–	10,700	–	–	–	10,700/10,400(8)	–	–	–
		15,900	–	–	–	–	–	10,700	–	–	–	10,700	–	–
	3.31	15,800	–	–	–	10,800	–	–	–	–	–	–	–	–
		16,000	–	–	–	–	–	–	10,700	–	–	–	–	–
		16,100	–	–	–	–	–	–	–	–	–	–	10,700/10,400(8)	10,700
		16,200	–	–	–	–	–	–	–	10,800	–	–	–	–
	3.55	15,500	–	10,700	–	–	–	–	–	–	–	–	–	–
		15,800	–	–	–	10,800	10,700	–	–	–	10,700	–	–	–
		15,900	–	–	–	–	–	10,700	–	–	–	10,700	–	–
		16,000	–	–	–	–	–	–	10,700	–	–	–	–	–
		16,100	–	–	–	–	–	–	–	–	–	–	10,700	10,700
		16,200	–	–	–	–	–	–	–	10,800	–	–	–	–
		16,600(8)	–	–	–	–	–	–	–	–	11,200	–	–	–
		16,700(8)	–	–	–	–	–	–	–	–	–	–	11,000	–
		17,000(7)	–	12,100	–	–	–	–	–	–	–	–	–	–
		17,100(7)	–	–	–	12,100	12,000	11,900	11,800	11,700	–	–	–	–
		17,900(7)	–	–	–	–	–	–	–	–	12,800(11)	–	–	–
		18,100(7)	–	–	–	–	–	–	–	–	–	–	12,700(11)	–
		18,400(7)	–	–	–	–	–	–	–	–	–	13,200(11)	–	13,000(11)
	3.73	17,000(4)(7)	–	–	–	11,800(5)	–	–	–	–	–	–	–	11,400(5)
		17,100(4)(7)	–	12,100(5)(6)	–	11,900(6)	–	11,900(5)/ 11,800(6)	–	11,600(5)(6)	–	11,800(5)(6)	–	11,600(6)
	4.10	12,050(9)	–	–	–	–	–	–	6,000(10)	–	–	–	–	–
		14,250(9)	–	–	–	–	–	–	–	–	–	–	8,000	–

(1) Calculated with SAE J2807 method. (2) Maximum loaded trailer weight requires weight-distributing hitch. See page 37 for additional information. (3) Requires 2.7L EcoBoost® Payload Package. (4) Requires Heavy-Duty Payload Package. (5) Includes 17" tires and wheels. (6) Includes 18" tires and wheels. (7) Requires Max Trailer Tow Package. (8) Limited model only. (9) Ford Raptor model. (10) 133" wheelbase. (11) Requires 20" tires and wheels.

Notes:
- Do not exceed trailer weight of 5,000 lbs. when towing with bumper only.
- 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.

TRAILER TOWING SELECTOR

If your vehicle will be registered in California, Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont or Washington, check with your Ford dealer to be sure the desired powertrain/axle ratio is available in your area.



F-150 5th-WHEEL TOWING(1)(2)(6) – Maximum Loaded Trailer Weight (lbs.)

Automatic Transmission			REGULAR CAB				SUPERCAB				SUPERCREW®			
			4x2		4x4		4x2		4x4		4x2		4x4	
Engine	Axle Ratio	GCWR (lbs.)	122" WB	141" WB	122" WB	141" WB	145" WB	164" WB	145" WB	164" WB	145" WB	157" WB	145" WB	157" WB
3.3L PFDI V6	3.55	9,500	4,900	–	–	–	–	–	–	–	–	–	–	–
		9,600	–	5,000	–	–	–	–	–	–	–	–	–	–
		9,700	–	–	4,900	–	–	–	–	–	–	–	–	–
		9,800	–	–	–	–	4,900	–	–	–	–	–	–	–
		9,900	–	–	–	–	–	–	–	–	4,900	–	–	–
	3.73	12,100	7,500	–	–	–	–	–	–	–	–	–	–	–
		12,200	–	7,600	7,400	7,300	7,300	–	–	–	–	–	–	–
		12,300	–	–	–	–	–	–	–	–	7,300	–	–	–
		12,500	–	–	–	–	–	–	7,300	–	–	–	–	–
		12,600	–	–	–	–	–	–	–	–	–	–	7,300	–
5.0L 4-Valve V8	3.15	13,000	8,300	–	–	–	–	–	–	–	–	–	–	–
		13,900	–	9,100	–	–	–	–	–	–	–	–	–	–
		14,200	–	–	–	–	9,100	–	–	–	9,000	9,000	–	–
		14,300	–	–	–	–	–	9,100	–	–	–	–	–	–
	3.31	13,000	8,300	–	–	–	–	–	–	–	–	–	–	–
		13,200	–	–	8,200	–	–	–	–	–	–	–	–	–
		13,900	–	9,100	–	–	–	–	–	–	–	–	–	–
		14,100	–	–	–	9,000	–	–	–	–	–	–	–	–
		14,200	–	–	–	–	9,100	–	–	–	9,000	9,000	–	–
		14,300	–	–	–	–	–	9,100	9,000	–	–	–	8,900	–
		14,400	–	–	–	–	–	–	–	8,900	–	–	–	8,900
	3.55	13,200	–	–	8,200	–	–	–	–	–	–	–	–	–
		13,800	9,100	–	–	–	–	–	–	–	–	–	–	–
		14,100	–	–	–	9,000	–	–	–	–	–	–	–	–
		14,400	–	–	–	–	–	–	9,000	–	–	–	9,000	–
		14,500	–	–	–	–	–	–	–	9,000	–	–	–	9,000
		14,900	–	10,100	–	–	–	–	–	–	–	–	–	–
		15,200	–	–	–	–	10,100	–	–	–	10,000	10,000	–	–
		15,300	–	–	–	–	–	10,100	–	–	–	–	–	–
	3.73	14,600	–	–	9,400	–	–	–	–	–	–	–	–	–
		16,000(3)	–	11,000(4)/ 10,900(5)	–	–	–	–	–	–	–	–	–	–
		16,100(3)	–	–	–	10,900(4)	–	–	–	–	–	–	–	–
		16,200	–	–	–	11,100	–	–	–	–	–	–	10,500	–
		16,200(3)	–	–	–	11,000(5)	–	10,900(4)(5)	–	10,700(4)/ 10,600(5)	–	10,800(4)(5)	–	10,500(4)/ 10,600(5)
		16,500	–	–	–	–	–	–	11,000	–	–	–	–	–
		16,600	–	–	–	–	–	–	–	10,200	–	–	–	–
		16,900	–	–	–	–	–	–	–	–	–	–	–	10,700
3.0L Turbo Diesel V6	3.31	15,700	–	–	–	–	9,300	–	–	–	–	–	–	–
		15,800	–	–	–	–	–	–	–	–	9,000	8,600	–	–
		15,900	–	–	–	–	–	–	8,200	–	–	–	–	–
		16,000	–	–	–	–	–	–	–	–	–	–	8,000	–
		16,100	–	–	–	–	–	–	–	–	–	–	–	8,000
	3.55	15,900	–	–	–	–	–	–	8,200	–	–	–	–	–
		16,000	–	–	–	–	–	–	–	–	–	–	8,000	–
		16,100	–	–	–	–	–	–	–	–	–	–	–	8,000
		17,100	–	–	–	–	9,300	–	8,200	–	9,000	8,600	8,000	8,000

(1) Calculated with SAE J2807 method. (2) Vehicles equipped with 5.5' box will accept a 5th-wheel hitch, but current 5th-wheel trailer designs are not compatible with this model (145" wb. SuperCrew). (3) Requires Heavy-Duty Payload Package. (4) Includes 17" tires and wheels. (5) Includes 18" tires and wheels. (6) 5th-wheel towing requires Trailer Tow Package (53A) or Max Trailer Tow Package (53C).

Note: 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.

TRAILER TOWING SELECTOR

If your vehicle will be registered in California, Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont or Washington, check with your Ford dealer to be sure the desired powertrain/axle ratio is available in your area.



F-150 5th-WHEEL TOWING(1)(2)(10) — Maximum Loaded Trailer Weight (lbs.)

Automatic Transmission			REGULAR CAB				SUPERCAB				SUPERCREW®			
			4x2		4x4		4x2		4x4		4x2		4x4	
Engine	Axle Ratio	GCWR (lbs.)	122" WB	141" WB	122" WB	141" WB	145" WB	164" WB	145" WB	164" WB	145" WB	157" WB	145" WB	157" WB
2.7L GTDI V6	3.55	12,200	7,500	–	–	–	–	–	–	–	–	–	–	–
		12,300	–	7,500	–	–	–	–	–	–	–	–	–	–
		12,500	–	–	7,500	–	–	–	–	–	–	–	–	–
		12,600	–	–	–	7,500	7,600	7,400	–	–	–	–	–	–
		12,700	–	–	–	–	–	–	–	–	7,600	7,500	–	–
		12,800	–	–	–	–	–	–	7,500	–	–	–	–	–
		12,900	–	–	–	–	–	–	–	–	–	–	7,500	–
	3.73	13,100	8,400	–	–	–	–	–	–	–	–	–	–	–
		13,200	–	8,400	–	–	–	–	–	–	–	–	–	–
		13,300	–	8,400(3)	8,300	8,200	8,300/ 8,200(3)	8,000	7,900	–	7,700/ 8,100(3)	8,100	7,600	–
		14,100	–	–	–	8,900(3)	–	8,900(3)	–	–	–	8,900(3)	–	–
		14,300	–	–	–	–	–	–	9,000(3)	–	–	–	8,900(3)	–
3.5L GTDI V6	3.15	15,500	–	10,600	–	–	–	–	–	–	–	–	–	–
		15,800	–	–	–	–	10,600	–	–	–	10,300/ 8,300(8)	–	–	–
		15,900	–	–	–	–	–	10,600	–	–	–	10,600	–	–
	3.31	15,800	–	–	–	10,600	–	–	–	–	–	–	–	–
		16,000	–	–	–	–	–	–	10,600	–	–	–	–	–
		16,100	–	–	–	–	–	–	–	–	–	–	10,400/ 6,700(8)	10,400
		16,200	–	–	–	–	–	–	–	10,600	–	–	–	–
	3.55	15,500	–	10,600	–	–	–	–	–	–	–	–	–	–
		15,800	–	–	–	10,600	10,600	–	–	–	10,300	–	–	–
		15,900	–	–	–	–	–	10,600	–	–	–	10,600	–	–
		16,000	–	–	–	–	–	–	10,600	–	–	–	–	–
		16,100	–	–	–	–	–	–	–	–	–	–	10,400	10,400
		16,200	–	–	–	–	–	–	–	10,600	–	–	–	–
		16,600(8)	–	–	–	–	–	–	–	–	8,300	–	–	–
		16,700(8)	–	–	–	–	–	–	–	–	–	–	6,700	–
		17,000(7)	–	12,100	–	–	–	–	–	–	–	–	–	–
		17,100(7)	–	–	–	11,900	10,800	11,800	10,700	10,600	–	–	–	–
		17,900(7)	–	–	–	–	–	–	–	–	10,300(9)	–	–	–
		18,100(7)	–	–	–	–	–	–	–	–	–	–	10,400(9)	–
		18,400(7)	–	–	–	–	–	–	–	–	–	11,800(9)	–	10,400(9)
	3.73	17,000(4)(7)	–	–	–	11,700(5)	–	–	–	–	–	–	–	11,300(5)
		17,100(4)(7)	–	12,000(5)(6)	–	11,800(6)	–	11,800(5)/ 11,700(6)	–	11,500(5)(6)	–	11,700(5)(6)	–	11,400(6)

(1) Calculated with SAE J2807 method. (2) Vehicles equipped with 5.5' box will accept a 5th-wheel hitch, but current 5th-wheel trailer designs are not compatible with this model (145" wb. SuperCrew). (3) Requires 2.7L EcoBoost® Payload Package. (4) Requires Heavy-Duty Payload Package. (5) Includes 17" tires and wheels. (6) Includes 18" tires and wheels. (7) Requires Max Trailer Tow Package. (8) Limited model only. (9) Requires 20" tires and wheels. (10) 5th-wheel towing requires Trailer Tow Package (53A) or Max Trailer Tow Package (53C).

Note: Trailer king pin load weight should be 15% of total loaded trailer weight. Make sure vehicle payload (reduce by option weight) will accommodate trailer king pin load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.



F-250 SRW SUPER DUTY® PICKUPS CONVENTIONAL TOWING[1]

Automatic Transmission			Maximum Loaded Trailer Weight (lbs.)																			
			REGULAR CAB				SUPERCAB								CREW CAB							
			4x2 142" WB 8' Box		4x4 142" WB 8' Box		4x2 148" WB 6-3/4' Box		4x2 164" WB 8' Box		4x4 148" WB 6-3/4' Box		4x4 164" WB 8' Box		4x2 160" WB 6-3/4' Box		4x2 176" WB 8' Box		4x4 160" WB 6-3/4' Box		4x4 176" WB 8' Box	
Engine	Axle Ratio	GCWR (lbs.)	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing
6.2L V8	3.73	19,500	13,000	13,300	12,900	12,900	13,000	13,000	12,900	12,900	12,600	12,600	12,500	12,500	12,900	12,900	12,700	12,700	12,500	12,500	12,300	12,300
	4.30	22,000	13,000	14,000	15,000	15,000	13,000	14,000	14,000	15,000	15,000	15,000	15,000	15,000	14,000	15,000	14,000	15,000	15,000	15,000	14,800	14,800
6.7L V8 Turbo Diesel	3.31	20,600(2)	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	12,500	12,500
		21,300	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–		13,200	13,200
		21,900(2)	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	14,100	14,100	–	–
		22,000(2)	–	–	–	–	–	–	–	–	–	–	14,200	14,200	–	–	–	–	–	–	–	–
		22,500	–	–	–	–	–	–	–	–	14,000(1)	14,800(1)	–	–	–	–	–	–	14,700	14,700	–	–
		22,700	–	–	–	–	–	–	–	–	–	–	14,900	14,900	–	–	–	–	–	–	–	–
		22,800(2)	–	–	–	–	–	–	–	–	–	–	–	–	–	–	15,000	15,000	–	–	–	–
		23,100	–	–	–	–	–	–	–	–	14,000	15,000	–	–	–	–	–	–	–	–	–	–
		23,500	14,000	15,000	14,000	15,000	14,000	15,000	15,000	15,000	–	–	–	–	15,000	15,000	15,000	15,000	–	–	–	–
		25,200(3)	–	–	–	–	–	–	–	–	–	–	15,000	15,000	–	–	–	–	–	–	–	–
		25,700(3)	14,000	15,000	14,000	15,000	14,000	15,000	15,000	15,000	14,000	15,000	–	–	15,000	15,000	18,000	18,000	15,000	15,000	17,500	17,500
	3.55	20,600(2)	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	12,500	12,500
		21,300	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–		13,200	13,200
		21,900(2)	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	14,100	14,100	–	–
		22,000(2)	–	–	–	–	–	–	–	–	–	–	14,200	14,200	–	–	–	–	–	–	–	–
		22,500	–	–	–	–	–	–	–	–	14,000(1)	14,800(1)	–	–	–	–	–	–	14,700	14,700	–	–
		22,700	–	–	–	–	–	–	–	–	–	–	14,900	14,900	–	–	–	–	–	–	–	–
		22,800(2)	–	–	–	–	–	–	–	–	–	–	–	–	–	–	15,000	15,000	–	–	–	–
		23,100	–	–	–	–	–	–	–	–	14,000	15,000	–	–	–	–	–	–	–	–	–	–
		23,500	14,000	15,000	14,000	15,000	14,000	15,000	15,000	15,000	–	–	–	–	15,000	15,000	15,000	15,000	–	–	–	–
		25,200(3)	–	–	–	–	–	–	–	–	–	–	15,000	15,000	–	–	–	–	–	–	–	–
		25,700(3)	14,000	15,000	14,000	15,000	14,000	15,000	15,000	15,000	14,000	15,000	–	–	15,000	15,000	18,000	18,000	15,000	15,000	17,500	17,500

(1) Calculated with SAE J2807 method. (2) Optional 9,900-lb. GVWR Package (68D). (3) Requires Trailer Tow Package.

Note: Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel 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.



F-250 SRW SUPER DUTY® PICKUPS 5th-WHEEL/GOOSENECK TOWING(1)

Automatic Transmission			Maximum Loaded Trailer Weight (lbs.)									
			REGULAR CAB		SUPERCAB				CREW CAB			
Engine	Axle Ratio	GCWR (lbs.)	4x2 142" WB 8' Box	4x4 142" WB 8' Box	4x2 148" WB 6-3/4' Box	4x2 164" WB 8' Box	4x4 148" WB 6-3/4' Box	4x4 164" WB 8' Box	4x2 160" WB 6-3/4' Box	4x2 176" WB 8' Box	4x4 160" WB 6-3/4' Box	4x4 176" WB 8' Box
6.2L V8	3.73	19,500	13,200	12,800	13,000	12,900	12,600	12,500	12,900	12,600	12,500	12,200
	4.30	22,000	15,700	15,300	15,500	15,400	15,100	15,000	15,400	15,100	15,000	14,700
6.7L V8 Turbo Diesel	3.31	20,600(2)	–	–	–	–	–	–	–	–	–	12,200
		20,900(3)	–	–	–	–	–	–	–	–	–	12,200
		21,300	–	–	–	–	–	–	–	–	–	12,900
		21,900(2)	–	–	–	–	–	–	–	–	14,100	–
		22,000(2)	–	–	–	–	–	14,000	–	–	–	–
		22,200(3)	–	–	–	–	–	–	–	–	14,000	–
		22,400(3)	–	–	–	–	–	13,900	–	–	–	–
		22,500	–	–	–	–	14,800(2)	–	–	–	14,700	–
		22,700	–	–	–	–	–	14,700	–	–	–	–
		22,800(2)	–	–	–	–	–	–	–	15,000	–	–
		22,900(3)	–	–	–	–	14,700	–	–	–	–	–
		23,100	–	–	–	–	15,400	–	–	15,000(3)	–	–
		23,500	16,400	16,000	16,200	16,000	–	–	16,000	15,700	–	–
		24,000(3)	–	–	–	16,400	–	–	–	–	–	–
		24,100(3)	–	–	–	–	–	–	16,500	–	–	–
		24,400(3)	–	16,400	–	–	–	–	–	–	–	–
		24,700(3)	–	–	17,300	–	–	–	–	–	–	–
		25,700(3)	18,500(4)	–	–	–	–	–	–	–	–	–
	3.55	20,600(2)	–	–	–	–	–	–	–	–	–	12,200
		20,900(3)	–	–	–	–	–	–	–	–	–	12,200
		21,300	–	–	–	–	–	–	–	–	–	12,900
		21,900(2)	–	–	–	–	–	–	–	–	14,100	–
		22,000(2)	–	–	–	–	–	14,000	–	–	–	–
		22,200(3)	–	–	–	–	–	–	–	–	14,000	–
		22,400(3)	–	–	–	–	–	13,900	–	–	–	–
		22,500	–	–	–	–	14,800(2)	–	–	–	14,700	–
		22,700	–	–	–	–	–	14,700	–	–	–	–
		22,800(2)	–	–	–	–	–	–	–	15,000	–	–
		22,900(3)	–	–	–	–	14,700	–	–	–	–	–
		23,100	–	–	–	–	15,400	–	–	15,000(3)	–	–
		23,500	16,400	16,000	16,200	16,000	–	–	16,000	15,700	–	–
		24,000(3)	–	–	–	16,400	–	–	–	–	–	–
		24,100(3)	–	–	–	–	–	–	16,500	–	–	–
		24,400(3)	–	16,400	–	–	–	–	–	–	–	–
		24,700(3)	–	–	17,300	–	–	–	–	–	–	–
		25,700(3)	18,500(4)	–	–	–	–	–	–	–	–	–

(1) Calculated with SAE J2807 method. (2) Optional 9,900-lb. GVWR Package (68D). (3) Requires Trailer Tow Package. (4) Gooseneck tow rating shown. 5th-wheel tow rating limited to 5th-wheel hitch rating of 18,000 lbs.

Note: Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel 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.



F-350 SRW SUPER DUTY® PICKUPS CONVENTIONAL TOWING(1)

Automatic Transmission

Maximum Loaded Trailer Weight (lbs.)

			REGULAR CAB				SUPERCAB								CREW CAB							
			4x2 142" WB 8' Box		4x4 142" WB 8' Box		4x2 148" WB 6-3/4' Box		4x2 164" WB 8' Box		4x4 148" WB 6-3/4' Box		4x4 164" WB 8' Box		4x2 160" WB 6-3/4' Box		4x2 176" WB 8' Box		4x4 160" WB 6-3/4' Box		4x4 176" WB 8' Box	
Engine	Axle Ratio	GCWR (lbs.)	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing
6.2L V8	3.73	19,500	13,000	13,100/ 13,000(2)	12,600	12,600	12,800	12,800	12,700	12,700	12,400	12,400	12,300	12,300	12,700/ 12,600(2)	12,700/ 12,600(2)	12,500/ 12,400(2)	12,500/ 12,400(2)	12,300/ 12,200(2)(3)	12,300/ 12,200(2)(3)	12,000	12,000
	4.30	23,000	13,000	14,000	15,000	15,000	13,000	14,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000
6.7L V8 Turbo Diesel	3.31	20,200(4)	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	12,000	12,000
		21,600(4)	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	13,600	13,600	–	–
		21,900(4)	–	–	–	–	–	–	–	–	–	–	14,000	14,000	–	–	–	–	–	–	–	–
		22,500(4)	–	–	–	–	–	–	–	–	14,000	14,700	–	–	–	–	–	–	–	–	–	–
		22,600(4)	–	–	–	–	–	–	–	–	–	–	–	–	–	–	14,800	14,800	–	–	–	–
		23,000(4)	–	–	14,000	15,000	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
		23,900(4)	–	–	–	–	–	–	–	–	–	–	–	–	15,000	15,000	–	–	–	–	–	–
		24,200(4)	–	–	–	–	–	–	15,000	15,000	–	–	–	–	–	–	–	–	–	–	–	–
		24,900(4)	–	–	–	–	14,000	15,000	–	–	–	–	–	–	–	–	–	–	–	–	–	–
		26,000(4)	14,000	15,000	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
		28,200	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	18,000	18,000
		28,400	–	–	–	–	–	–	–	–	–	–	–	–	–	–	18,000	18,000	–	–	–	–
		28,600	–	–	–	–	–	–	–	–	–	–	–	–	15,000	15,000	–	–	15,000	15,000	–	–
		28,700	14,000	15,000	14,000	15,000	14,000	15,000	15,000	15,000	14,000	15,000	15,000	15,000	15,000(2)	15,000(2)	18,000(2)	18,000(2)	15,000(2)(3)	15,000(2)(3)	18,000(2)(3)	18,000(2)(3)
	3.55	20,200(4)	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	12,000	12,000
		21,600(4)	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	13,600	13,600	–	–
		21,900(4)	–	–	–	–	–	–	–	–	–	–	14,000	14,000	–	–	–	–	–	–	–	–
		22,500(4)	–	–	–	–	–	–	–	–	14,000	14,700	–	–	–	–	–	–	–	–	–	–
		22,600(4)	–	–	–	–	–	–	–	–	–	–	–	–	–	–	14,800	14,800	–	–	–	–
		23,000(4)	–	–	14,000	15,000	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
		23,900(4)	–	–	–	–	–	–	–	–	–	–	–	–	15,000	15,000	–	–	–	–	–	–
		24,200(4)	–	–	–	–	–	–	15,000	15,000	–	–	–	–	–	–	–	–	–	–	–	–
		24,900(4)	–	–	–	–	14,000	15,000	–	–	–	–	–	–	–	–	–	–	–	–	–	–
		26,000(4)	14,000	15,000	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
		28,200	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	18,000	18,000
		28,400	–	–	–	–	–	–	–	–	–	–	–	–	–	–	18,000	18,000	–	–	–	–
		28,600	–	–	–	–	–	–	–	–	–	–	–	–	15,000	15,000	–	–	15,000	15,000	–	–
		28,700	14,000	15,000	14,000	15,000	14,000	15,000	15,000	15,000	14,000	15,000	15,000	15,000	15,000(2)	15,000(2)	18,000(2)	18,000(2)	15,000(2)(3)	15,000(2)(3)	18,000(2)(3)	18,000(2)(3)

(1) Calculated with SAE J2807 method. (2) 18" Tires. (3) 20" Tires. (4) Optional 10,000-lb. GVWR Package (68D).

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

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



F-350 SRW SUPER DUTY® PICKUPS 5th-WHEEL/GOOSENECK TOWING(1)

Automatic Transmission			Maximum Loaded Trailer Weight (lbs.)									
			REGULAR CAB		SUPERCAB				CREW CAB			
Engine	Axle Ratio	GCWR (lbs.)	4x2 142" WB 8' Box	4x4 142" WB 8' Box	4x2 148" WB 6-3/4' Box	4x2 164" WB 8' Box	4x4 148" WB 6-3/4' Box	4x4 164" WB 8' Box	4x2 160" WB 6-3/4' Box	4x2 176" WB 8' Box	4x4 160" WB 6-3/4' Box	4x4 176" WB 8' Box
6.2L V8	3.73	19,500	13,000	12,600/12,500(2)	12,800/12,700(2)	12,700/12,600(2)	12,400/12,300(2)(3)	12,300/12,200(2)(3)	12,600	12,400	12,200	12,000/11,900(2)(3)
	4.30	23,000	16,500	16,100/16,000(2)	16,300/16,200(2)	16,200/16,100(2)	15,900/15,800(2)(3)	15,800/15,700(2)(3)	16,100	15,900	15,700	15,500/15,400(2)(3)
6.7L V8 Turbo Diesel	3.31	20,200(4)	–	–	–	–	–	–	–	–	–	12,000
		21,600(4)	–	–	–	–	–	–	–	–	13,600	–
		21,900(4)	–	–	–	–	–	13,900	–	–	–	–
		22,500(4)	–	–	–	–	14,700	–	–	–	–	–
		22,600(4)	–	–	–	–	–	–	–	14,800	–	–
		23,000(4)	–	15,400	–	–	–	–	–	–	–	–
		23,900(4)	–	–	–	–	–	–	16,300	–	–	–
		24,200(4)	–	–	–	16,600	–	–	–	–	–	–
		24,900(4)	–	–	17,500	–	–	–	–	–	–	–
		26,000(4)	18,800(5)	–	–	–	–	–	–	–	–	–
		28,200	–	–	–	–	–	–	–	–	–	20,000(5)(6)
		28,400	–	–	–	–	–	–	–	20,600(5)(6)	–	–
		28,600	–	–	–	–	–	–	21,000(5)(6)	–	20,600(5)(6)	–
		28,700	21,500(5)(6)/ 21,400(2)(5)	21,100(5)(6)/ 21,000(2)(3)(5)	21,300(5)(6)/ 21,200(2)(5)	21,100(2)(5)(6)	20,900(5)(6)/ 20,800(2)(3)(5)	20,700(2)(3)(5)(6)	21,000(2)(5)	20,800(2)(5)(6)	20,600(2)(3)(5)	20,400(2)(3)(5)
	3.55	20,200(4)	–	–	–	–	–	–	–	–	–	12,000
		21,600(4)	–	–	–	–	–	–	–	–	13,600	–
		21,900(4)	–	–	–	–	–	13,900	–	–	–	–
		22,500(4)	–	–	–	–	14,700	–	–	–	–	–
		22,600(4)	–	–	–	–	–	–	–	14,800	–	–
		23,000(4)	–	15,400	–	–	–	–	–	–	–	–
		23,900(4)	–	–	–	–	–	–	16,300	–	–	–
		24,200(4)	–	–	–	16,600	–	–	–	–	–	–
		24,900(4)	–	–	17,500	–	–	–	–	–	–	–
		26,000(4)	18,800(5)	–	–	–	–	–	–	–	–	–
		28,200	–	–	–	–	–	–	–	–	–	20,000(5)(6)
		28,400	–	–	–	–	–	–	–	20,600(5)(6)	–	–
		28,600	–	–	–	–	–	–	21,000(5)(6)	–	20,600(5)(6)	–
		28,700	21,500(5)(6)/ 21,400(2)(5)	21,100(5)(6)/ 21,000(2)(3)(5)	21,300(5)(6)/ 21,200(2)(5)	21,100(2)(5)(6)	20,900(5)(6)/ 20,800(2)(3)(5)	20,700(2)(3)(5)(6)	21,000(2)(5)	20,800(2)(5)(6)	20,600(2)(3)(5)	20,400(2)(3)(5)

(1) Calculated with SAE J2807 method. (2) 18" Tires. (3) 20" Tires. (4) Optional 10,000-lb. GVWR Package (68D). (5) Gooseneck tow rating shown. 5th-wheel tow rating limited to 5th-wheel hitch rating of 18,000 lbs. (6) 17" Tires.

Note: Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel 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.



F-350/450 DRW SUPER DUTY® PICKUPS CONVENTIONAL TOWING(1)

Maximum Loaded Trailer Weight (lbs.)

Automatic Transmission			REGULAR CAB F-350				SUPERCAB F-350				CREW CAB F-350				CREW CAB F-450			
			4x2 142" WB 8' Box		4x4 142" WB 8' Box		4x2 164" WB 8' Box		4x4 164" WB 8' Box		4x2 176" WB 8' Box		4x4 176" WB 8' Box		4x2 176" WB 8' Box		4x4 176" WB 8' Box	
Engine	Axle Ratio	GCWR (lbs.)	Max Wt Carrying	Max Wt Distributing	Max Wt Carrying	Max Wt Distributing	Max Wt Carrying	Max Wt Distributing	Max Wt Carrying	Max Wt Distributing	Max Wt Carrying	Max Wt Distributing	Max Wt Carrying	Max Wt Distributing	Max Wt Carrying	Max Wt Distributing	Max Wt Carrying	Max Wt Distributing
6.2L V8	3.73	20,000	13,200	13,200	12,700	12,700	12,700	12,700	12,300	12,300	12,500	12,500	12,100	12,100	–	–	–	–
	4.30	23,500	16,700	16,700	16,200	16,200	16,200	16,200	15,800	15,800	16,000	16,000	15,600	15,600	–	–	–	–
6.7L V8 Turbo Diesel	3.55	36,000	18,000	21,000	18,000	20,000	18,000	21,000	19,000	21,000	19,000	21,000	21,000	21,000	–	–	–	–
	4.10	40,000	18,000	21,000	18,000	20,000	18,000	21,000	19,000	21,000	19,000	21,000	21,000	21,000	–	–	–	–
	4.30	41,700	–	–	–	–	–	–	–	–	–	–	–	–	–	–	21,000	21,000
		42,800	–	–	–	–	–	–	–	–	–	–	–	–	21,000	21,000	–	–

F-350/450 DRW SUPER DUTY PICKUPS 5th-WHEEL/GOOSENECK TOWING(1)

6.2L V8	3.73	20,000	13,100	12,700	12,700	12,300	12,500	12,000	–	–
	4.30	23,500	16,600	16,200	16,200	15,800	16,000	15,500	–	–
6.7L V8 Turbo Diesel	3.55	36,000	28,400(2)	27,900(2)	28,000(2)	27,600(2)	27,700(2)	27,300	–	–
	4.10	40,000	32,000(2)	31,900(2)	32,000(2)	31,600(2)	31,700(2)	31,300(2)	–	–
	4.30	41,700	–	–	–	–	–	–	–	32,500(2)
		42,800	–	–	–	–	–	–	34,000(2)	–

(1) Calculated with SAE J2807 method. (2) Gooseneck tow rating shown. 5th-wheel tow rating limited to 5th-wheel hitch rating of 27,500 lbs.

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

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

Model	F-150	F-250	F-350 SRW	F-350 DRW	F-450 DRW
Max. Tailgate Height**	58.3 inches	59.8 inches	59.6 inches	58.7 inches	58.0 inches

Note: Vehicles with other configurations may have varying tailgate heights.

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

***Distance from ground to top of closed tailgate.*



F-350/F-450/F-550 SUPER DUTY® CHASSIS CABS CONVENTIONAL TOWING(1)(2)(3)

Trailer weights shown assume 400-lb.–800-lb. second-unit body weight. Be sure combined weight of vehicle and trailer does not exceed listed GCWR.

Automatic Transmission			Maximum Loaded Trailer Weight (lbs.)																							
			REGULAR CAB CHASSIS								SUPERCAB CHASSIS								CREW CAB CHASSIS							
Engine	Axle Ratio	GCWR (lbs.)	F-350 4x2 SRW	F-350 4x4 SRW	F-350 4x2 DRW	F-350 4x4 DRW	F-450 4x2 DRW	F-450 4x4 DRW	F-550 4x2 DRW	F-550 4x4 DRW	F-350 4x2 SRW	F-350 4x4 SRW	F-350 4x2 DRW	F-350 4x4 DRW	F-450 4x2 DRW	F-450 4x4 DRW	F-550 4x2 DRW	F-550 4x4 DRW	F-350 4x2 SRW	F-350 4x4 SRW	F-350 4x2 DRW	F-350 4x4 DRW	F-450 4x2 DRW	F-450 4x4 DRW	F-550 4x2 DRW	F-550 4x4 DRW
6.2L SOHC V8	3.73	19,500	13,200/ 13,100(4)	12,700	–	–	–	–	–	–	12,900/ 12,800(4)	12,400	–	–	–	–	–	–	12,600	12,200/ 12,100(4)	–	–	–	–	–	–
		20,000	–	–	13,300	12,900	–	–	–	–	–	–	12,900	12,500	–	–	–	–	–	–	12,800	12,400	–	–	–	–
	4.30	23,000	13,500	13,500	–	–	–	–	–	–	13,500	13,500	–	–	–	–	–	–	13,500	13,500	–	–	–	–	–	–
		23,500	–	–	16,800	16,400	–	–	–	–	–	–	16,400	16,000	–	–	–	–	–	–	16,300	15,900	–	–	–	–
6.8L SOHC V10	4.88	28,000	–	–	–	–	17,500	17,500	18,500	18,500	–	–	–	–	17,500	17,500	18,500	18,500	–	–	–	–	17,500	17,500	18,500	18,500
6.7L V8 Turbo Diesel	3.73	26,500	13,500	13,500	–	–	–	–	–	–	13,500	13,500	–	–	–	–	–	–	13,500	13,500	–	–	–	–	–	–
		31,000	–	–	17,500	17,500	–	–	–	–	–	–	17,500	17,500	–	–	–	–	–	–	17,500	17,500	–	–	–	–
	4.10	32,000	–	–	17,500	17,500	17,500	17,500	18,500	18,500	–	–	17,500	17,500	17,500	17,500	18,500	18,500	–	–	17,500	17,500	17,500	17,500	18,500	18,500
	4.30	34,500	–	–	–	–	17,500	17,500	–	–	–	–	–	–	17,500	17,500	–	–	–	–	–	–	17,500	17,500	–	–
		35,000	–	–	–	–	–	–	18,500	18,500	–	–	–	–	–	–	18,500	18,500	–	–	–	–	–	–	18,500	18,500
	4.88	32,000	–	–	–	–	–	–	18,500	18,500	–	–	–	–	–	–	18,500	18,500	–	–	–	–	–	–	18,500	18,500
		40,000(5)	–	–	–	–	–	–	18,500	18,500	–	–	–	–	–	–	18,500	18,500	–	–	–	–	–	–	18,500	18,500

F-350/F-450/F-550 SUPER DUTY CHASSIS CABS 5th-WHEEL TOWING(1)

6.2L SOHC V8	3.73	19,500	13,100	12,700/ 12,600(4)	–	–	–	–	–	–	12,800	12,400/ 12,300(4)	–	–	–	–	–	–	12,600/ 12,500(4)	12,200/ 12,100(4)	–	–	–	–	–	–
		20,000	–	–	13,200	12,800	–	–	–	–	–	–	12,900	12,500	–	–	–	–	–	–	12,700	12,300	–	–	–	–
	4.30	23,000	16,600	16,200/ 16,100(4)	–	–	–	–	–	–	16,300	15,900/ 15,800(4)	–	–	–	–	–	–	16,100/ 16,000(4)	15,700/ 15,600(4)	–	–	–	–	–	–
		23,500	–	–	16,700	16,300	–	–	–	–	–	–	16,400	16,000	–	–	–	–	–	–	16,200	15,800	–	–	–	–
6.8L SOHC V10	4.88	28,000	–	–	–	–	20,600	20,300	20,600	20,300	–	–	–	–	20,300	20,000	20,300	20,000	–	–	–	–	20,200	19,900	20,200	19,900
6.7L V8 Turbo Diesel	3.73	26,500	18,000/ 19,200(4)	15,100/ 18,700(4)	–	–	–	–	–	–	15,700/ 18,800(4)	12,800/ 18,400(4)	–	–	–	–	–	–	14,100/ 18,600(4)	11,300/ 18,200(4)	–	–	–	–	–	–
		31,000	–	–	23,500	23,100	–	–	–	–	–	–	23,100	22,700	–	–	–	–	–	–	23,000	22,600	–	–	–	–
	4.10	32,000	–	–	24,500	24,100	23,900	23,600	23,900	23,600	–	–	24,100	23,700	23,600	23,200	23,600	23,200	–	–	24,000	23,600	23,400	23,100	23,400	23,100
	4.30	34,500	–	–	–	–	26,400	26,100	–	–	–	–	–	–	26,100	25,700	–	–	–	–	–	–	25,900	25,600	–	–
		35,000	–	–	–	–	–	–	26,900	26,600	–	–	–	–	–	–	26,600	26,200	–	–	–	–	–	–	26,400	26,100
	4.88	32,000	–	–	–	–	–	–	23,900	23,500	–	–	–	–	–	–	23,500	23,200	–	–	–	–	–	–	23,600	23,100
		40,000(5)	–	–	–	–	–	–	31,900	31,500	–	–	–	–	–	–	31,500	31,200	–	–	–	–	–	–	31,400	31,100

(1) Calculated with SAE J2807 method. (2) Maximum loaded trailer weight requires weight-distributing hitch. (3) Super Duty Chassis Cab does not offer a conventional hitch receiver as a factory-installed option. (4) 18" Tires. (5) Available with High-Capacity Trailer Tow Package only.

Note: Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel 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.



F-650/F-750 SUPER DUTY® Chassis Cabs

Diesel Engine

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

Gas Engine

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

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

SUPER DUTY Class A Motorhome Chassis

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

Note: Towing vehicle's braking system is rated for operation at GVWR – NOT GCWR. See page 33 for more details.





SUPER DUTY Commercial Stripped Chassis

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

(1) Requires Parcel Delivery Package option.

Note: Towing vehicle's braking system is rated for operation at GVWR – NOT GCWR. See page 33 for more details.

E-SERIES Cutaway and Stripped Chassis

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

E-350 Super Duty Cutaway SRW GCWRs:
– 6.2L V8/6R140 – 13,000 lbs.
– 6.8L V10/6R140 – 18,500 lbs.

E-350 Super Duty Cutaway DRW GCWRs:
– 6.2L V8/6R140 – 17,000 lbs.
– 6.8L V10/6R140 – 18,500 lbs.

E-450 Super Duty Cutaway GCWRs:
– 6.2L V8/6R140 – 18,000 lbs.
– 6.8L V10/6R140 – 22,000 lbs.

E-350 Super Duty Stripped Chassis GCWRs:
– 6.2L V8/6R140 – 17,000 lbs.
– 6.8L V10/6R140 – 18,500 lbs.

E-450 Super Duty Stripped Chassis GCWRs:
– 6.2L V8/6R140 – 18,000 lbs.
– 6.8L V10/6R140 – 22,000 lbs.





TRANSIT CARGO VAN/PASSENGER WAGON (1)

Automatic Transmission			Maximum Loaded Trailer Weight (lbs.) (2)																	
			CARGO VAN												PASSENGER WAGON					
Engine	Axle Ratio	GCWR (lbs.)	150/250 RWB Low Roof	150/250 RWB Medium Roof	350 RWB Low Roof	350 RWB Medium Roof	150/250 LWB Low Roof	150/250 LWB Medium Roof	250 LWB High Roof	350 LWB Low Roof	350 LWB Medium Roof	350 LWB High Roof	250 LWB Extended High Roof	350 LWB Extended High Roof	150 RWB Low Roof	150 RWB Medium Roof	350 LWB Low Roof	350 LWB Medium Roof	350 LWB High Roof	350 LWB Extended High Roof
3.7L DOHC V6	3.73	10,800	5,400	5,200	5,400	5,200	5,200	5,100	–	5,200	5,100	–	–	–	4,700	4,500	4,300	4,100	–	–
	4.10	11,200	–	–	–	–	–	–	–	–	–	–	–	–	–	–	4,700	4,500	4,500	–
		12,000	6,600	6,400	6,600	6,400	6,400	6,300	6,200	6,400	6,300	6,200	6,000	6,000	–	–	–	–	–	–
3.5L EcoBoost® V6	3.31	11,200	5,700	5,500	5,700	5,500	5,600	5,400	5,300	5,600	5,400	5,300	5,100	5,100	5,000	4,900	4,600	4,500	4,400	–
	3.73	11,200	–	–	–	–	–	–	–	–	–	–	–	–	5,000	4,900	4,600	4,500	4,400	3,800
		12,600	7,100	6,900	7,100	6,900	7,000	6,800	6,700	7,000	6,800	6,700	6,500	6,500	–	–	–	–	–	–
		13,000	–	–	–	–	–	–	–	–	–	–	–	6,700	–	–	–	–	–	–
3.2L I5 Power Stroke® Diesel	3.31	10,600	4,800	4,600	4,800	4,600	4,600	4,500	4,400	–	–	–	4,200	4,200	–	–	3,800	3,600	3,500	–
	3.73	11,200	–	–	–	–	–	–	–	–	–	–	–	–	–	–	4,400	4,200	4,100	3,500
		13,500	–	–	–	–	7,500	7,400	7,300	–	–	–	7,100	7,100	–	–	–	–	–	–

(1) Calculated with SAE J2807 method. (2) Properly equipped.

TRANSIT CUTAWAY/CHASSIS CAB

Trailer weights shown assume 1,000-lb. second-unit body weight. Be sure combined weight of vehicle and trailer does not exceed listed GCWR.

Automatic Transmission			Maximum Loaded Trailer Weight (lbs.)																	
			CUTAWAY							CHASSIS CAB										
Engine	Axle Ratio	GCWR (lbs.)	250 SRW RWB	250 SRW LWB	350 SRW RWB	350 SRW LWB	350 HD DRW RWB	350 HD DRW LWB	350 HD DRW E-LWB	250 SRW RWB	250 SRW LWB	350 SRW RWB	350 SRW LWB	350 HD DRW RWB	350 HD DRW LWB	350 HD DRW E-LWB				
3.7L DOHC V6	4.10	12,000	6,800	6,600	6,800	6,600	6,600	6,500	6,200	6,800	6,600	6,800	6,600	6,600	6,400	6,200				
3.2L I5 Power Stroke® Diesel	3.73	13,500	7,500	7,500	7,500	7,500	7,500	7,500	7,100	7,500	7,500	7,500	7,500	7,500	7,500	7,100				

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


Expedition

EXPEDITION(1)

Automatic Transmission			Maximum Loaded Trailer Weight (lbs.)			
			EXPEDITION		EXPEDITION MAX	
Engine	Axle Ratio	GCWR (lbs.)	4x2	4x4	4x2	4x4
3.5L EcoBoost® V6	3.15	12,000	6,000	–	–	–
	3.31	12,000	6,000	–	–	–
		12,100	–	5,900	–	–
		12,300	–	6,100	–	–
		12,400	–	–	–	6,000
		12,500	–	–	6,300	–
	3.73	15,200(2)	–	–	9,000	–
		15,300(2)	9,300	–	–	–
		15,500(2)	–	9,200	–	9,000

(1) Maximum loaded trailer weight requires weight-distributing hitch. See page 37 for additional information. (2) Requires optional Class IV Heavy-Duty Trailer Tow Package (536).

Note: 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.


Explorer

EXPLORER

Automatic Transmission				
		GCWR (lbs.)		Maximum Loaded Trailer Weight (lbs.)
Engine	Final Drive Ratio	FWD	4WD	
2.3L EcoBoost I4	3.36	6,900	–	2,000(1)
		7,950	–	3,000(2)
	3.51	–	8,150	3,000(2)
3.5L V6	3.39	6,900	–	2,000(1)
	3.65	–	7,110	2,000(1)
	3.39	9,950	–	5,000(3)
	3.65	–	10,150	5,000(3)
3.5L EcoBoost V6(4)	3.16	–	10,400	5,000(3)

(1) Explorer does not offer factory-installed towing equipment for this application; only available as dealer accessory. (2) Requires optional Class II Trailer Towing Package. (3) Requires optional Class III Trailer Tow Package and weight-distributing hitch. (4) Sport/Platinum series only.


Escape

ESCAPE(1)

Automatic Transmission				
		GCWR (lbs.)		Maximum Loaded Trailer Weight (lbs.)
Engine	Final Drive Ratio	FWD	4WD	
2.5L I4	3.51	5,374	–	1,500(2)
1.5L EcoBoost I4	3.21	5,871	–	2,000(3)
	3.51	–	6,023	2,000(3)
2.0L EcoBoost I4	3.07	7,486	7,639	3,500(3)

(1) Calculated with SAE J2807 method. (2) Escape does not offer factory-installed towing equipment for this application; only available as dealer accessory. (3) Requires Class II Trailer Tow Package.

Note: Certain states require electric trailer brakes for trailers over a specified weight. Be sure to check state regulations for this specified weight. The maximum trailer weights listed above may be limited to this specified weight, as the electrical system does not include the wiring connector needed to activate electric trailer brakes.

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


Edge

CROSSOVERS

Automatic Transmission		Maximum Loaded Trailer Weight (lbs.)		
Engine	Axle Configuration	EDGE	FLEX	TRANSIT CONNECT VAN/WAGON
2.0L EcoBoost® I4	FWD/AWD	3,500(3)	–	–
2.5L I4	FWD	–	–	2,000(1)
2.7L EcoBoost V6	AWD	2,000(2)	–	–
3.5L V6	FWD/AWD	3,500(3)	4,500(4)(5)	–
3.5L EcoBoost V6	AWD	–	4,500(4)	–

(1) Requires Class I Trailer Tow Package. (2) Edge does not offer factory- or dealer-installed towing equipment for this application. (3) Requires Class II Trailer Tow Package. (4) Requires Class III Trailer Tow Package. (5) Requires weight-distributing hitch on FWD models.

Note: All vehicles calculated with SAE J2807 method.


Flex


Transit Connect

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


Mustang

CARS

Automatic Transmission		Maximum Loaded Trailer Weight (lbs.)		
Engine	Axle Configuration	MUSTANG(1)(4)	TAURUS(1)(2)	FUSION(1)(4)
1.5L EcoBoost I4	FWD	–	–	1,000
2.0L EcoBoost I4	FWD/AWD	–	–	2,000
2.3L EcoBoost I4	RWD	1,000	–	–
2.5L I4	FWD	–	–	1,000
2.7L EcoBoost V6	AWD	–	–	1,000(5)
3.5L V6	FWD/AWD	–	1,000	–
5.0L V8	RWD	1,000	–	–
Manual Transmission				
2.3L EcoBoost I4	RWD	1,000	–	–
5.0L V8	RWD	1,000	–	–

(1) Mustang, Taurus, and Fusion do not offer factory-installed towing equipment for this application; only available as aftermarket accessory. (2) Taurus SHO is not rated to tow a trailer. (3) FWD only. (4) Shelby GT350/GT350R Mustang, Fusion Hybrid, and Fusion Energi are not rated to tow a trailer. (5) Sport series only.

Note: Mustang and Fusion calculated with SAE J2807 method.


Taurus


Fusion


Navigator


MKC

LINCOLN NAVIGATOR(1)

Automatic Transmission			Maximum Loaded Trailer Weight (lbs.)			
			LINCOLN NAVIGATOR		LINCOLN NAVIGATOR L	
Engine	Axle Ratio	GCWR (lbs.)	4x2	4x4	4x2	4x4
Twin-Turbocharged 3.5L V6	3.73	12,500	6,200	–	–	–
		12,700	–	6,200	–	–
		13,100	–	–	6,600	–
		13,300	–	–	–	6,600
		15,300(2)	8,700(3)	8,300	–	–
		15,500(2)	–	–	8,400	8,100

(1) Maximum loaded trailer weight requires weight-distributing hitch. See page 37 for additional information.
(2) Requires optional Class IV Heavy-Duty Trailer Towing Package (536). (3) Best-in-Class towing.

Note: 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.

LINCOLN MKC(1)

Automatic Transmission				Maximum Loaded Trailer Weight (lbs.)
		GCWR (lbs.)		LINCOLN MKC
Engine	Final Drive Ratio	FWD	4WD	
Turbocharged 2.0L I4	3.36	7,220	–	3,000(2)
	3.51	–	7,400	3,000(2)
Turbocharged 2.3L I4	3.51	–	7,420	3,000(2)

(1) Calculated with SAE J2807 method. (2) Requires Class II Trailer Tow Package.

Note: Certain states require electric trailer brakes for trailers over a specified weight. Be sure to check state regulations for this specified weight. The maximum trailer weights listed above may be limited to this specified weight, as the electrical system does not include the wiring connector needed to activate electric trailer brakes.

CROSSOVERS

Automatic Transmission		Maximum Loaded Trailer Weight (lbs.)	
		LINCOLN MKX	LINCOLN MKT
Engine	Axle Configuration		
Twin-Turbocharged 2.7L V6	FWD/AWD	3,500(1)	–
Twin-Turbocharged 3.5L V6	AWD	–	4,500(2)
3.7L Ti-VCT V6	FWD/AWD	3,500(1)	2,000(3)

(1) Requires Class II Trailer Tow Package. (2) Requires Class III Trailer Tow Package.
(3) FWD only.

Note: All vehicles calculated with SAE J2807 method.


Lincoln MKX


MKT


Continental


MKZ

CARS

Automatic Transmission		Maximum Loaded Trailer Weight (lbs.)	
		LINCOLN CONTINENTAL(1)	LINCOLN MKZ(1)(2)
Engine	Axle Configuration		
Turbocharged 2.0L I4	FWD/AWD	–	1,000
Twin-Turbocharged 2.7L V6	FWD/AWD	1,000	–
Twin-Turbocharged 3.0L V6	FWD/AWD	1,000(3)	1,000
3.7L Ti-VCT V6	FWD/AWD	1,000	–

(1) Continental and MKZ do not offer factory-installed towing equipment for this application; only available as aftermarket accessory. (2) MKZ Hybrid is not rated to tow a trailer. (3) AWD only.

Note: Continental and MKZ calculated with SAE J2807 method.

KNOW BEFORE YOU TOW



BEFORE YOU BUY

If you are selecting a vehicle that will be used for towing, you should determine the approximate weight of the trailer you intend to tow, including the weight of any additional cargo and fluids that you will be carrying in the trailer. Also, be sure the vehicle has the proper optional equipment (see page 16). Keep in mind that performance can be severely affected in hilly terrain when the minimum acceptable powertrain combination is selected. Consider purchasing a vehicle with a more powerful engine.

AFTER YOU BUY

Before heading out on a trip, check your vehicle's Owner's Manual for break-in and severe-duty maintenance schedules (do not tow a trailer until your vehicle has been driven at least 1,000 miles). Be sure to have your fully-loaded vehicle (including passengers) and trailer weighed so as not to exceed critical weight limits (see page 37). If any of these limits are exceeded, cargo should be removed from the vehicle and/or trailer until all weights are within the specified limits.

Brakes

Many states require a separate braking system on trailers with a loaded weight of more than 1,500 pounds. For your safety, Ford Motor Company recommends that a separate functional brake system be used on any towed vehicle, including those dolly-towed or towbar-towed. There are several basic types of brake systems designed to activate trailer brakes:

1. **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.
2. **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).
3. **Surge Brakes** are independent hydraulic brakes activated by a master cylinder at the junction of the hitch and trailer tongue. They are not controlled by the hydraulic fluid in the tow vehicle's brake system, and the tow vehicle's hydraulic system should never be connected directly to the trailer's hydraulic system.

Be sure your trailer brakes conform to all applicable state regulations. *See Towing Safely for All Vehicles 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's Owner's Manual for safety chain attachment information
- For rental trailers, follow rental agency instructions for hookup of safety chains

Trailer Wiring Harness

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

Refer to chart on page 16 for standard and optional wiring harness usage.

TRAILER CLASSES

Class I
LIGHT-DUTY

2,000-lb. maximum weight (trailer and cargo combined)

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

Many Ford vehicles can handle easily

Conventional weight-carrying hitch

Class II
MEDIUM-DUTY

2,001–3,500-lb. gross trailer weight

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

Ford trucks and compact SUVs can be equipped to tow these trailers(1)

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

Class III
HEAVY-DUTY

3,501–5,000-lb. gross trailer weight

Dual-axle or large single-axle travel trailers

Most properly equipped Ford trucks and SUVs can tow them(1)

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

Class IV
EXTRA-HEAVY-DUTY(2)

Over 5,000-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 15 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 kilometers, multiply miles by 1.6.

TRAILER TYPES



FOLDING CAMPING TRAILER

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

– Lightweight for easy towing
– Simple conventional weight-carrying hitch is usually sufficient for towing
– Compact, low-profile traveling package
– Easily maneuverable – generally 8 to 16 feet long



CONVENTIONAL TRAVEL TRAILER

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

– Widely varied levels of roominess, comfort and luxury – depending on the towing capacity of your vehicle, and your budget
– Sizes usually range from 12 to 35 feet long
– Normally towed with a conventional weight-distributing hitch, depending on weight



5TH-WHEEL TRAILER

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

– The forward raised portion is designed to extend over the box of a pickup truck
– Attaches to the truck via a 5th-wheel hitch mounted in the pickup bed
– Offers the advantages of improved weight distribution and towing dynamics, since some trailer weight is directly over the towing vehicle

GET **HITCHED**



Weight-Carrying (Non-Weight-Distributing)

A weight-carrying (non-weight-distributing) hitch is commonly used to tow small- and medium-sized trailers. Choose a proper hitch and ball, and make sure its location is compatible with that of the trailer. Use a good weight-carrying hitch that uniformly distributes the trailer tongue loads through the bumper and frame (through the body with Escape; bumper hitch not available with Escape, Explorer or Expedition/Lincoln Navigator). Ford hitch receivers provide weight-carrying capacities as shown in the chart on page 37. (A label affixed to the hitch receiver provides both the weight-carrying and weight-distributing capacities for each receiver.) You are responsible for obtaining the proper hitch ball, ball mounting and other appropriate equipment to tow both the trailer and load that will be towed.



Weight-Distributing

A weight-distributing hitch is used in conjunction with a hitch platform (receiver) to distribute tongue load to all towing vehicle and trailer wheels. Required for certain Class III and all Class IV applications (see the chart on page 37).

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



Gooseneck

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

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



5th-Wheel

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

CALCULATE **WEIGHT DISTRIBUTION**

WEIGHT DISTRIBUTION HITCH SETUP

Vehicle	Weight Distribution Correction Factor
Mustang	Not Required
Taurus/Lincoln Continental	Not Required
Fusion/Lincoln MKZ	Not Required
Edge/Lincoln MKX	Not Required
Escape/Lincoln MKC	Not Required
Transit Connect	Not Required
Flex/Lincoln MKT	50% (3.5 Ti-VCT V6 FWD only) (Not required for other configurations)
Explorer	50%
Expedition/Lincoln Navigator	50%
Transit	Use Not Recommended
F-150	25%
F-150 Raptor	50%
F-250/F-350/F-450 Super Duty®	50%

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

CALCULATION EXAMPLE	
Vehicle =	**F-150**
H1 =	**37 inches**
H2 =	**38 inches**
Correction Factor =	**25%**
Height Change =	38" - 37" = **1 inch**
Reduction Amount =	1" x 25% = **.25 inches**
Height Change =	38" - .25" = **37.75 inches**
Target Height =	**37.75 inches**

1 Load trailer similar to the way it will be loaded for the trip with 10% tongue load and park on level ground

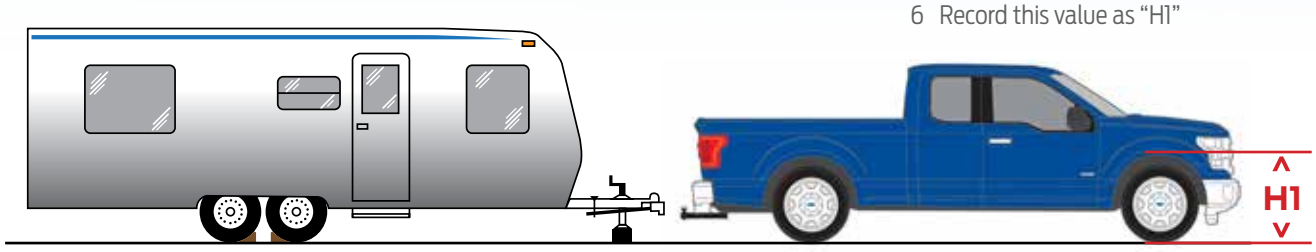
2 Adjust trailer tongue jack to get trailer level or just slightly nose down

3 Load tow vehicle similar to the way it will be used for the trip and park vehicle on level ground

4 Adjust and secure weight distribution ball mount height per manfacturer's instructions so tow ball is the same height as trailer coupler when trailer not connected to tow vehicle

5 Measure top of front fender lip above the center of the wheel to ground

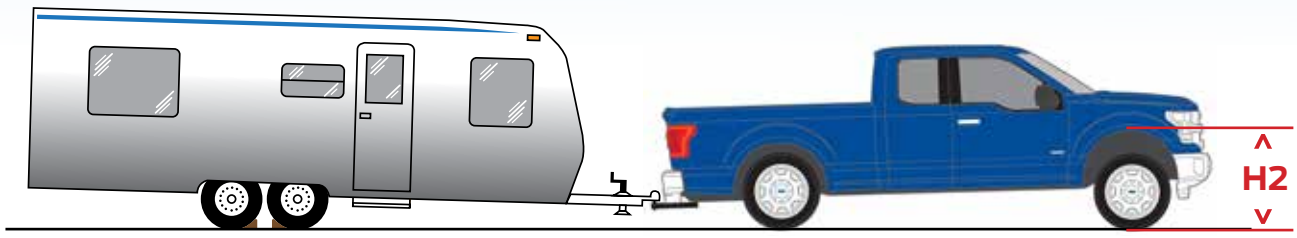
6 Record this value as "H1"



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

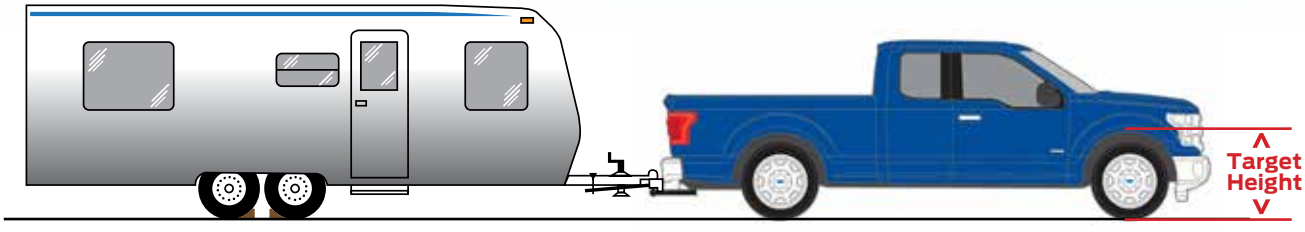
8 Measure top of front fender lip above the center of the wheel to ground

9 Record this value as "H2"



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

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



HITCH RECEIVER OPTIONS AND CAPACITIES

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

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

Edge/Lincoln MKX: Included with Class II Trailer Tow Package – Option Code 53G

Flex/Lincoln MKT: Included with Class III Trailer Tow Package – Option Code 53G

Escape/Lincoln MKC: Included with Class II Trailer Tow Package – Option Code 534 and 536

Explorer: Included with Class II Trailer Tow Package – Option Code 52R
Included with Class III Trailer Tow Package – Option Code 52T

Expedition/Lincoln Navigator: Standard

Transit: Included with Trailer Tow Package – Option Code 53B

F-150 Pickup: Included with Trailer Tow Packages – Option Code 53A, 53B and 53C

F-150 Raptor: Standard

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

A conventional trailer hitch receiver is standard on all Super Duty Pickups. The following configurations have a standard 2.5" receiver with a 2" reducer:

- F-250 (less Trailer Tow Package)
- F-350 Single Rear Wheel (142", 148", 160", 164")
- F-350 Single Rear Wheel 6.2L 176"

The following configurations have a standard 3" receiver with a 2.5" and a 2" reducer:

- F-250 equipped with Trailer Tow Package
- F-350 Single Rear Wheel 6.7L 176"
- F-350/F-450 Dual Rear Wheel

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

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

5th-Wheel and Gooseneck Hitch Recommendation

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

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

Note: Raptor 5th-wheel towing is not recommended.

REAR STEP BUMPER/HITCH RECEIVER WEIGHT CAPACITY

The maximum weight capacities for the weight-distributing hitch receivers shown below may exceed the maximum loaded trailer weight for the vehicle specified. Refer to the Trailer Towing Selector charts on pages 18–32 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				
F-150	5,000	500	–	–
HITCH RECEIVER				
Transit Connect	2,000	200	–	–
Edge/Lincoln MKX	3,500	350	–	–
Escape	2,000/3,500	200/350	–	–
Lincoln MKC	3,000	300	–	–
Flex/Lincoln MKT	2,000	200	4,500	450
Explorer	2,000	200	5,000	500
Transit Cargo Van	7,500	750	–	–
Transit Passenger Wagon	5,000	500	–	–
Expedition	6,100	610	9,300	930
Lincoln Navigator	6,200	620	8,700	870
Expedition MAX	6,300	630	9,000	900
Lincoln Navigator L	6,600	660	8,400	840
F-150	5,000	500	13,200	1,320
F-150 Raptor	5,000	500	8,000	800
F-250/F-350 Super Duty SRW	15,000	1,500	15,000(2)	1,500(2)
F-250/F-350 Super Duty SRW w/6.7L engine	18,000	1,800	18,000(3)	1,800(3)
F-350 Super Duty DRW w/6.2L engine	16,700	1,670	16,700	1,670
F-350 Super Duty DRW w/6.7L engine and F-450 Super Duty	21,000	2,100	21,000	2,100

(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) Not available with 6.7L diesel with 176" wheelbase. (3) Available only with 176" wheelbase.

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

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

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

Base Curb Weight + **Cargo Weight** + **Passenger Weight** = **Gross Vehicle Weight (GVW)**

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

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

GCW must not exceed GCWR (obtain from charts on pages 18–32 or your vehicle's Owner's Manual).



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

WEIGHTY INFORMATION

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

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

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

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

KNOW YOUR LIMITS

Gross Combination Weight (GCW)

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

Gross Combination Weight Rating (GCWR)

is the maximum allowable weight of the towing vehicle and the loaded trailer – including all cargo and passengers – that the vehicle can handle without risking damage. (Important: The towing vehicle's brake system is rated for operation at the GVWR – NOT GCWR. Separate functional brake systems should be used for safe control of towed vehicles and for trailers weighing more than 1,500 lbs. when loaded.) The measured GCW must never exceed the GCWR.

Maximum Loaded Trailer Weight

(as shown in the Trailer Towing Selector charts pages 18–32) 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 only (150 lbs.). F-Series Super Duty® Chassis Cab models also assume a second-unit body weight of 1,000 lbs. Weight of additional options, passengers, cargo and hitch must be deducted from this weight.

Tongue Load or 5th-Wheel King Pin Weight

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

Tongue load or king pin weights must meet the following requirements:*
- For trailers up to 2,000 lbs., tongue load not to exceed 200 lbs.
- For conventional trailers over 2,000 lbs., tongue load 10% of loaded trailer weight.
- For 5th-wheel trailers, king pin weight 15% of loaded trailer weight.

Examples: For a 5,000-lb. conventional trailer, multiply 5,000 by .10 to obtain a proper tongue load of 500 lbs. For an 11,500-lb. 5th-wheel trailer, multiplying 11,500 by .15 yields a king pin weight of 1,725 lbs.

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

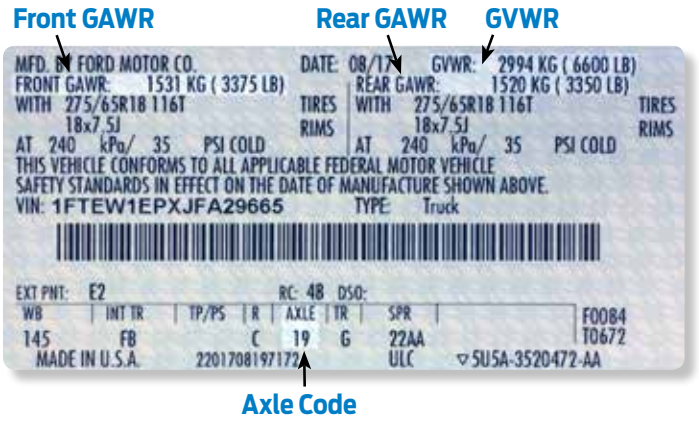
Refer to the chart on page 37 for tongue load recommendations with Ford factory-installed trailer hitch receivers.

HOW TO FIND YOUR Truck's Axle Ratio

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

Sample Truck Safety Compliance Certification Label

(Refer to actual label on your vehicle)



REAR AXLE RATIO CODES

Vehicle	Rear Axle Ratio	Non-Limited Slip	Limited Slip	Electronic Locking
Super Duty (F-250/550)	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	4M
	4.88	48	8L	Not Available
F-150	3.15	15	Not Available	L5
	3.31	27	Not Available	L3
	3.55	19	Not Available	L9
	3.73	26	Not Available	L6
	4.10	Not Available	Not Available	L4
Expedition	3.15	10	Not Available	Not Available
	3.31	15	Not Available	Not Available
	3.73	Not Available	3L(2)	Not Available
Lincoln Navigator	3.73	37	3L(2)	Not Available
Transit	3.31	31	3L	Not Available
	3.73	73	7L	Not Available
	4.10	41	4L	Not Available
E-Series Cutaway	4.10	52/56	E2/E6	Not Available
	4.56	58/83/85	E8/F3/F5	Not Available
Motorhome	4.30	43	Not Available	Not Available
	5.38	53	Not Available	Not Available
	6.17	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. (2) Electronic Limited Slip axle.

ACCESSORIZE

Ford and Lincoln Custom Accessories offer a great selection of towing items to enhance function and comfort. **For current price and warranty information, please contact your dealer or visit our Web sites at: accessories.ford.com and accessories.lincoln.com.**

FORD **ACCESSORIES**



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. Not available for Escape Hybrid.

Base Part No. 15A416
Available for: Escape, Edge and Lincoln MKX

Uses a 4-pin trailer tow connector and converter box which interfaces to the vehicle's rear lighting signals and power source.

Base Part No. 15A416
Available for: Flex

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
Available for: F-150



Trailer Hitch Assemblies

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

NOTE: Towing capacity could be limited by vehicle powertrain. See your dealer or Owner's Manual for details. Not available on Escape Hybrid.

Base Part No. 19D520
Available for: Escape (Class I/II), Edge, Flex, Lincoln MKX, F-150 and E-Series

5th-Wheel/Gooseneck Hitch Prep Package

Required Prep Package for 5th-Wheel and Gooseneck Hitch Kits. Wiring harness not included.

Base Part No. 5F057
Available for: Super Duty® F-250, F-350 and F-450



5th-Wheel Hitch Kits

The 5th-Wheel Hitch Kits have a Gross Trailer Weight Rating of 18,000 and 27,500 lbs. Other features include a forged jaw; a high-capacity head support structure; 10º front-to-back pivot and 4º side-to-side pivot for easy hook-ups; 14-inch to 16.5-inch vertical height adjustment; and an extended-length handle.

NOTE: This kit is only for use with the 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
Available for: Super Duty F-250 and F-350



Gooseneck Hitch Kit

This Gooseneck Hitch Ball has a Gross Trailer Weight Rating of 27,500 lbs. on a 2-5/16" ball and 33,000 lbs. with a 3" ball. The kit also includes two cast-steel safety chain tie-down hooks and a nylon storage bag.

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
Available for: Super Duty F-250 and F-350



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 dealer or Owner's Manual for towing limitations.

Base Part No. 19A282
Available for: Vehicles with 2-1/2" (6cm) receiver for Super Duty

Vehicles with 2" (5cm) receiver for Escape, Edge, Lincoln MKX, Flex, Expedition/EL, Lincoln Navigator/L, F-150 and E-Series

Vehicles with 1-1/4" (3cm) receiver – for some past model years



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 dealer for towing limitations.

Base Part No. 19F503
Available for: Vehicles equipped with trailer hitch



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
Available for: F-150



Neutral Tow Kit

This handy kit allows you to tow your Explorer or Sport Trac behind your motorhome – with all four wheels on the ground. Available for 2006-2010 Explorer 4.6L V8 or 2007-2010 Sport Trac 4.6L V8, 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 forward 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 and 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)
Available for: F-150

TOWING SAFELY FOR ALL VEHICLES

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.

Weight Distribution

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

Keep center of gravity low for best handling

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

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

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

Before Starting

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

Know clearance required for trailer roof

Check equipment (make a checklist)

Backing Up

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

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

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

Turning

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

Braking

Allow considerably more distance for stopping with trailer attached

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

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

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

Towing On Hills

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

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

Parking With A Trailer

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

Apply the foot service brakes and hold

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

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

Apply the parking brake

Shift automatic transmission into park, or manual transmission into reverse

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

Starting Out Parked On A Grade

Apply the foot service brake and hold

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

Shift the transmission into gear and release the parking brake

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

Apply the brake pedal while another person retrieves the chocks

Acceleration And Passing

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

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

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

If necessary, downshift for improved acceleration

Driving With An Automatic Overdrive Transmission

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

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

If excessive shifting does not occur, use overdrive to optimize fuel economy

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

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

Driving With Cruise Control

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

Tire Pressure

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

Overinflated tires may wear unevenly and compromise traction and stopping capability

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

Spare Tire Use

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

On The Road

After about 50 miles, stop in a protected location and double-check:

Trailer hitch attachment

Lights and electrical connections

Trailer wheel lug nuts for tightness

Engine oil – check regularly throughout trip

High Altitude Operation

Gasoline engines lose power by 3-4% per 1,000 ft. elevation. To maintain performance, reduce GVWs and GCWs by 2% per 1,000 ft. elevation starting at the 1,000 ft. elevation point.

Powertrain/Frontal Area Considerations

The charts in this Guide show the minimum engine size needed to move the 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 larger engine

Selecting a trailer with a low-drag, rounded front design will help optimize performance and fuel economy

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

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