

2023 FORD RV & TRAILER TOWING GUIDE



EQUIPMENT • WEIGHTS • TECHNOLOGY • CAPABILITY

2023 TOWING GUIDE CONTENTS

- 3 F-150® Pickup
- 6 Super Duty® Pickup
- 8 Super Duty Chassis Cab
- 9 Maverick® and Ranger®
- 10 Class A Motorhome Chassis and Commercial Stripped Chassis
- 11 E-Series™ Class C Motorhome Chassis
- 12 Transit® Class C Motorhome Chassis
- 13 Slide-In Camper
- 15 Four-Wheel-Down Towing
- 16 Tow-Dolly Flexibility
- 17 Frontal Area Considerations and Towing Equipment
- 18 Maximum Trailer Weights and Towing Equipment/Packages

TRAILER TOWING SELECTOR

- 22 F-150 Pickup
- 27 F-250® SRW Super Duty Pickup
- 29 F-350® SRW Super Duty Pickup
- 31 F-350/F-450® DRW Super Duty Pickups
- 32 F-350/F-450/F-550®/F-600® Super Duty Chassis Cabs
- 34 Medium Duty Truck, Class A Motorhome Chassis, Commercial Stripped Chassis and E-Series™ Cutaway/Stripped Chassis
- 35 Transit® Vans
- 36 Transit Cutaway/Chassis Cab and Transit Connect
- 37 Ranger® and Maverick®
- 38 Bronco® and Bronco Sport
- 39 Expedition® and Explorer®
- 40 Edge®, Escape® and Mustang®
- 41 Know Before You Tow
- 42 Trailer Classes/Types
- 43 Hitch Styles
- 44 Factory-Installed Hitch Receivers
- 45 Calculate Weight Distribution
- 46 About Weights
- 47 Weight Limits and Axle Ratios
- 48 Towing Accessories
- 49 Towing Basics
- [Trailer Towing Capability Calculator](#)



Super Duty F-450 XL Crew Cab 4x4 in Race Red. Preproduction image shown.

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

The 2023 F-Series have an advanced, torque-rich powertrain lineup, delivering impressive payload and trailer tow ratings, no matter which model you choose. Whether carrying a serious payload or towing the heaviest of trailers, F-Series trucks are designed to help conquer the toughest of jobs.

F-Series – America's best-selling truck for 46 years¹
running, bringing decades of RV and towing experience
for every configuration!

BUILT *Ford* PROUD

The following vehicles are not recommended for trailer towing: E-Transit, Mustang Mach-E and Mustang Mach 1.

SAE TOWING STANDARD

The Society of Automotive Engineers (SAE) testing standard J2807® defines procedures and requirements to determine gross combined weight ratings (GCWR) and to calculate the trailer weight rating (TWR) for any tow vehicle. This standard establishes minimum performance conditions to allow for consistent comparisons between similar class vehicles. Ford will apply the SAE standard to all vehicles.

1. Based on 1977–2022 CY total sales.

F-150® – PRODUCTIVITY CONNECTED

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



F-150 Limited SuperCrew® in Antimatter Blue

IMPRESSIVE POWER AND CAPABILITY

F-150 has earned the reputation of being composed while working the hardest due to the strength of its torque-rich powertrain lineup. With 7 different engine choices, F-150 offers you many options to meet diverse job applications. The entire F-150 engine lineup has been extensively tested to meet the highest durability and reliability standards. So you can confidently pick the engine that best fits your recreational vehicle or job-related towing needs. All 2023 F-150 powertrains include an innovative 10-speed automatic transmission with optimized gear spacing, including 3 overdrive gears to help maximize shift points to optimize power, low-rpm torque and fuel efficiency. Selectable Drive Modes provide added functionality.

Engine	HP @ rpm	Torque @ rpm	Available Max Towing (lbs.)	Available Max Payload (lbs.)
3.3L Ti-VCT V6	290 @ 6,500	265 lb.-ft. @ 4,000	8,200	1,955
2.7L EcoBoost® V6	325 @ 5,000	400 lb.-ft. @ 3,000	10,100	2,465
3.5L EcoBoost V6	400 @ 6,000	500 lb.-ft. @ 3,100	14,000 ¹	3,235
3.5L PowerBoost™ Full Hybrid V6	430 @ 6,000	570 lb.-ft. @ 3,000	12,700	2,120
5.0L Ti-VCT V8	400 @ 6,000	410 lb.-ft. @ 4,250	13,000	3,315 ²
3.5L EcoBoost H. O. V6 ³	450 @ 5,850	510 lb.-ft. @ 3,000	8,200	1,445 ⁴
5.2L Supercharged V8 ⁵	700 @ 6,650	640 lb.-ft. @ 4,250	8,700	1,400

1. Max towing of 14,000 lbs. available on SuperCab 8' box 4x2 and SuperCrew® 4x2 configurations with the 3.5L EcoBoost engine and Max Trailer Tow Package (not shown). Max towing varies based on cargo, vehicle configuration, accessories and number of passengers. Class is Full-Size Pickups under 8,500 lbs. GVWR. 2. Max payload of 3,315 lbs. on Regular Cab 8' box 4x2 with 5.0L gas engine and Max Trailer Tow and Heavy-Duty Payload Packages (not shown). Max payload varies and is based on accessories and vehicle configuration. Class is Full-Size Pickups under 8,500 lbs. GVWR. 3. Raptor only. 4. 37" tires. 5. Raptor R only.

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

F-150 TOWING FEATURES

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

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

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

Available Pro Trailer Backup Assist™ and Pro Trailer Hitch Assist improves driver confidence by letting the driver steer the trailer instinctively while controlling the accelerator and brakes – the truck takes care of the rest. Pro Trailer Hitch Assist controls throttle, braking and steering to automatically back truck up and align conventional hitch ball to trailer receiver.

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

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

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

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

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

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

F-150® – BUILT FORD TOUGH® PRODUCTIVITY

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



12" CENTER STACK TOUCHSCREEN

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



PRO POWER ONBOARD¹

Available class-exclusive² feature expands F-150's capability by bringing generator levels of exportable power to work sites and campsites. Provides 2.0kW, 2.4kW or 7.2kW of output depending on configuration. Accessible via in-cabin outlets and up to 4 cargo bed-mounted 120-volt/20-amp outlets with a 240-volt/30-amp outlet on models equipped with the available 7.2kW system.



TAILGATE CLEATS AND WORK SURFACE

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



REAR SEAT STORAGE AND LOCKABLE UNDER-SEAT STORAGE

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



AVAILABLE INTERIOR WORK SURFACE

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

FORD CO-PILOT360™ ASSIST 2.0³

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

FORD POWER-UP SOFTWARE UPDATES

Ford Power-Up software updates make your vehicle better over time with the latest features and functionality, delivered seamlessly using over the air technology.

1. See Owner's Manual for important operating instructions. 2. Class is Full-Size Pickups under 8500 lbs. GVWR. 3. Ford Co-Pilot360 Assist 2.0 is available on XLT and LARIAT; standard on King Ranch®, Platinum and Limited models. 4. Navigation services require Sync 4 and FordPass Connect, complimentary Connected Service and the FordPass™ app.

F-150[®] LIGHTNING[®]

**POWERFUL.
PRODUCTIVE.
CAPABLE.**

The new F-150 Lightning represents a leap ahead in innovation for Ford trucks. It's quick and powerful with impressive torque. F-150 Lightning is an all-electric truck with real-world functionality and 320 miles of all-electric range.¹ It goes to work like an F-150 and offers the same BUILT FORD TOUGH[®] durability as all F-Series pickups. F-150 Lightning brings features such as a maximum towing rating of 10,000 lbs.² and a Mega Power Frunk that holds up to 400 lbs.



F-150 Lightning LARIAT SuperCrew[®] 4x4 in Rapid Red Metallic Tinted Clearcoat



Performance

- Dual electric motors (one on each axle)
- 580 horsepower and 775 lb.-ft. of torque in extended-range models³
- 452 horsepower, 775 lb.-ft. of torque in standard-range models³
- Independent front and rear suspension with rear semi-trailing arm
- Available extended-range battery with an EPA estimated 320 miles of range³
- Selectable Drive Modes: Normal, Sport, Tow/Haul and Off-Road



Capability

- 4x4 drivetrain standard
- 10,000 lbs. max available towing² and 2,235 lbs. max payload⁴

Available Tow Technology Package⁵

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



Innovation

- Standard Mega Power Frunk is a 14.1-cubic-foot front trunk that holds up to 400 lbs. – or the equivalent of eight 50-lb. bags of ready-mix cement
- Enhanced Pro Power Onboard with 9.6kW output available and up to 11 outlets⁸
- Available Enhanced Zone Lighting – 4 lighting areas (front, both sides and rear) that can be controlled from the center-stack screen or FordPass[®] App
- Available 15.5" center-stack touchscreen

¹. Excludes Platinum models. Actual range varies with conditions such as external environment, vehicle use, vehicle maintenance lithium-ion battery age and state of health. ². Max towing on XLT and LARIAT models with available extended-range battery, Max Trailer Tow Package and 18" All-Terrain or 20" All-Season tires. When properly equipped, max towing varies based on cargo, vehicle configuration, accessories and number of passengers. ³. Based on manufacturer testing using computer engineering simulations. Calculated via peak performance of the electric motor(s) at peak battery power. Horsepower and torque are independent attributes and may not be achieved simultaneously. Your results may vary. ⁴. When properly equipped, max payload with Pro trim, standard-range battery and 18-inch wheels. Horsepower, torque, payload, towing and EPA Estimated Fuel Economy Ratings are independent attributes and may not be achieved simultaneously. ⁵. Included on LARIAT (511A) and Platinum. Available on Pro, XLT and LARIAT (510A). ⁶. Included on Pro; standard on XLT, LARIAT and Platinum. ⁷. Requires Removal Option (63X) when selecting Tow Technology Package. Late availability, estimated first quarter 2023. ⁸. Optional on PRO and XLT (311A), Included on XLT (312A), standard on LARIAT and Platinum. See Owner's Manual for complete operating instructions.

SUPER DUTY® PICKUPS – DURABLE, CAPABLE, PRODUCTIVE

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



Super Duty F-450 Limited Crew Cab 4x4 in Iconic Silver Metallic. Preproduction image shown.

NEW POWER CHOICES

6.8L Gas V8 – A New Workhorse

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

7.3L Gas V8 – Most Powerful Gas Engine In Its Class¹

The available 7.3L gas V8 engine provides high performance in a compact package, with available best-in-class gas V8 output of **430 horsepower**, available best-in-class gas torque of **485 lb.-ft.**^{1,2}, and expanded towing and payload capability for the toughest of jobs. The pushrod V8 design optimizes low-end torque and the variable-cam timing helps to optimize high-output power.

6.7L Power Stroke® Diesel – A Proven Performer

This available 6.7-liter Power Stroke engine delivers **475 horsepower** and **1,050 lb.-ft. of torque** and includes a 36,000-psi fuel injection system that helps optimize combustion and provide excellent pedal response. Forged-steel pistons provide high firing pressure capability and less friction for improved durability. A turbocharger with a fully electronic vane actuator helps cold-weather performance.

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

This available new High Output Diesel engine incorporates a turbocharger with a cooled compressor and stainless-steel exhaust manifolds helping it deliver best available diesel **500 hp** in the class and best-in-class maximum available **1,200 lb.-ft. of torque**.^{1,2}

A 10-speed automatic transmission is standard on all models.

¹. Class is Full-Size Pickups over 8,500 lbs. GVWR. Your results may vary. ². Horsepower and torque are independent attributes and may not be achieved simultaneously.

SUPER DUTY® TOW TECHNOLOGY



5th-Wheel/Gooseneck Prep Package

Available on all models

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

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

Smart Trailer Tow Connector

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

Alerts/warnings are displayed within the instrument cluster

Standard Trailer Sway Control

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

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

Standard Trailer Brake Controller (TBC)

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

Available Onboard Scales with Smart Hitch³

Estimates cargo weight in real-time and provides guidance on trailer tongue weight distribution directly on the center touchscreen, FordPass® app or within the taillamps

Tow/Haul Mode with Integrated Engine-Exhaust Brake

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

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



Trailer Reverse Guidance⁴

Utilizes 3 cameras to provide multiple views along with steering guidance graphics to assist in backing and maneuvering a trailer. Functions with all trailers, including gooseneck and 5th-wheel applications



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

Pro Trailer Backup Assist makes parking your trailer as simple as turning a knob on the instrument panel left or right in the direction you want the trailer to go. Pro Trailer Hitch Assist controls throttle, braking and steering to automatically back the truck up and align the conventional hitch ball to the trailer receiver



360-Degree Camera Package³

Available 360-Degree Camera Package allows you to see if you are free and clear on all sides of your truck

Includes BLIS® (Blind Spot Information System), with Cross Traffic Alert and Trailer Coverage, Rear Parking Sensors and Reverse Sensing System with Reverse Brake Assist⁶



Available BLIS with Trailer Coverage

Alerts you when a vehicle is spotted in your blind spots and when one is alongside the trailer. Helps ease lane-change anxiety – even with a conventional trailer (up to 33 feet long) in tow



Trailer Navigation

Available feature helps eliminate setbacks by keeping the size of your trailer in mind and adapting the route based on height and width clearances to help avoid jam-ups like low bridges and tight corners

Trailer Profiles

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



Available Head-Up Display

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

Turn Signal View with Trailer

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

Digital Instrument Cluster

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

Power Tailgate

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

Trailer Theft Security

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

1. Remember that even advanced technology cannot overcome the laws of physics. It's always possible to lose control of a vehicle due to inappropriate driver input or improper trailer loading for the conditions. 2. See limited warranty for details. Ask your Ford Dealer for details. 3. Available spring 2023. 4. Driver-assist features are supplemental and do not replace the driver's attention, judgment and need to control the vehicle. It does not replace safe driving. See Owner's Manual for details and limitations. 5. Included in available Tow Technology Package (52T). 6. Included on XL and XLT; standard on LARIAT, King Ranch®, Platinum and Limited.

SUPER DUTY® CHASSIS CABS NEXT LEVEL TOUGHNESS

The 2023 Super Duty Chassis Cab models define the legendary work ethic, capability and toughness associated with being BUILT Ford TOUGH®. They meet the needs of a multitude of commercial applications.

Powerful engines, a heavy-duty 10-speed automatic transmission and available, innovative driver-assist technologies make F-350® / F-450®/F-550® and the F-600® Super Duty Chassis Cabs smart and capable. They are always ready to be upfit and designed to conquer the toughest jobs.



F-550 XL Chassis Cab in Antimatter Blue

CNG/Propane Gaseous Engine Prep Package is available for 7.3L V8 engine.¹ Package includes hardened valves and valve seats to help ready your Super Duty for alternative-fuel upfits.

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

1. Available on XL and XLT F-450, F-550 and F-600 Chassis Cabs only.

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

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

SelectShift® capability and
Progressive Range Select

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



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

FORD MAVERICK® ... ADAPTABLE AND CAPABLE

The 2023 Maverick is the first-ever standard full-hybrid pickup with the durability that comes from being BUILT FORD TOUGH®. A FLEXBED™ truck bed system provides flexible organization and storage solutions while the multi-position tailgate and tie downs are optimized to secure items in the truck bed. The available 2.0-liter EcoBoost® engine with available all-wheel drive makes Ford Maverick a very capable machine. With available 4,000 lbs. of maximum towing capacity¹ available and its standard 1,500-lb. payload capacity², the Maverick pickup is ready for work and for play.

SMART TECHNOLOGY

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

- Ford Co-Pilot360™ Technology³ including automatic emergency braking, auto high-beam headlamps and available Adaptive Cruise Control with Stop and Go, Lane Centering and Evasive Steering
- Five selectable drive modes include Normal, Eco, Sport, Slippery and Tow/Haul to enhance performance and confidence in various driving conditions
- Seamless integration of Apple CarPlay®/Android Auto™⁴ on a standard 8-inch touchscreen with available SYNC® 3
- Standard FordPass® Connect with embedded modem keep you connected and on the go⁵



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

FORD RANGER® ... ADVENTURE READY

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

And with up to 7,500 pounds of available towing capability⁶ Ranger is more than ready to move boats to their slips and campers to their sites.

1. Requires available Trailer Tow Package (53Q). Available only with 2.0L EcoBoost AWD. Max towing varies based on cargo, vehicle configuration, accessories and number of passengers. 2. Max payload varies and is based on accessories and vehicle configuration. See label on door jam for carrying capacity of a specific vehicle. 3. Driver-assist features are supplemental and do not replace the driver's attention, judgment and need to control the vehicle. It does not replace safe driving. See Owner's Manual for details and limitations. 4. Requires phone with active data service and compatible software. SYNC® 3 does not control 3rd party products while in use. 3rd parties are solely responsible for their respective functionality. 5. FordPass Connect (optional on select vehicles), and complimentary Connected Service are required for remote features (see FordPass Terms for details). Connected service and features depend on comparable AT&T network availability. Evolving technology/cellular networks/vehicle capability may limit functionality and prevent operation of connected features. Connected service excludes Wi-Fi hotspot. 6. Requires available Trailer Tow Package (53R). Max towing varies based on cargo, vehicle configuration, accessories and number of passengers.

CLASS A MOTORHOME CHASSIS

FEATURES

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

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

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

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

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-lb. GVWR; 19.5-
inch wheels and tires optional
with 22,000-lb. GVWR

22.5-inch aluminum wheels
and tires included with 22,000/
24,000/26,000-lb. GVWR

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

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

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

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



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

Hill start assist

Embedded modem

Fleet telematics modem

Electronic stability control

High-capacity front axle system

80-gallon fuel tank, aft axle

Heavy-duty shock absorbers

Air Conditioning Prep Package

240-amp extra/extra heavy-duty
alternator available

CNG/LPG Gaseous Fuel Prep
Package available

Available Driver-Assist
Technology Package



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.

COMMERCIAL STRIPPED CHASSIS

FEATURES

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

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

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

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

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

6-speed automatic transmission



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

Electronic stability control

19.5-inch steel wheels and tires

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

Fleet telematics modem



40-gallon fuel tank capacity, aft
of axle

Front and rear stabilizer bars

Driver's steering column
positioned for easy ingress
and egress

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

Low load floor height for ease of
cargo loading

Heavy-duty Sachs shock
absorbers

Traction control

Hill start assist

Embedded modem

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

Air Conditioning Prep Packages
available

Two Driver-Assist Technology
Packages available

240-amp extra/extra heavy-duty
alternator available

CNG/LPG Gaseous Fuel Prep
Package available

¹ Only available with Parcel Delivery Package (59P).

2024 E-SERIES™ CLASS C MOTORHOME CHASSIS

FEATURES

Three wheelbase choices:
138/158/176-inch

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

7.3L V8 premium engine

6-speed automatic
transmission

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

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

Driver and front passenger
airbags²

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

Steel ladder-type truck frame
with seven cross members

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
updated ergonomic instrument
panel and controls

Available Driver-Assist
Technology Package

Fleet telematics modem

Electronic stability control

Traction control

Hill start assist

Available dual alternators –
240-amp/157-amp

CNG/Propane Gaseous Fuel
Prep Package available

1. 22,000-lb. GCWR requires electrical
connector heat shield on all E-450 Cutaways.
2. Always wear your safety belt.



E-350 Cutaway DRW
in Oxford White

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

TRANSIT® CLASS C MOTORHOME CHASSIS



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



NOTE: Image shown on TV screen is simulated.

FEATURES

Three wheelbase choices: 138/156/178-inch

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

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

10-speed automatic transmission with SelectShift®

Available All-Wheel-Drive (AWD)

Ford Co-Pilot360™ Technologies²

Driver and front passenger airbags³

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

AdvanceTrac® with Roll Stability Control™ (RSC®)

Independent MacPherson strut front suspension and stabilizer bar

Leaf spring rear suspension with heavy-duty shock absorbers

25-gallon fuel tank capacity; 31-gallon available

Frame rail extension adapters

Available Trailer Brake Controller (TBC)

Available tow/haul mode with Trailer Wiring Provisions

Available dual alternators – 240-amp/157-amp

1. Only available with 3.5L EcoBoost. 2. Driver-assist features are supplemental and do not replace the driver's attention, judgment and need to control the vehicle. It does not replace safe driving. See Owner's Manual for details and limitations. 3. Always wear your safety belt.



F-150® PICKUP SLIDE-IN CAMPER

F-150 King Ranch® SuperCrew® 4x4 in Oxford White

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.

MAXIMUM CARGO WEIGHT WITH SLIDE-IN CAMPER

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

F-150 ¹	Wheelbase	GVWR (lbs.)		Maximum Cargo Weight Rating (lbs.)	
		3.5L GTDI	5.0L	3.5L GTDI Std.	5.0L Std.
18" Tires					
4x2 Reg. Cab	141.5"	7,850	7,850	2,785	2,861
4x2 SuperCab	164.1"	7,850	7,850	2,071	2,100
4x2 SuperCrew	157.2"	7,850	7,850	1,979	1,996
4x4 Reg. Cab	141.5"	7,850	7,850	2,571	2,588
4x4 SuperCab	164.1"	7,850	7,850	1,840	1,862
4x4 SuperCrew	157.2"	7,850	7,850	1,744	1,754

1. Requires Heavy-Duty Payload Package option.

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

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

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

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

Increases GVWR to 7,850 lbs. on XL

LT265/70R18C BSW A/T tires

18" silver aluminum heavy-duty wheels

Upgraded springs

9.75" gear set with 3.73 electronic-locking rear axle

36-gallon fuel tank

Available on XL. Requires 5.0L V8 or 3.5L V6 EcoBoost gas engine. Max Trailer Tow Package (53C) required with 3.5L V6 EcoBoost or 5.0L engine.

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

SUPER DUTY® PICKUP/CAMPER COMBINATION SELECTOR

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

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

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

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

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

Rear stabilizer bar (SRW)

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

Slide-in camper certification

Available on XL, XLT, LARIAT, King Ranch® (DRW only), and Platinum (DRW only)

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

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 feet by 30.48.

1. Requires Camper Package option. 2. With Trailer Tow Package. 3. With available 9,900-lb. GVWR Package.

MAXIMUM CARGO WEIGHT WITH SLIDE-IN CAMPER

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

F-250 Super Duty ¹	Wheelbase	GVWR (lbs.)				Maximum Cargo Weight Rating (lbs.)			
		6.8L	7.3L	6.7L	6.7L H.O.	6.8L Std./Opt. ³	7.3L Std./Opt. ³	6.7L Std./Opt. ³	6.7L H.O./Opt. ³
4x2 Reg. Cab	141.6"	10,000	10,000	10,000	10,600 ²	3,793/3,693	3,690/3,590	3,036/2,936	3,535/ –
4x2 Reg. Cab	141.6"	–	–	10,600 ²	–	– / –	– / –	3,550/ –	– / –
4x2 Reg. Cab	141.6"	–	–	10,600	–	– / –	– / –	3,636/ –	– / –
4x2 SuperCab	148.0"	10,000	10,000	10,000	10,700 ²	3,046/2,946	2,962/2,862	2,298/2,198	2,898/ –
4x2 SuperCab	148.0"	–	–	10,700 ²	–	– / –	– / –	2,913/ –	– / –
4x2 SuperCab	148.0"	10,100	10,100	10,600	–	3,146/ –	3,062/ –	2,898/ –	– / –
4x2 SuperCab	164.2"	10,000	10,000	10,000	11,000 ²	2,937/2,837	2,854/2,754	2,170/2,070	3,069/ –
4x2 SuperCab	164.2"	–	–	11,000 ²	–	– / –	– / –	3,084/ –	– / –
4x2 SuperCab	164.2"	10,400	10,400	10,600	–	3,337/ –	3,254/ –	2,770/ –	– / –
4x2 Crew Cab	159.8"	10,000	10,000	10,000	10,800 ²	3,000/2,900	2,916/2,816	2,206/2,106	2,905/ –
4x2 Crew Cab	159.8"	–	–	10,800 ²	–	– / –	– / –	2,920/ –	– / –
4x2 Crew Cab	159.8"	10,100	10,200	10,600	–	3,100/ –	3,116/ –	2,806/ –	– / –
4x2 Crew Cab	176.0"	10,000	10,000	10,000	11,100 ²	2,777/2,677	2,693/2,593	1,956/1,859	2,958/ –
4x2 Crew Cab	176.0"	–	–	11,100 ²	–	– / –	– / –	2,973/ –	– / –
4x2 Crew Cab	176.0"	10,400	10,500	10,600	–	3,177/ –	3,193/ –	2,559/ –	– / –
4x4 Reg. Cab	141.6"	10,000	10,000	10,000	11,000 ²	3,348/3,248	3,264/3,164	2,628/2,528	3,527/ –
4x4 Reg. Cab	141.6"	–	–	11,000 ²	–	– / –	– / –	3,542/ –	– / –
4x4 Reg. Cab	141.6"	10,300	10,400	10,600	–	3,648/ –	3,664/ –	3,228/ –	– / –
4x4 SuperCab	148.0"	10,000	10,000	10,000	11,000 ²	2,631/2,531	2,548/2,448	1,906/1,806	2,805/ –
4x4 SuperCab	148.0"	–	–	11,000 ²	–	– / –	– / –	2,820/ –	– / –
4x4 SuperCab	148.0"	10,400	10,400	10,600	–	3,031/ –	2,948/ –	2,506/ –	– / –
4x4 SuperCab	164.2"	10,000	10,000	10,000	11,400 ²	2,543/2,443	2,459/2,359	1,788/1,688	3,088/ –
4x4 SuperCab	164.2"	–	–	11,200 ²	–	– / –	– / –	2,903/ –	– / –
4x4 SuperCab	164.2"	10,600	10,600	10,600	–	3,143/ –	3,059/ –	2,388/ –	– / –
4x4 Crew Cab	159.8"	10,000	10,000	10,000	11,100 ²	2,650/2,550	2,566/2,466	1,843/1,743	2,842/ –
4x4 Crew Cab	159.8"	–	–	11,100 ²	–	– / –	– / –	2,857/ –	– / –
4x4 Crew Cab	159.8"	10,500	10,500	10,600	–	3,150/ –	3,066/ –	2,443/ –	– / –
4x4 Crew Cab	176.0"	10,000	10,000	10,000	11,400 ²	2,347/2,247	2,263/2,163	1,529/1,429	2,828/ –
4x4 Crew Cab	176.0"	–	–	11,200 ²	–	– / –	– / –	2,643/ –	– / –
4x4 Crew Cab	176.0"	10,600	10,600	10,600	–	2,947/ –	2,863/ –	2,129/ –	– / –
F-350 SRW Super Duty ¹	Wheelbase	6.8L	7.3L	6.7L	6.7L H.O.	6.8L Std.	7.3L Std.	6.7L Std.	6.7L H.O.
17" Tires									
4x2 Reg. Cab	141.6"	–	–	10,600	10,600	–	–	3,580	3,565
4x2 SuperCab	148.0"	10,100	10,100	10,700	10,700	3,116	2,933	3,011	2,996
4x2 SuperCab	164.2"	10,400	10,400	11,000	11,000	3,304	3,122	3,186	3,170
4x2 Crew Cab	159.8"	10,200	10,200	10,800	10,800	3,061	2,878	2,936	2,921
4x2 Crew Cab	176.0"	10,600	10,600	11,100	11,100	3,225	3,053	2,999	2,984
4x4 Reg. Cab	141.6"	10,400	10,400	11,000	11,000	3,688	3,506	3,566	3,551
4x4 SuperCab	148.0"	10,500	10,500	11,000	11,000	3,094	2,912	2,899	2,883
4x4 SuperCab	164.2"	10,800	10,800	11,300	11,300	3,287	3,104	3,073	3,058
4x4 Crew Cab	159.8"	10,600	10,600	11,200	11,200	3,050	2,868	2,917	2,901
4x4 Crew Cab	176.0"	10,900	10,900	11,499	11,499	3,235	3,053	2,939	2,923
18" All-Season Tires									
4x2 Reg. Cab	141.6"	10,500	10,500	11,100	11,100	4,179	3,965	4,023	4,008
4x2 SuperCab	148.0"	10,600	10,600	11,200	11,200	3,586	3,373	3,454	3,439
4x2 SuperCab	164.2"	10,900	10,900	11,499	11,499	3,778	3,565	3,627	3,611
4x2 Crew Cab	159.8"	10,600	10,700	11,300	11,300	3,435	3,321	3,379	3,364
4x2 Crew Cab	176.0"	11,100	11,100	11,499	11,499	3,709	3,496	3,341	3,326
4x4 Reg. Cab	141.6"	10,900	10,900	11,499	11,499	4,162	3,949	4,008	3,993
4x4 SuperCab	148.0"	10,900	11,000	11,499	11,499	3,468	3,355	3,340	3,324
4x4 SuperCab	164.2"	11,300	11,300	11,499	11,499	3,761	3,547	3,215	3,200
4x4 Crew Cab	159.8"	11,000	11,100	11,499	11,499	3,424	3,311	3,159	3,143
4x4 Crew Cab	176.0"	11,300	11,300	12,000	12,000	3,608	3,395	3,355	3,339
18"/20" All-Terrain and 20" All-Season Tires									
4x4 Reg. Cab	141.6"	11,400	11,400	12,000	12,000	4,657	4,444	4,504	4,489
4x4 SuperCab	148.0"	11,400	11,400	12,000	12,000	3,963	3,750	3,837	3,821
4x4 SuperCab	164.2"	11,800	11,800	12,300	12,300	4,256	4,042	4,011	3,996
4x4 Crew Cab	159.8"	11,499	11,499	12,000	12,000	3,918	3,705	3,655	3,639
4x4 Crew Cab	176.0"	11,900	11,900	12,400	12,400	4,203	3,990	3,792	3,776
F-350 DRW Super Duty ¹	Wheelbase	6.8L	7.3L	6.7L	6.7L H.O.	6.8L Std.	7.3L Std.	6.7L Std.	6.7L H.O.
4x2 Reg. Cab	141.6"	14,000	14,000	14,000	14,000	7,344	7,236	6,558	6,542
4x2 SuperCab	164.2"	14,000	14,000	14,000	14,000	6,434	6,338	5,654	5,649
4x2 Crew Cab	176.0"	14,000	14,000	14,000	14,000	6,214	6,118	5,478	5,463
4x4 Reg. Cab	141.6"	14,000	14,000	14,000	14,000	6,903	6,807	6,129	6,114
4x4 SuperCab	164.2"	14,000	14,000	14,000	14,000	6,020	5,924	5,248	5,232
4x4 Crew Cab	176.0"	14,000	14,000	14,000	14,000	5,794	5,698	4,989	4,973
F-450 DRW Super Duty ¹	Wheelbase	6.8L	7.3L	6.7L	6.7L H.O.	6.8L Std.	7.3L Std.	6.7L Std.	6.7L H.O.
4x2 Reg. Cab	141.6"	–	–	14,000	14,000	–	–	5,983	5,877
4x4 Reg. Cab	141.6"	–	–	14,000	14,000	–	–	5,497	5,482
4x2 Crew Cab	176.0"	–	–	14,000	14,000	–	–	4,788	4,773
4x4 Crew Cab	176.0"	–	–	14,000	14,000	–	–	4,488	4,473

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

FOUR-WHEEL-DOWN TOWING

Many motorhome owners prefer the practicality of having another vehicle along when they travel. In fact, towing another vehicle behind the motorhome has become more and more popular in recent years. Furthermore, many of those who want to tow another vehicle prefer one that can be easily towed without a dolly or trailer.

The car and truck models shown in the chart at right can be towed with all four wheels down. For safe operation, towed vehicles (or dollies or trailers carrying them) should be equipped with a separate functional brake system. See pages 41 and 49 for additional brake information.



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 FORD DEALER FOR COMPLETE DETAILS.

FOUR-WHEEL-DOWN AVAILABILITY

2023 FORD CARS

	Automatic Transmission	Manual Transmission
Mustang® – All Models	No	No
Shelby GT500	No	N/A

2023 FORD ELECTRIFIED VEHICLES

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

2023 FORD CUVS/SUVS

Transit® Connect	No	N/A
Bronco® Sport	No	N/A
Escape	No	N/A
Edge®	No	N/A
Edge ST	Yes ^{4,5,6,7}	N/A
Bronco	Yes ⁹	Yes ⁹
Explorer®	No	N/A
Expedition®/Expedition MAX 4x2	No	N/A
Expedition/Expedition MAX 4x4	Yes ^{8,9}	N/A

2023 FORD TRUCKS

Maverick	No	N/A
Ranger® 4x2	No	N/A
Ranger 4x4	Yes ⁹	N/A
F-150 Pickup 4x2	No	N/A
F-150 Pickup 4x4	Yes ⁹	N/A
F-150 Raptor Pickup 4x4	Yes ⁹	N/A
F-250/350/450/550/600 Super Duty® 4x2	No	N/A
F-250/350/450/550/600 Super Duty 4x4	Yes ⁹	N/A
Transit®	No	N/A
2024 E-Series™ Cutaway/Stripped Chassis	No	N/A

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

N/A – Not Applicable.

TOW-DOLLY FLEXIBILITY

Before using the tow-dolly, read the manufacturer’s instructions that came with the tow-dolly before towing, loading or unloading the dolly.

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



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

TOW-DOLLY AVAILABILITY

2023 FORD CARS	FWD	RWD	AWD/4WD ¹
Mustang®	N/A	No	N/A

2023 FORD ELECTRIFIED VEHICLES

Mustang Mach-E	N/A	No	No
Escape® Hybrid	Yes	N/A	No
Escape Plug-in Hybrid	Yes	N/A	N/A
Maverick® Hybrid	Yes	N/A	N/A
E-Transit®	N/A	No	N/A
F-150® Lightning®	N/A	N/A	No

2023 FORD CUVS/SUVS

Transit® Connect	Yes	N/A	N/A
Bronco® Sport	N/A	N/A	No
Escape	Yes	N/A	No
Edge®	Yes	N/A	No
Bronco	N/A	N/A	No
Explorer®	N/A	No	No
Expedition®	N/A	No	No

2023 FORD TRUCKS

Maverick	Yes	N/A	No
Ranger®	N/A	No	No
F-150® Pickup	N/A	No	No
Super Duty® Pickup/Chassis Cab	N/A	No	No
Transit	N/A	No	No
2024 E-Series™ Cutaway/Stripped Chassis	N/A	No	N/A

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

FRONTAL AREA CONSIDERATIONS

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

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

Vehicle	Trailer Frontal Area Limitations/Considerations	With
Mustang®	12 sq. ft.	All Applications
Transit® Connect	20 sq. ft.	All Applications
Bronco® Sport	20 sq. ft.	Without Class II Trailer Tow Package
	30 sq. ft.	With Class II Trailer Tow Package
Escape®	20 sq. ft.	Without Class II Trailer Tow Package
	30 sq. ft.	With Class II Trailer Tow Package
Edge®	20 sq. ft.	Without Class II Trailer Tow Package
	30 sq. ft.	With Class II Trailer Tow Package
Explorer®	30 sq. ft.	Without Class IV Trailer Tow Package
	40 sq. ft.	With 3.3L HEV V6 engine and Class IV Trailer Tow Package
	55 sq. ft.	With Class IV Trailer Tow Package
Expedition®	55 sq. ft.	Without Heavy-Duty Trailer Tow Package
	60 sq. ft.	With Heavy-Duty Trailer Tow Package
Bronco	20 sq. ft.	Without Towing Capability (53Q)
	40 sq. ft.	With Raptor Tow Package 2
Maverick®	20 sq. ft.	Without Trailer Tow Package (53Q)
	40 sq. ft.	With Trailer Tow Package (53Q)
Ranger®	30 sq. ft.	Without Trailer Tow Package
	55 sq. ft.	With Trailer Tow Package
F-150® Lightning®	40 sq. ft.	With standard-range battery and without Trailer Tow Package (53D)
	55 sq. ft.	With standard-range battery and Trailer Tow Package (53D)
	60 sq. ft.	With extended-range battery
F-150 Pickup	55 sq. ft.	Any Powertrain with Trailer Towing Package or Payload Package and Trailer Towing Ratings between 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®/F-600® Super Duty®	75 sq. ft.	All 5th-Wheel and Gooseneck Applications
	60 sq. ft.	All Other Applications
Transit Cargo Van/Passenger Van	55 sq. ft.	All Applications
Transit Cutaway/Chassis Cab	72 sq. ft.*	See Incomplete Vehicle Manual (IVM) for frontal area restriction details
E-Series™ Cutaway	82 sq. ft.*	All Applications

*Base vehicle frontal area.

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

TOWING EQUIPMENT

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

REQUIRED EQUIPMENT

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

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

Transit Connect

For trailers over 1,500 lbs. – Class I Trailer Tow Package (53T)

Edge

For trailers over 1,500 lbs. – Class II Trailer Tow Package (53G) and AWD

Bronco Sport

For trailers over 1,500 lbs. – Class II Trailer Tow Package (53B)

Escape

For trailers over 2,000 lbs. – Class II Trailer Tow Package (536)

Bronco

For trailers over 2,000 lbs. – Towing Capability (53Q)

Explorer

For trailers over 3,000 lbs. – Class IV Trailer Tow Package (52T)

Expedition

For trailers over 6,000 lbs. – Class IV Heavy-Duty Trailer Tow Package (536)

Transit

For trailers over 5,000 lbs. – Heavy-Duty Trailer Tow Package (53B)

Maverick

For trailers over 2,000 lbs. – Trailer Tow Package (53Q)

Ranger

For trailers over 3,500 lbs. – Trailer Tow Package (53R)

F-150 Lightning

For trailers over 5,000 lbs. with standard-range battery or trailers over 7,700 lbs. with extended-range battery – Trailer Tow Package (53D)

F-150 Pickup

For trailers over 5,000 lbs. – Trailer Tow Package (53A, 53B) or Max Trailer Tow Package (53C)

F-250 Pickup

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

F-450/F-550 Chassis Cab

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

RECOMMENDED EQUIPMENT

(where not required)

Includes items that can make towing easier, and are strongly recommended for strenuous towing conditions. A weight-carrying hitch is recommended for all vehicles towing trailers less than 5,000 pounds. See pages 43 and 44 for vehicles other than Super Duty and for weight-distributing hitch towing requirements.

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



Explorer King Ranch® in Star White Metallic Tri-Coat

SPORT UTILITY VEHICLES TOWING EQUIPMENT & TRAILER TOWING PACKAGES

LEGEND

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

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

1. Available with 2.0L EcoBoost® I4 or 2.5L I4 Hybrid/Plug-in Hybrid (Platinum, ST-Line Select, ST-Line Elite and PHEV) only. **2.** Available with 2.0L EcoBoost I4 only and AWD only. Standard on ST. **3.** 53Q featured content is exclusively a factory-installed package. **4.** Bronco Raptor includes Tow Package 2 as standard equipment. **5.** 4x4 only. **6.** Availability varies by model. See your Ford Dealer for details. **7.** Standard only on Badlands™.

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

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

CONVENTIONAL

9,300 Expedition®
5,600 Explorer®
4,500 Bronco® Raptor®
3,500 Edge®
3,500 Escape®
2,200 Bronco Sport
1,000 Mustang®



Super Duty F-350 LARIAT Crew Cab in Stone Gray Metallic. Preproduction image shown.

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

GOOSENECK

40,000 Super Duty® Pickup

5TH-WHEEL

35,000 Super Duty Pickup

14,000 F-150® Pickup

CONVENTIONAL

30,000 Super Duty Pickup

14,000 F-150 Pickup

10,000 F-150 Lightning®

7,500 Ranger®

4,000 Maverick®

LEGEND

I = Equipment is included in the package

S = Equipment is standard on the vehicle

(NOC) = No "Option Code" assigned

PICKUP TRUCKS TOWING EQUIPMENT & TRAILER TOWING PACKAGES

Vehicle (Option Code)	Maverick (53Q)	Ranger (53R)	F-150 Lightning (53D) ¹	F-150 Lightning (17V) ²	F-150 (53B)	F-150 (53A)	F-150 (53C)	F-150 Raptor (NOC)	F-250/F-350/F-450 Super Duty Pickup ³ (535)	F-250 Super Duty Pickup ³ (52T) ⁴	F-350/F-450 Super Duty Pickup (NOC)
7-Wire Harness & 4-/7-Pin Connector	I	I	S	S	I	I	I	S	S	S	S
Hitch Receiver (See chart on page 44)	I	I	S	S	I	I	I	S	S	S	S
Aux. Auto Trans. Oil Cooler	I							S	S	S	S
Radiator Upgrade	I							S			
Smart Trailer Tow Connector			S	S	I	I	I	S	S	S	S ⁵
Trailer Brake Wiring/Feed Kit									S	S	S ⁶
Upgraded Rear Axle							I	S	I		S ⁵
Increased GCW (6.7L)									I		S ⁵
Upgraded Rear Bumper							I				
Tow/Haul Mode		S	S	S	S	S	S	S	S	S	S
Tow Hooks, Front		S						S	S	S	S
2-Speed Automatic 4WD								S			
Trailer Brake Controller	I			I		I	I		S	S	S ⁵
Trailer Sway Control		S	S	S	S	S	S	S	S	S	S
Trailer Reverse Guidance				I						I	
360-Degree Camera			S ⁷	S ⁸					S ⁹	S ⁹	S ⁹
Lane Keeping Alert			S	S	S	S	S	S	S ¹⁰	S ¹⁰	S ¹⁰
Tailgate LED			S ¹¹	S		I	I	S	S	S	S
Pro Trailer Backup Assist™				I		I ¹²	I ¹²		S ¹⁰	I	S ¹⁰
Pro Trailer Hitch Assist				I		I ¹²	I ¹²		S ¹⁰	I	S ¹⁰
Onboard Scales with Smart Hitch ¹³				I	S ¹⁴	S ¹⁴	S ¹⁴		S ¹⁰	S ¹⁰	S ¹⁰

1. Optional on Pro, XLT and LARIAT; standard on Platinum. 2. Optional on Pro, XLT and LARIAT (510A), included on LARIAT (511A) and standard on Platinum. 3. Requires 6.7L diesel engine. 4. Optional on XL, XLT and LARIAT. Standard on King Ranch®, Platinum and Limited. 5. F-350 DRW/F-450 only. 6. In-cab, no controller (SRW). 7. Standard on XLT, LARIAT and Platinum models. 8. Standard on XLT, LARIAT and Platinum models, included in Towing Technology Package (17V) on Pro model. 9. Standard on LARIAT, King Ranch, Platinum and Limited. Optional on XL and XLT. 10. Standard on King Ranch, Platinum and Limited. Optional on LARIAT. 11. Not available on Pro model without Towing Technology Package (17V). Tailgate LED is included with 360-degree camera. 12. Not included on XL (100A). 13. Requires Removal Option (63X). Late availability, spring 2023. 14. Standard only on Limited model. Optional (55S) on other models.

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



Super Duty F-550 XL Chassis Cab in Oxford White

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

GOOSENECK

34,700 Super Duty® Chassis Cab

5TH-WHEEL

34,600 Super Duty Chassis Cab

CONVENTIONAL

18,500 Super Duty Chassis Cab

7,500 Transit® Cutaway/
Chassis Cab

6,900 Transit Cargo Van

4,500 Transit Passenger Van

2,000 Transit Connect

COMMERCIAL-ORIENTED VEHICLES TOWING EQUIPMENT & TRAILER TOWING PACKAGES

LEGEND

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

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

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

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

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

F-150® PICKUPS AND SUPER DUTY® TRUCKS

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

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





F-150 Heritage Edition SuperCrew 4x4 in Race Red

F-150® PICKUP

CONVENTIONAL TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)

TRAILER TOWING SELECTOR

Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, reference the Towing Basics information on the last page. See dealer and reference “eSourceBook” Job Aid “Spec’ing F-Series Trucks for Towing”.

Automatic Transmission			REGULAR CAB				SUPERCAB			SUPERCREW®				
Engine	Axle Ratio	GCWR (lbs.)	4x2 122.8" WB	4x2 141.5" WB	4x4 122.8" WB	4x4 141.5" WB	4x2 145.4" WB	4x2 164.1" WB	4x4 145.4" WB	4x4 164.1" WB	4x2 145.4" WB	4x2 157.2" WB	4x4 145.4" WB	4x4 157.2" WB
3.3L PFDI V6¹	3.55	9,500	5,000											
		9,600		5,000										
		9,800			5,000									
		9,900					5,100							
		10,000								5,100				
	3.73	12,700	8,200											
		12,800		8,200										
		12,900			8,100	8,100								
		13,000					8,200				8,100			
		13,200							8,100					
5.0L 4-Valve V8²	3.15	13,400											8,200	
		13,100	8,300											
	3.31	14,800		9,900			9,700	9,600			9,600	9,600		
		13,100	8,300											
		13,200			8,200									
	3.73	14,800		9,900			9,700	9,600			9,600	9,600	9,400	9,300
		14,900				9,700			9,500	9,400				
		13,900	9,100											
		14,600			9,600									
		15,300		10,400										
		15,600					10,500	10,400				10,400		
		15,700				10,500					10,500			
		15,800											10,400/10,000⁵	10,300
		15,900							10,500	10,400				
		17,700³							12,300					
		17,900³		13,000			12,800							
		18,000⁴				12,800								
		18,100		13,000⁴							12,900³			
		18,200³						13,000				13,000		
		18,300³⁴				13,000								
		18,400						13,000					13,000³	12,900³
		18,500								13,000³		13,000³⁴		
		18,600³⁴								13,000				
		18,700³⁴												13,000

1. Do not exceed a trailer weight of 6,000 lbs. with only the Class IV hitch (53B), without the Trailer Tow Package (53A). 2. Do not exceed a trailer weight of 7,000 lbs. with only the Class IV hitch (53B), without the Trailer Tow Package (53A). 3. Requires Max Trailer Tow Package (53C). 4. Requires Heavy-Duty Payload Package (627). 5. Tremor® Package.

Notes: • Do not exceed trailer weight of 5,000 lbs. when towing with bumper only.
• Combined weight of vehicle and trailer cannot exceed listed GCWR.
• Do not exceed the Maximum Loaded Trailer Weight listed.
• Trailer tongue load weight should be 10% of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.
• Calculated with SAE J2807® method.



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

F-150® PICKUP

CONVENTIONAL TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)

TRAILER TOWING SELECTOR

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

Automatic Transmission			REGULAR CAB				SUPERCAB				SUPERCREW®			
Engine	Axle Ratio	GCWR (lbs.)	4x2 122.8" WB	4x2 141.5" WB	4x4 122.8" WB	4x4 141.5" WB	4x2 145.4" WB	4x2 164.1" WB	4x4 145.4" WB	4x4 164.1" WB	4x2 145.4" WB	4x2 157.2" WB	4x4 145.4" WB	4x4 157.2" WB
2.7L GTDI V6¹	3.55	12,200	7,600											
		12,300		7,600										
		12,600			7,700									
		12,700				7,700	7,700	7,600						
		12,800							7,600		7,700			
		12,900										7,800		
	3.73	13,000											7,700	
		13,200	8,600											
		13,300		8,600					8,100					
		13,400			8,500	8,400	8,400	8,300			8,300	8,300	8,100	
		14,900⁴		10,000										
		15,000⁴					10,000							
		15,100⁴				10,000		10,000						
		15,200⁴									10,000	10,000		
		15,400⁴							10,100					
		15,500⁴											10,100	
3.5L GTDI V6²	3.31	16,200		11,200										
		16,300					11,000							
		16,500				11,200					11,200			
		16,600					11,200	11,100						
		16,700										11,300		
		16,800											11,200	11,200
		16,900								11,200				
	3.55	16,200		11,200										
		16,300					11,000							
		16,500				11,200					11,200			
		16,600					11,200	11,100						
		16,700										11,300		
		16,800											11,200	11,200
		16,900								11,200				
		17,600⁵					12,300							
	3.73	17,700⁵							12,100					
		18,000⁵		13,000		12,700								
		19,300⁵									13,900			
		19,400⁵						14,000				14,000	13,800	13,800
		19,500⁵								13,800				
		17,100⁶											10,000	
		18,500⁵,⁷		13,300		13,100								
		19,400⁵,⁷						14,000						
		19,500⁵,⁷								13,800		14,000		13,700
3.5L GTDI V6 H.O.³	4.10	14,500											8,200	
		14,575⁸											8,200	
5.2L Supercharged V8⁹	4.10	15,300											8,700	

1. Do not exceed a trailer weight of 6,000 lbs. with only the Class IV hitch (53B), without the Trailer Tow Package (53A). 2. Do not exceed a trailer weight of 7,000 lbs. with only the Class IV hitch (53B), without the Trailer Tow Package (53A). 3. Raptor only. 4. Requires 2.7L EcoBoost® Payload Package (622). 5. Requires Max Trailer Tow Package (53C). 6. Tremor® Package. 7. Requires Heavy-Duty Payload Package (627). 8. Available Raptor 37 Performance Package (68R). 9. Raptor R only

Notes:

- Do not exceed trailer weight of 5,000 lbs. when towing with bumper only.
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.
- Trailer tongue load weight should be 10% of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.
- Calculated with SAE J2807® method.



F-150 XLT SuperCrew 4x4 in Carbonized Gray Metallic

F-150® PICKUP – HYBRID AND LIGHTNING®

CONVENTIONAL TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)

TRAILER TOWING SELECTOR

**Towing capability will be reduced based on trim series, option content and payload.
Prior to making final vehicle selection, reference the Towing Basics information on the last page.
See dealer and reference “eSourceBook” Job Aid “Spec’ing F-Series Trucks for Towing”.**

Automatic Transmission			SUPERCREW®			
Engine	Axle Ratio	GCWR (lbs.)	4x2 145.4" WB	4x2 157.2" WB	4x4 145.4" WB	4x4 157.2" WB
3.5L Hybrid V6 ¹	3.55	16,800	11,000			
		16,900		11,100		
		18,500 ²	12,700	12,700		
	3.73	17,100			11,000	11,000
		18,400 ²			12,300	12,300
Electric (F-150 Lightning)	9.61	11,700 ³			5,000	
		14,400 ^{3,4}			7,700	
		15,000 ⁵			7,700	
		15,900 ^{4,5,6}			8,500	
		16,700 ^{4,5,7}			9,600	
		17,300 ^{4,5,8}			10,000	

1. Do not exceed a trailer weight of 7,000 lbs. with only the Class IV hitch (53B), without the Trailer Tow Package (53A). 2. Requires Max Trailer Tow Package (53C). 3. Standard range battery. 4. Available Trailer Tow Package (53D). 5. Extended range battery. 6. Platinum model. 7. Requires 20" All-Terrain tires. 8. Requires 18" All-Terrain tires or 20" All-Season tires.

- Notes:**
- Do not exceed trailer weight of 5,000 lbs. when towing with bumper only.
 - Combined weight of vehicle and trailer cannot exceed listed GCWR.
 - Do not exceed the Maximum Loaded Trailer Weight listed.
 - Trailer tongue load weight should be 10% of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.
 - Calculated with SAE J2807® method.

TAILGATE CLEARANCE

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

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

¹5th-wheel towing is not recommended for Raptor or Lightning models.

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

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

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

Automatic Transmission			SUPERCREW			
Engine	Axle Ratio	GCWR (lbs.)	4x2 145.4" WB	4x2 157.2" WB	4x4 145.4" WB	4x4 157.2" WB
3.5L Hybrid V6 ¹	3.55	16,800	10,200			
		16,900		10,400		
		18,500 ²	10,200	10,400		
3.73		17,100			8,500	8,300
		18,400 ²			8,500	8,300



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.



F-150 Lightning SuperCrew XL 4x4 in Rapid Red



F-150 Platinum SuperCrew 4x4 in Antimatter Blue

F-150® PICKUP

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

TRAILER TOWING SELECTOR

Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, reference the Towing Basics information on the last page. See dealer and reference “eSourceBook” Job Aid “Spec’ing F-Series Trucks for Towing”.

Automatic Transmission			REGULAR CAB				SUPERCAB				SUPERCREW®			
Engine	Axle Ratio	GCWR (lbs.)	4x2 122.8" WB	4x2 141.5" WB	4x4 122.8" WB	4x4 141.5" WB	4x2 145.4" WB	4x2 164.1" WB	4x4 145.4" WB	4x4 164.1" WB	4x2 145.4" WB ⁵	4x2 157.2" WB	4x4 145.4" WB ⁵	4x4 157.2" WB
3.3L PFDI V6 ¹	3.55	9,500	5,000											
		9,600		5,000										
		9,800			5,000									
		9,900					5,000							
		10,000									5,000			
	3.73	12,700	8,200											
		12,800		8,200										
		12,900			8,100	8,000								
		13,000					8,100				8,000			
		13,200						8,100						
5.0L 4-Valve V8 ²	3.15	13,100	8,300											
		14,800		9,800			9,600	9,500			9,600	9,500		
	3.31	13,100	8,300											
		13,200			8,100									
		14,800		9,800			9,600	9,500			9,600	9,500	9,300	9,200
		14,900				9,700			9,500	9,400				
	3.73	13,900	9,100											
		14,600			9,000									
		15,300		10,300										
		15,600					10,400	10,300				10,300		
		15,700				10,500					10,500			
		15,800											10,300/8,000 ⁶	10,200
		15,900						10,500	10,400					
		17,700 ³						10,700						
		17,900 ³		12,000			11,100							
		18,000 ³				11,700								
		18,100		13,000 ⁴							12,000 ³			
		18,200 ³						11,800				11,400		
		18,300				12,900 ⁴								
		18,400						13,000 ⁴					10,800 ³	10,700 ³
		18,500							11,100 ³			13,000 ⁴		
		18,600 ⁴								12,900				
		18,700 ⁴												12,900

1. Do not exceed a trailer weight of 6,000 lbs. with only the Class IV hitch (53B), without the Trailer Tow Package (53A). **2.** Do not exceed a trailer weight of 7,000 lbs. with only the Class IV hitch (53B), without the Trailer Tow Package (53A). **3.** Requires Max Trailer Tow Package (53C). **4.** Requires Heavy-Duty Payload Package (627). **5.** Vehicles equipped with a 5.5' box will accept a 5th-wheel hitch but most 5th-wheel trailer designs are not compatible with this model. **6.** Tremor® Package.

Notes:

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



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

F-150® PICKUP

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

TRAILER TOWING SELECTOR

Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, reference the Towing Basics information on the last page. See dealer and reference “eSourceBook” Job Aid “Spec’ing F-Series Trucks for Towing”.

Automatic Transmission

Engine	Axle Ratio	GCWR (lbs.)	REGULAR CAB				SUPERCAB			SUPERCREW®			
			4x2 122.8" WB	4x2 141.5" WB	4x4 122.8" WB	4x4 141.5" WB	4x2 145.4" WB	4x4 164.1" WB	4x4 145.4" WB	4x2 145.4" WB ⁷	4x4 157.2" WB	4x4 145.4" WB ⁷	4x4 157.2" WB
2.7L GTDI V6 ¹	3.55	12,200	7,500										
		12,300		7,500									
		12,600			7,600								
		12,700				7,600	7,700	7,600					
		12,800							7,500	7,700			
	3.73	12,900									7,800		
		13,000										7,600	
		13,200	8,500										
		13,300		8,500					8,000				
		13,400			8,300	8,300	8,400	8,300		8,100	8,300	8,000	
		14,900 ³		10,000									
		15,000 ³					9,900						
		15,100 ³				9,900		9,900					
		15,200 ³								9,900	10,000		
		15,400 ³							10,000				
		15,500 ³										10,000	
3.5L GTDI V6 ²	3.31	16,200		11,200			10,100						
		16,300											
		16,500			11,200					9,500			
		16,600					10,900	9,900			10,800		
		16,700										9,800	10,100
		16,800											
		16,900							9,700				
	3.55	16,200		11,200			10,100						
		16,300											
		16,500			11,200					9,500			
		16,600					10,900	9,900			10,800		
		16,700										9,800	10,100
		16,800											
		16,900							9,700				
		17,600					10,100						
		17,700 ⁴						9,900					
		18,000 ⁴		13,000	11,700								
		19,300 ⁴								11,100			
		19,400 ⁴					10,900				10,800	9,800	10,100
		19,500 ⁴							9,700				
	3.73	17,100 ⁵										7,700	
		18,500 ^{4,6}		13,300	13,000								
		19,400 ^{4,6}					13,900						
		19,500 ^{4,6}						13,800		14,000			13,700

1. Do not exceed a trailer weight of 6,000 lbs. with only the Class IV hitch (53B), without the Trailer Tow Package (53A). 2. Do not exceed a trailer weight of 7,000 lbs. with only the Class IV hitch (53B), without the Trailer Tow Package (53A). 3. Requires 2.7L EcoBoost® Payload Package (622). 4. Requires Max Trailer Tow Package (53C). 5. Tremor® Package. 6. Requires Heavy-Duty Payload Package (627). 7. Vehicles equipped with a 5.5' box will accept a 5th-wheel hitch but most 5th-wheel trailer designs are not compatible with this model.

Notes:

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



F-250 Tremor® Crew Cab in Stone Gray Metallic. Preproduction image shown.

F-250 SRW SUPER DUTY® PICKUP

CONVENTIONAL TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)

TRAILER TOWING SELECTOR

Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, reference the Towing Basics information on the last page. See dealer and reference “eSourceBook” Job Aid “Spec’ing F-Series Trucks for Towing”.

Automatic Transmission			REGULAR CAB		SUPERCAB				CREW CAB			
Engine	Axle Ratio	GCWR (lbs.)	4x2 141.6" WB 8' Box	4x4 141.6" WB 8' Box	4x2 148.0" WB 6-3/4' Box	4x2 164.2" WB 8' Box	4x4 148.0" WB 6-3/4' Box	4x4 164.2" WB 8' Box	4x2 159.8" WB 6-3/4' Box	4x2 176.0" WB 8' Box	4x4 159.8" WB 6-3/4' Box	4x4 176.0" WB 8' Box
6.7L V8 Turbo Diesel	3.31	23,500	16,600	16,200	16,300	16,200	15,900	15,800	16,200	15,900	15,800	15,500
		30,000 ¹	18,200	20,000	18,200	19,500	20,000	22,000	19,500	19,500	22,000	21,900
	3.55	30,000 ¹	18,200	20,000	18,200	19,500	20,000	22,000	19,500	19,500	22,000	21,900
6.7L V8 H.O. Turbo Diesel	3.55E ²	28,300 ³									18,200	
	3.31	31,000 ¹	18,200	20,000	18,200	19,500	20,000	22,000	19,500	19,500	22,000	22,000
	3.55	31,000 ¹	18,200	20,000	18,200	19,500	20,000	22,000	19,500	19,500	22,000	22,000
6.8L V8	3.73	21,000	14,800	14,400	14,500	14,400	14,100	14,000	14,500	14,300	14,100	13,800
	4.30	23,500	17,300	16,900	17,000	16,900	16,600	16,500	17,000	16,800	16,600	16,300
7.3L V8	3.73	23,500	17,200	16,800	17,000	16,800	16,500	16,400	16,900	16,700	16,600	16,200
	3.73E ²	24,600	18,200	17,900	18,100	17,900	17,600	17,500	18,000	17,800	17,700	17,300
	4.30	26,000	18,200	18,200	18,200	18,200	18,200	18,200	18,200	18,200	18,200	18,200

1. Requires F-250 High-Capacity Axle Upgrade Package (535).
2. 3.55E and 3.73E are electronic locking rear axles.
3. Tremor® Off-Road Package (17Y).

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

- Do not exceed the Maximum Loaded Trailer Weight listed.
- Conventional trailer tongue load weight should be 10% (15% for 5th-wheel and gooseneck towing) of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.
- Calculated with SAE J2807® method.
- Trailer towing values are the same for weight-carrying and weight-distributing hitches.
- If using load bars for weight distribution, Ford recommends 50% front axle load rest (FALR).

TAILGATE CLEARANCE

Considerations When Towing a 5th-Wheel or Gooseneck Trailer

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

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

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



F-250 LARIAT Crew Cab in Agate Black. Preproduction image shown.

F-250 SRW SUPER DUTY® PICKUP

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

TRAILER TOWING SELECTOR

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

			REGULAR CAB				SUPERCAB								CREW CAB							
			4x2 141.6" WB 8' Box		4x4 141.6" WB 8' Box		4x2 148.0" WB 6-3/4' Box		4x2 164.2" WB 8' Box		4x4 148.0" WB 6-3/4' Box		4x4 164.2" WB 8' Box		4x2 159.8" WB 6-3/4' Box		4x2 176.0" WB 8' Box		4x4 159.8" WB 6-3/4' Box		4x4 176.0" WB 8' Box	
Automatic Transmission	Axle Ratio	GCWR (lbs.)	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck
6.7L V8 Turbo Diesel	3.31	23,500	16,300	16,500	15,900	16,100	16,100	16,200	15,900	16,100	14,600	15,700	13,900	14,900	16,000	16,100	15,000	15,900	14,200	15,300	12,100	13,200
		23,500									15,700 ³	15,800 ³					15,700 ³		15,000 ³	15,700 ³	15,300 ³	15,400 ³
		30,000 ¹	22,300	22,900	21,700	22,500	21,000	22,000	20,900	22,000	20,500	21,500	20,600	21,600	20,900	22,000	20,200	21,200	20,500	21,600	19,300	20,300
	3.55	30,000 ¹	22,300	22,900	21,700	22,500	21,000	22,000	20,900	22,000	20,500	21,500	20,600	21,600	20,900	22,000	20,200	21,200	20,500	21,600	19,300	20,300
6.7L V8 H.O. Turbo Diesel	3.55E	28,300 ²																	19,500	20,000		
	3.31	31,000 ¹	22,300	23,000	21,700	22,700	21,000	22,000	20,900	22,000	20,400	21,400	20,600	21,600	20,900	22,000	20,200	21,200	20,500	21,600	19,900	20,900
	3.55	31,000 ¹	22,300	23,000	21,700	22,700	21,000	22,000	20,900	22,000	20,400	21,400	20,600	21,600	20,900	22,000	20,200	21,200	20,500	21,600	19,900	20,900
6.8L V8	3.73	21,000	14,600	14,800	14,100	14,300	14,300	14,500	14,200	14,300	13,900	14,000	13,800	13,900	14,300	14,400	14,000	14,200	13,900	14,100	13,600	13,800
	4.30	23,500	17,100	17,300	16,600	16,800	16,800	17,000	16,700	16,800	16,400	16,500	16,300	16,400	16,800	16,900	16,500	16,700	16,400	16,600	16,100	16,300
7.3L V8	3.73	23,500	17,000	17,200	16,600	16,700	16,700	16,900	16,600	16,800	16,300	16,500	16,200	16,400	16,700	16,800	16,400	16,600	16,300	16,500	16,000	16,200
	3.73E	24,600	18,100	18,300	17,700	17,800	17,800	18,000	17,700	17,900	17,400	17,600	17,300	17,500	17,800	17,900	17,500	17,700	17,400	17,600	17,000/17,100 ³	17,300
	4.30	26,000	19,500	19,500	19,100	19,200	19,200	19,400	19,100	19,300	18,800	19,000	18,300/18,700 ³	18,900	19,200	19,300	18,900	19,100	18,800/18,500 ²	19,000/18,500 ²	17,000/18,500 ³	18,100/18,700 ³

1. Requires F-250 High-Capacity Axle Upgrade Package (535). 2. Tremor® Off-Road Package (17Y). 3. 10,000 plus GVWR.

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

- Do not exceed the Maximum Loaded Trailer Weight listed.
- Conventional trailer tongue load weight should be 10% (15% for 5th-wheel and gooseneck towing) of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.
- Calculated with SAE J2807® method.
- Trailer towing values are the same for weight-carrying and weight-distributing hitches.
- If using load bars for weight distribution, Ford recommends 50% front axle load rest (FALR).



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



F-350 LARIAT Crew Cab in Stone Gray Metallic. Preproduction image shown.

F-350 SRW SUPER DUTY® PICKUP

CONVENTIONAL TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)

TRAILER TOWING SELECTOR

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

Automatic Transmission			REGULAR CAB				SUPERCAB				CREW CAB			
Engine	Axle Ratio	GCWR (lbs.)	4x2 141.6" WB 8' Box	4x4 141.6" WB 8' Box	4x2 148.0" WB 6-3/4' Box	4x2 164.2" WB 8' Box	4x4 148.0" WB 6-3/4' Box	4x4 164.2" WB 8' Box	4x2 159.8" WB 6-3/4' Box	4x2 176.0" WB 8' Box	4x4 159.8" WB 6-3/4' Box	4x4 176.0" WB 8' Box		
6.7L V8 Turbo Diesel	3.31	31,000	20,000	20,000	20,000	23,000	20,000	23,200	23,000	23,000	23,200/23,100 ^{1,2}	22,900/22,800 ^{1,2}		
	3.55	31,000	20,000	20,000	20,000	23,000	20,000	23,200	23,000	23,000	23,200/23,100 ^{1,2}	22,900/22,800 ^{1,2}		
6.7L V8 H.O. Turbo Diesel	3.31	31,800	20,000	20,000	20,000	23,000	20,000	24,000/23,900 ^{1,2}	23,000	23,000	23,900	23,700/23,600 ^{1,2}		
	3.55	31,200 ³									18,200			
		35,200	20,000	20,000	20,000	23,000	20,000	24,000	23,000	23,000	24,000	24,800/25,000 ^{1,2}		
6.8L V8	3.73	21,000	14,500/14,700 ¹	14,300/14,200 ²	14,500/14,400 ¹	14,400/14,300 ¹	14,100/14,000 ^{1,2}	14,000/13,900 ^{1,2}	14,300	14,100	13,900	13,800/13,700 ^{1,2}		
	4.30	24,400	17,900/18,100 ¹	17,700/17,600 ²	17,900/17,800 ¹	17,800/17,700 ¹	17,500/17,400 ^{1,2}	17,400/17,300 ^{1,2}	17,700	17,500	17,300	17,200/17,100 ^{1,2}		
7.3L V8	3.73	25,200	18,200 ¹	18,200	18,200	18,200	18,100/18,000 ^{1,2}	17,900	18,200	18,100/18,000 ¹	17,900/17,800 ²	17,800/17,700 ^{1,2}		
	4.30	28,600 ³									18,200			
		29,000	18,200 ¹	19,500	18,200	19,500	19,500	19,500	19,500	19,500	19,500	19,500		

1. 18" All-Season Tires. 2. 18" and 20" All-Terrain Tires.
3. Tremor® Off-Road Package (17Y).

- Notes:**
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
 - Do not exceed the Maximum Loaded Trailer Weight listed.
 - Conventional trailer tongue load weight should be 10% (15% for 5th-wheel and gooseneck towing) of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.
 - Calculated with SAE J2807® method.
 - Trailer towing values are the same for weight-carrying and weight-distributing hitches.
 - If using load bars for weight distribution, Ford recommends 50% front axle load rest (FALR).



F-350 XLT Crew Cab 4x4 in Antimatter Blue. Preproduction image shown.

F-350 SRW SUPER DUTY® PICKUP

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

TRAILER TOWING SELECTOR

Towing capability will be reduced based on trim series, option content and payload.
Prior to making final vehicle selection, reference the Towing Basics information on the last page.
See dealer and reference “eSourceBook” Job Aid “Spec’ing F-Series Trucks for Towing”.

			REGULAR CAB				SUPERCAB				CREW CAB			
			4x2 141.6" WB 8' Box		4x4 141.6" WB 8' Box		4x2 148.0" WB 6-3/4' Box		4x2 164.2" WB 8' Box		4x4 148.0" WB 6-3/4' Box		4x4 164.2" WB 8' Box	
Automatic Transmission			5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck
Engine	Axle Ratio	GCWR (lbs.)	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck
6.7L V8 Turbo Diesel	3.31	31,000	22,100/ 23,700 ¹	23,100/ 23,800 ¹	22,000/ 23,300 ^{1,2}	23,000/ 23,400 ^{1,2}	21,400/ 23,500 ¹	22,500/ 23,600 ¹	21,400/ 23,300 ¹	22,500/ 23,500 ¹	20,800/ 23,000 ^{1,2}	21,900/ 23,200 ^{1,2}	21,000/ 22,900 ^{1,2}	22,100/ 23,100 ^{1,2}
	3.55	31,000	22,100/ 23,700 ¹	23,100/ 23,800 ¹	22,000/ 23,300 ^{1,2}	23,000/ 23,400 ^{1,2}	21,400/ 23,500 ¹	22,500/ 23,600 ¹	21,400/ 23,300 ¹	22,500/ 23,500 ¹	20,800/ 23,000 ^{1,2}	21,900/ 23,200 ^{1,2}	21,000/ 22,900 ^{1,2}	22,100/ 23,100 ^{1,2}
6.7L V8 H.O. Turbo Diesel	3.31	31,800	22,100/ 24,500 ¹	23,100/ 24,600 ¹ / 24,000 ²	22,000/ 24,100 ¹	23,000/ 24,200 ^{1,2}	21,400/ 24,200 ¹	22,500/ 24,400 ¹	21,400/ 24,000 ¹	22,500/ 24,300 ¹	20,800/ 23,800 ^{1,2}	21,900/ 24,000 ^{1,2}	21,000/ 23,000 ¹ / 23,700 ²	22,100/ 23,900 ^{1,2}
	3.55	31,200 35,200	22,100/ 25,200 ¹	23,100/ 26,300 ¹	22,000/ 25,000 ¹ / 27,400 ²	23,000/ 26,000 ¹ / 27,600 ²	21,400/ 24,200 ¹	22,500/ 25,300 ¹	21,400/ 24,000 ¹	22,500/ 25,100 ¹	20,800/ 23,800 ^{1,2} / 26,700 ²	21,900/ 24,900 ^{1,2} / 27,400 ²	21,000/ 23,000 ¹ / 26,700 ²	22,100/ 24,000 ¹ / 27,300 ²
6.8L V8	3.73	21,000	14,400 ¹	14,600 ¹	14,100/ 14,000 ^{1,2}	14,200/ 14,200 ^{1,2}	14,300/ 14,200 ¹	14,400	14,100	14,300/ 14,200 ¹	13,800	14,000/ 13,900 ^{1,2}	13,700	13,900/ 13,800 ^{1,2}
	4.30	24,400	17,800 ¹	18,000 ¹	17,500/ 17,400 ^{1,2}	17,600	17,700/ 17,600 ¹	17,800	17,500	17,700/ 17,600 ¹	17,200	17,400/ 17,300 ^{1,2}	17,100	17,300/ 17,200 ^{1,2}
7.3L V8	3.73	25,200	18,400 ¹	18,600 ¹	18,100/ 18,000 ^{1,2}	18,200	18,200	18,400/ 18,300 ¹	18,100	18,300/ 18,200 ¹	17,800	18,000/ 17,900 ^{1,2}	17,700/ 17,600 ^{1,2}	18,100/ 18,000 ¹
	28,600													
	4.30	29,000	22,200 ¹	22,400 ¹	21,800	22,000	21,300/ 22,000 ¹	22,200/ 22,100 ¹	21,400/ 21,900 ¹	22,100/ 22,000 ¹	21,000/ 21,600 ^{1,2}	21,800/ 21,700 ^{1,2}	21,100/ 21,500 ¹ / 21,400 ²	21,700/ 21,600 ^{1,2}

1. 18" All-Season Tires. 2. 18" and 20" All-Terrain Tires. 3. Tremor® Off-Road Package (17Y).

- Notes:**
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
 - Do not exceed the Maximum Loaded Trailer Weight listed.
 - Conventional trailer tongue load weight should be 10% (15% for 5th-wheel and gooseneck towing) of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.
 - Calculated with SAE J2807® method.
 - Trailer towing values are the same for weight-carrying and weight-distributing hitches.
 - If using load bars for weight distribution, Ford recommends 50% front axle load rest (FALR).

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



F-450 XL Crew Cab 4x4 in Oxford White. Preproduction image shown.

F-350/450 DRW SUPER DUTY® PICKUPS

CONVENTIONAL TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)

TRAILER TOWING SELECTOR

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

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

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

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

1. Heavy Duty Payload Package (68F).
2. 40k Gooseneck Tow Package (535).

- Notes:**
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
 - Do not exceed the Maximum Loaded Trailer Weight listed.
 - Conventional trailer tongue load weight should be 10% (15% for 5th-wheel and gooseneck towing) of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.
 - Calculated with SAE J2807® method.
 - Trailer towing values are the same for weight-carrying and weight-distributing hitches.
 - If using load bars for weight distribution, Ford recommends 50% front axle load rest (FALR).

F-350 SUPER DUTY® CHASSIS CAB

TRAILER TOWING SELECTOR

CONVENTIONAL TOWING¹ – MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Trailer weights shown assume 715-lb.–1,115-lb. second-unit body weight.																
Automatic Transmission			REGULAR CAB CHASSIS						SUPERCAB CHASSIS				CREW CAB CHASSIS			
Engine	Axle Ratio	GCWR (lbs.)	4x2 SRW 145.3" WB	4x4 SRW 145.3" WB	4x2 DRW 145.3" WB	4x2 DRW 169.3" WB	4x4 DRW 145.3" WB	4x4 DRW 169.3" WB	4x2 SRW 167.9" WB	4x4 SRW 167.9" WB	4x2 DRW 167.9" WB	4x4 DRW 167.9" WB	4x2 SRW 179.8" WB	4x4 SRW 179.8" WB	4x2 DRW 179.8" WB	4x4 DRW 179.8" WB
6.7L V8 Diesel	3.73E ²	31,000	13,500	13,500					13,500	13,500			13,500	13,500		
	3.73	34,000			17,500	17,500	17,500	17,500			17,500	17,500			17,500	17,500
	4.10	34,500			17,500	17,500	17,500	17,500			17,500	17,500			17,500	17,500
7.3L V8	3.73	23,500			16,400	16,100	16,000	15,700			15,900	15,600			15,900	15,500
	4.30	27,200	13,500	13,500					13,500	13,500			13,500	13,500		
		27,500			17,500	17,500	17,500	17,500			17,500	17,500			17,500	17,500

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

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

GOOSENECK TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)

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

1. Super Duty Chassis Cab does not offer a conventional hitch receiver as a factory-installed option. 2. E = Electronic Locking Rear Axle.

- Notes:**
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
 - Do not exceed the Maximum Loaded Trailer Weight listed.
 - Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel and gooseneck towing) of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.
 - Trailer towing values are the same for weight-carrying and weight-distributing hitches.
 - If using load bars for weight distribution, Ford recommends 50% front axle load rest (FALR).

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

F-450 SUPER DUTY CHASSIS CAB

TRAILER TOWING SELECTOR

CONVENTIONAL TOWING¹ – MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Automatic Transmission		Trailer weights shown assume 715-lb.–1,115-lb. second-unit body weight.																
		REGULAR CAB CHASSIS								SUPERCAB CHASSIS				CREW CAB CHASSIS				
Engine	Axle Ratio	GCWR (lbs.)	4x2 DRW 145.3" WB	4x2 DRW 169.3" WB	4x2 DRW 193.3" WB	4x2 DRW 205.3" WB	4x4 DRW 145.3" WB	4x4 DRW 169.3" WB	4x4 DRW 193.3" WB	4x4 DRW 205.3" WB	4x2 DRW 167.9" WB	4x2 DRW 192.0" WB	4x4 DRW 167.9" WB	4x4 DRW 192.0" WB	4x2 DRW 179.8" WB	4x2 DRW 203.8" WB	4x4 DRW 179.8" WB	4x4 DRW 203.8" WB
6.7L V8 Diesel	4.10	34,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500
	4.30	39,000 ²	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500
7.3L V8	4.88	30,000	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500

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

6.7L V8 Diesel	4.10	34,500	25,700	25,600	25,300	25,100	25,500	25,200	24,800	24,700	25,400	25,100	25,100	24,800	25,300	24,900	24,900	24,700
	4.30	39,000 ²	30,200	30,100	29,800	29,600	30,000	29,700	29,300	29,200	29,900	29,600	29,600	29,300	29,800	29,400	29,400	29,200
7.3L V8	4.88	30,000	22,000	21,800	21,500	21,300	21,700	21,400	21,100	21,000	21,600	21,300	21,300	21,000	21,500	21,200	21,200	20,900

GOOSENECK TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)

6.7L V8 Diesel	4.10	34,500	25,800	25,700	25,400	25,200	25,600	25,400	25,000	24,900	25,600	25,200	25,200	24,900	25,400	25,000	25,100	24,900
	4.30	39,000 ²	30,300	30,200	29,900	29,700	30,100	29,900	29,500	29,400	30,100	29,700	29,700	29,400	29,900	29,500	29,600	29,400
7.3L V8	4.88	30,000	22,100	21,900	21,600	21,400	21,900	21,600	21,200	21,100	21,700	21,500	21,400	21,200	21,600	21,400	21,300	21,100

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

- Notes:**
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
 - Do not exceed the Maximum Loaded Trailer Weight listed.
 - Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel and gooseneck towing) of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.
 - Trailer towing values are the same for weight-carrying and weight-distributing hitches.
 - If using load bars for weight distribution, Ford recommends 50% front axle load rest (FALR).

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

REVISED 02.17.23

F-550 SUPER DUTY® CHASSIS CAB

TRAILER TOWING SELECTOR

CONVENTIONAL TOWING¹ – MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Automatic Transmission		Trailer weights shown assume 715-lb.–1,115-lb. second-unit body weight.																
		REGULAR CAB CHASSIS									SUPERCAB CHASSIS				CREW CAB CHASSIS			
Engine	Axle Ratio	GCWR (lbs.)	4x2 DRW 145.3" WB	4x2 DRW 169.3" WB	4x2 DRW 193.3" WB	4x2 DRW 205.3" WB	4x4 DRW 145.3" WB	4x4 DRW 169.3" WB	4x4 DRW 193.3" WB	4x4 DRW 205.3" WB	4x2 DRW 167.9" WB	4x2 DRW 192.0" WB	4x4 DRW 167.9" WB	4x4 DRW 192.0" WB	4x2 DRW 179.8" WB	4x2 DRW 203.8" WB	4x4 DRW 179.8" WB	4x4 DRW 203.8" WB
6.7L V8	4.10	34,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500
Diesel	4.30	39,000 ²	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500
		43,000 ^{2,4}	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500
7.3L V8	4.88	30,000	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500

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

6.7L V8 Diesel	4.10	34,500	25,700	25,600	25,300	25,100	25,500	25,200	24,800	24,700	25,400	25,100	25,100	24,800	25,300	24,900	24,900	24,700
	4.30	39,000 ²	30,200	30,100	29,800	29,600	30,000	29,700	29,300	29,200	29,900	29,600	29,600	29,300	29,800	29,400	29,400	29,200
		43,000 ^{2,4}	34,200	34,000	33,600	33,500	34,000	33,700	33,300	33,200	33,800	33,500	33,500	33,200	33,700	33,500	33,400	33,100
7.3L V8	4.88	30,000	22,000/ 21,900 ³	21,800/ 21,700 ⁴	21,500/ 21,400 ⁴	21,300	21,700	21,400/ 21,300 ⁴	21,100/ 21,000 ⁴	21,000/ 20,900 ⁴	21,600	21,300	21,300/ 21,200 ⁴	21,000	21,500/ 21,400 ⁴	21,200	21,200/ 21,100 ⁴	20,900/ 20,800 ⁴

GOOSENECK TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)

6.7L V8 Diesel	4.10	34,500	25,800	25,700	25,400	25,200	25,600	25,400	25,000	24,900	25,600	25,200	25,200	24,900	25,400	25,000	25,100	24,900
	4.30	39,000 ²	30,300	30,200	29,900	29,700	30,100	29,900	29,500	29,400	30,100	29,700	29,700	29,400	29,900	29,500	29,600	29,400
		43,000 ^{2,4}	34,300	34,100	33,800	33,700	34,200	33,800	33,500	33,300	34,000	33,700	33,600	33,400	33,800	33,600	33,500	33,300
7.3L V8	4.88	30,000	22,100	21,900/ 21,800 ⁴	21,600/ 21,500 ⁴	21,400	21,900/ 21,800 ³	21,600/ 21,500 ⁴	21,200	21,100/ 21,000 ⁴	21,700	21,500/ 21,400 ⁴	21,400	21,200/ 21,100 ⁴	21,600	21,400/ 21,300 ³	21,300	21,100/ 21,000 ⁴

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

- Notes:**
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
 - Do not exceed the Maximum Loaded Trailer Weight listed.
 - Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel and gooseneck towing) of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.
 - Trailer towing values are the same for weight-carrying and weight-distributing hitches.
 - If using load bars for weight distribution, Ford recommends 50% front axle load rest (FALR).

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



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

F-600 SUPER DUTY CHASSIS CAB

TRAILER TOWING SELECTOR

CONVENTIONAL TOWING¹ – MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Trailer weights shown assume 715-lb. – 1,115-lb. second-unit body weight.										
Automatic Transmission		REGULAR CAB CHASSIS								
Engine	Axle Ratio	GCWR (lbs.)	4x2 DRW 145.3" WB	4x2 DRW 169.3" WB	4x2 DRW 193.3" WB	4x2 DRW 205.3" WB	4x4 DRW 145.3" WB	4x4 DRW 169.3" WB	4x4 DRW 193.3" WB	4x4 DRW 205.3" WB
6.7L V8 Diesel	4.30	43,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500
7.3L V8	4.88	31,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500

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

6.7L V8 Diesel	4.30	43,500	34,600	34,300	34,100	33,800	34,300	34,000	33,700	33,600
7.3L V8	4.88	31,500	23,300	23,000	22,800	22,600	23,000	22,700	22,500	22,300

GOOSENECK TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)

6.7L V8 Diesel	4.30	43,500	34,700	34,400	34,300	33,900	34,400	34,200	33,900	33,800
7.3L V8	4.88	31,500	23,400	23,100	23,000	22,700	23,100	22,800	22,600	22,400

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

- Notes:**
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
 - Do not exceed the Maximum Loaded Trailer Weight listed.
 - Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel and gooseneck towing) of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.
 - Trailer towing values are the same for weight-carrying and weight-distributing hitches.
 - If using load bars for weight distribution, Ford recommends 50% front axle load rest (FALR).



F-750 Regular Cab in Blue Jeans



2024 MEDIUM DUTY TRUCK TRAILER TOWING SELECTOR DIESEL ENGINE

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

GAS ENGINE

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

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

SUPER DUTY® CLASS A MOTORHOME CHASSIS TRAILER TOWING SELECTOR

GVWR	GCWR	Trailer Weight
16,000 lbs.	23,000 lbs.	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.

Notes:

- Towing vehicle's braking system is rated for operation at GVWR – NOT GCWR. See page 41 for more details.
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.

SUPER DUTY STRIPPED CHASSIS TRAILER TOWING SELECTOR

GVWR	GCWR	Trailer Weight
16,000 lbs.	23,000 lbs.	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.

Notes:

- Towing vehicle's braking system is rated for operation at GVWR – NOT GCWR. See page 41 for more details.
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.

2024 E-SERIES™ CUTAWAY AND STRIPPED CHASSIS

TRAILER TOWING SELECTOR

Automatic Transmission

		MAXIMUM TRAILER WEIGHT = GCWR (lbs.) – Vehicle GVW or 10,000 pounds, whichever is less													
		CUTAWAY						STRIPPED CHASSIS							
Engine	Axle	GVWR (lbs.)	E-350 SRW 138.0" WB	E-350 SRW 158.0" WB	E-350 DRW 138.0" WB	E-350 DRW 158.0" WB	E-350 DRW 176.0" WB	E-450 DRW 158.0" WB	E-450 DRW 176.0" WB	E-350 DRW 138.0" WB	E-350 DRW 158.0" WB	E-350 DRW 176.0" WB	E-450 DRW 158.0" WB	E-450 DRW 176.0" WB	
7.3L V8 Premium	4.10	10,050	18,500	18,500											
		11,500			18,500	18,500				18,500					
		12,500				18,500	18,500				18,500	18,500			
	4.56	10,050	18,500	18,500											
		11,500			18,500					18,500					
		12,500				18,500	18,500				18,500	18,500			
			14,200						22,000	22,000					
			14,500						22,000	22,000				22,000	22,000

Notes:

- Do not exceed trailer weight of 5,000 lbs. when towing with bumper only.
- Do not exceed the Maximum Loaded Trailer Weight.
- Combined weight of vehicle and trailer cannot exceed listed GCWR.



E-350 Cutaway DRW in Oxford White



T-150 Cargo Van Medium Roof in Oxford White

TRANSIT®

TRAILER TOWING SELECTOR

PASSENGER VAN

		REAR-WHEEL DRIVE						ALL-WHEEL DRIVE			
Automatic Transmission		350 148" WB	350 148" WB	350 148" WB	350 148" WB	150 130" WB	150 130" WB	350 148" WB	350 148" WB	350 148" WB	350 148" WB
Engine	Axle GCWR Ratio (lbs.)	Low Roof	Medium Roof	High Roof	Extended High Roof	Low Roof	Medium Roof	Low Roof	Medium Roof	High Roof	Extended High Roof
3.5L PFDI V6	3.73 10,800	4,200	4,100	3,900		4,400	4,200	4,000	3,900	3,700	
	4.10 11,200	4,500	4,400	4,200	3,700			4,300	4,200	4,000	
3.5L EcoBoost® V6	3.73 11,200	4,400	4,300	4,200	3,600			4,200	4,100	4,000	3,400

CARGO VAN

		REAR-WHEEL DRIVE								ALL-WHEEL DRIVE					
Automatic Transmission		150/ 250/350	150/250/350 130" WB	150/ 250/350	150/250/350 148" WB	250/350 148" WB	250/350 148" WB	350HD DRW 148" WB	150/ 250/350	150/250/350 130" WB	150/ 250/350	150/250/350 148" WB	250/350 148" WB	250/350 148" WB	350HD DRW 148" WB
Engine	Axle GCWR Ratio (lbs.)	Low Roof	Medium Roof	Low Roof	Medium Roof	High Roof	Extended High Roof	Extended High Roof	Low Roof	Medium Roof	Low Roof	Medium Roof	High Roof	Extended High Roof	Extended High Roof
3.5L PFDI V6	3.73 10,800	5,300	5,100	5,100	5,000	4,900			5,100	4,900	4,900	4,800	4,700		
	4.10 12,000	6,400	6,200	6,200	6,100	6,000	5,800	5,600	6,200	6,000	6,000	5,900	5,800	5,600	5,400
3.5L EcoBoost V6	3.73 12,600	6,900	6,700	6,800	6,600	6,500	6,300		6,700	6,500	6,600	6,400	6,300	6,100	
	13,000							6,500							6,300

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

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

• Do not exceed the Maximum Loaded Trailer Weight listed.

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

• Transit calculated with SAE J2807® method.



T-350HD Cutaway AWD in Race Red

TRANSIT®

TRAILER TOWING SELECTOR

CUTAWAY

Automatic Transmission

		MAXIMUM LOADED TRAILER WEIGHT (lbs.)													
		REAR-WHEEL DRIVE							ALL-WHEEL DRIVE						
Engine	Axle Ratio GCWR (lbs.)	250/350 138" WB	350HD DRW 138" WB	250/350 156" WB	350HD DRW 156" WB	350 178" WB	350HD DRW 178" WB	250/350 138" WB	350HD DRW 138" WB	250/350 156" WB	350HD DRW 156" WB	350 178" WB	350HD DRW 178" WB		
3.5L PFDI V6	4.10 12,000	6,600	6,400	6,400	6,200	6,200	6,000	6,400	6,200	6,200	6,000	5,900	5,800		
3.5L EcoBoost® V6	3.73 12,600	7,100		6,900				6,900		6,700					
	13,000		7,300		7,100	7,100	6,900		7,100		6,900	6,900	6,700		
	15,000		7,500		7,500		7,500		7,500		7,500		7,500		

CHASSIS CAB

Automatic Transmission

		MAXIMUM LOADED TRAILER WEIGHT (lbs.)													
		REAR-WHEEL DRIVE							ALL-WHEEL DRIVE						
Engine	Axle Ratio GCWR (lbs.)	250/350 138" WB	350HD DRW 138" WB	250/350 156" WB	350HD DRW 156" WB	350 178" WB	350HD DRW 178" WB	250/350 138" WB	350HD DRW 138" WB	250/350 156" WB	350HD DRW 156" WB	350 178" WB	350HD DRW 178" WB		
3.5L PFDI V6	4.10 12,000	6,500	6,400	6,400	6,200	6,100	6,000	6,300	6,100	6,200	6,000	5,900	5,700		
3.5L EcoBoost V6	3.73 12,600	7,100		6,900				6,800		6,700					
	13,000		7,300		7,100	7,000	6,900		7,100		6,900	6,800	6,600		
	15,000		7,500		7,500		7,500		7,500		7,500		7,500		

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

• Do not exceed the Maximum Loaded Trailer Weight listed.

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

TRANSIT CONNECT®

TRAILER TOWING SELECTOR

Automatic Transmission

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Engine	Final Drive Ratio GCWR (lbs.)	VAN/WAGON
2.0L I4	3.80 6,380	2,000 ¹

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

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

• Do not exceed the Maximum Loaded Trailer Weight listed.

• Transit Connect calculated with SAE J2807® method.



Transit Connect Van in Frozen White



Ranger XLT SuperCrew 4x4 in Hot Pepper Red Metallic Tinted Clearcoat

RANGER®

TRAILER TOWING SELECTOR

Automatic Transmission		MAXIMUM LOADED TRAILER WEIGHT (lbs.)				
Engine	Axle Ratio	GCWR (lbs.)	SUPERCAB		SUPERCREW®	
			4x2	4x4	4x2	4x4
2.3L EcoBoost® I4	3.73	8,650	3,500			
		8,750			3,500	
		8,900		3,500		
		9,000				3,500
		12,150	7,500 ¹			
		12,250			7,500 ¹	
		12,400		7,500 ¹		
		12,500				7,500 ¹

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

Notes:

- Do not exceed trailer weight of 3,500 lbs. when towing with bumper only.
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.
- Ranger calculated with SAE J2807® method.



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

MAVERICK®

TRAILER TOWING SELECTOR

Automatic Transmission			MAXIMUM LOADED TRAILER WEIGHT (lbs.)	
Engine	Axle Ratio	GCWR (lbs.)	SUPERCREW	
			FWD	AWD
2.5L I4 Hybrid	2.91	6,045	2,000	
2.0L EcoBoost I4	3.63	5,935	2,000	
		6,085		2,000
	3.81	6,175		2,000 ¹
		8,085		4,000 ²

1. Tremor® Package. 2. Available 4,000-lb. towing with available 2.0L EcoBoost engine and available 4,000-lb. Tow Package (53Q). Max towing varies based on cargo, vehicle configuration, accessories and number of passengers.

Notes:

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



Maverick Hybrid XLT SuperCrew in Area 51



Bronco Raptor in Code Orange. Shown with available features.

BRONCO® TRAILER TOWING SELECTOR

10-Speed Automatic Transmission

Engine	Axle Ratio	GCWR (lbs.)		BASE		BIG BEND™		BLACK DIAMOND™		OUTER BANKS™		BADLANDS™		WILDTRAK™		EVERGLADES™	RAPTOR™	HERITAGE™	
		2-Door	4-Door	2-Door	4-Door	2-Door	4-Door	2-Door	4-Door	2-Door	4-Door	2-Door	4-Door	2-Door	4-Door	4-Door	4-Door	2-Door	4-Door
2.3L EcoBoost® I4	3.73	8,480	8,480	3,500	3,500	3,500	3,500			3,500	3,500								
	4.27	8,480	8,480			3,500	3,500			3,500	3,500								
	4.46	8,780	8,780					3,500	3,500			3,500	3,300						
	4.70	8,780	8,780	3,500	3,500	3,500	3,500	3,500	3,400	3,500	3,500	3,480	3,280			3,240		3,500	
2.7L EcoBoost V6	3.73	8,740	8,480	3,500	3,500	3,500				3,500				3,500					
			8,740		3,500		3,500				3,500				3,400				
	4.27	8,740	8,480			3,500	3,500			3,500	3,500								
			8,740				3,500				3,500								
	4.46	8,840	8,840					3,500	3,440 ² /3,460 ³			3,500	3,320					3,500 ⁶	3,360 ⁶
	4.70 ^{4,6}	8,840	8,780	3,500	3,500	3,500		3,500		3,500		3,500		3,500				3,500	3,500
3.0L EcoBoost V6			8,840		3,500		3,500		3,300		3,500		3,260		3,320				3,280 ⁶
	4.70		10,650														4,500 ⁵		

7-Speed Manual Transmission

2.3L EcoBoost I4	3.73	8,780	8,480	3,500		3,500		3,500				3,500							
	4.46	8,780	8,780	3,500		3,500	3,500	3,500	3,500			3,500							
	4.70	8,780	8,780	3,500 ⁴		3,500 ⁴	3,500 ⁴	3,500 ⁴	3,340 ⁴				3,320					3,500	3,500

1. Available Towing Capability (53Q) featured content is exclusively a factory-installed package. 2. Equipped with Electromechanical Transfer Case (EMTC). 3. Equipped with Electronic Shift On-the-Fly (ESOF). 4. Sasquatch™ Package (765). 5. Raptor model includes Tow Package 2 as standard equipment. 6. Heritage Limited model only.

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

BRONCO SPORT TRAILER TOWING SELECTOR

Automatic Transmission

Engine	Final Drive Ratio	GCWR (lbs.) 4x4	MAXIMUM LOADED TRAILER WEIGHT (lbs.)
1.5L EcoBoost I3	3.81	5,860	2,000 ^{1,2}
2.0L EcoBoost I4	3.81	6,260	2,200 ^{2,3}

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

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



Bronco Sport Badlands in Eruption Green Metallic



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

EXPEDITION® TRAILER TOWING SELECTOR

Automatic Transmission		MAXIMUM LOADED TRAILER WEIGHT (lbs.) ¹				
Engine	Axle Ratio	GCWR (lbs.)	EXPEDITION		EXPEDITION MAX	
			4x2	4x4	4x2	4x4
3.5L EcoBoost® V6	3.31	12,000	6,000			
		12,300		6,000		
		12,400				6,000
		12,500			6,300	
	3.73	12,300 ²		6,000		
		12,400 ²				6,000
		15,200 ³			9,000	
		15,300 ³	9,300			
		15,500 ³		9,200		9,000

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

Notes:

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

EXPLORER® TRAILER TOWING SELECTOR

Automatic Transmission		GCWR (lbs.)		MAXIMUM LOADED TRAILER WEIGHT (lbs.)	
Engine	Axle Ratio	RWD	4WD	RWD	4WD
2.3L EcoBoost I4	3.58	7,700	7,800	3,000 ¹	3,000 ¹
		10,000	10,100	5,300 ²	5,300 ²
			10,300		5,300 ³
3.0L EcoBoost V6 ⁶	3.31 ⁴	10,800	10,800	5,600	5,600
	3.58 ⁵		10,800	5,600	5,600
3.3L Ti-VCT V6 ⁷	3.58	8,000/10,600			3,000 ¹ /5,600 ²
3.3L HEV V6	3.58	8,500/10,500		3,000 ¹ /5,000 ²	
	3.73	8,600/10,600			3,000 ¹ /5,000 ²

1. Explorer does not offer factory-installed towing equipment for this application; only available as dealer accessory. 2. Requires available Class IV Trailer Tow Package (52T). 3. Class IV Trailer Tow Package standard on Timberline model. 4. King Ranch® and Platinum models only. 5. ST model only. 6. Class IV Trailer Tow Package (52T) standard on ST model. 7. Fleet only.

Notes:

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



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

EDGE®

TRAILER TOWING SELECTOR

Automatic Transmission

Engine	Axle Configuration	GCWR (lbs.)	MAXIMUM LOADED TRAILER WEIGHT (lbs.)
2.0L EcoBoost® I4	AWD	6,300	1,500 ¹
	AWD	8,300	3,500 ²
2.7L EcoBoost V6	AWD	8,500	3,500 ³

1. Edge does not offer factory-installed towing equipment for this application; only available as dealer accessory. 2. Requires Class II Trailer Tow Package (53G). 3. Edge ST. Includes Class II Trailer Tow Package (53G) standard.

Notes:

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



Edge ST in Stone Blue Metallic

ESCAPE®

TRAILER TOWING SELECTOR

Automatic Transmission

Engine	Final Drive Ratio	GCWR (lbs.)	MAXIMUM LOADED TRAILER WEIGHT (lbs.)
2.5L I4 Hybrid	2.91	5,373 FWD 5,507 AWD	1,500 ¹
2.5L I4 Plug-in Hybrid	2.91	5,706	1,500 ¹
1.5L EcoBoost I3	3.81	5,639	2,000 ²
		5,811	2,000 ²
2.0L EcoBoost I4	3.47	7,402	2,000 ² /3,500 ³

1. Requires Class II Trailer Tow Package (536) available on ST-Line Select, ST-Line Elite and Platinum Hybrid or Plug-in Hybrid series. 2. Escape does not offer factory-installed towing equipment for this application; only available as dealer accessory. 3. Requires Class II Trailer Tow Package (536).

Notes:

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



Escape Platinum in Atlas Blue Metallic

MUSTANG®^{1,2}

TRAILER TOWING SELECTOR

Automatic Transmission

Engine	Axle Configuration	MAXIMUM LOADED TRAILER WEIGHT (lbs.)
2.3L EcoBoost I4	RWD	1,000
2.3L High Performance EcoBoost I4	RWD	1,000
5.0L V8 GT	RWD	1,000

Manual Transmission

2.3L EcoBoost I4	RWD	1,000
2.3L High Performance EcoBoost I4	RWD	1,000
5.0L V8 GT	RWD	1,000

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

Notes:

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



Mustang EcoBoost Premium in Carbonized Gray Metallic

KNOW BEFORE YOU TOW

BEFORE YOU BUY

If you are selecting a vehicle that will be used for towing, you should determine the approximate weight of the trailer you intend to tow, including the weight of any additional cargo and fluids that you will be carrying in the trailer. Also, be sure the vehicle has the proper optional equipment (see page 17). Keep in mind that performance can be severely affected in hilly terrain when the minimum acceptable powertrain combination is selected. Consider purchasing a vehicle with a more powerful engine.

AFTER YOU BUY

Before heading out on a trip, check your vehicle Owner's Manual for break-in and severe-duty maintenance schedules (do not tow a trailer until your vehicle has been driven at least 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 44). If any of these limits are exceeded, cargo should be removed from the vehicle and/or trailer until all weights are within the specified limits.



BRAKES

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:

Electronically Controlled Brakes usually provide automatic and manual control of trailer brakes. They require that the tow vehicle be equipped with a controlling device and additional wiring for electrical power. These brakes typically have a control box installed within reach of the driver and can be applied manually or automatically.

Electric-Over-Hydraulic (EOH) Trailer Brakes are operated by an electrically powered pump that pressurizes a hydraulic fluid reservoir built into the trailer's brake system. Many of the available EOH trailer brake models are compatible with the Ford factory installed, dash-integrated Trailer Brake Controller (TBC).

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

Be sure your trailer brakes conform to all applicable state regulations. *See Towing Basics on the last page for additional braking information.*

TRAILER LAMPS

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

SAFETY CHAINS

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

TRAILER WIRING HARNESS

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

Refer to charts on page 18 – 20 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
trailers¹

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 them¹

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

CLASS IV EXTRA-HEAVY-DUTY²

Over 5,000-lb. gross trailer
weight²

Largest travel and 5th-wheel
trailers made for recreation

Most Ford trucks and some SUVs
can be equipped to handle trailer
weights in this class¹

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

TRAILER TYPES

FOLDING CAMPING TRAILER

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

Lightweight for easy towing

Simple conventional weight-carrying hitch is usually sufficient for towing

Compact, low-profile traveling package

Easily 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



¹ Refer to page 17 for Required Equipment.

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



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

HITCH STYLES



WEIGHT-CARRYING (NON-WEIGHT-DISTRIBUTING)

A weight-carrying (non-weight-distributing) hitch is commonly used to tow small- and medium-sized trailers. Choose a proper hitch and ball and make sure its location is compatible with that of the trailer. Use a good weight-carrying hitch that uniformly distributes the trailer tongue loads through the bumper and frame (through the body with Escape®; bumper hitch not available with Escape® or Explorer®). Ford hitch receivers provide weight-carrying capacities as shown in the chart on page 44. (A label affixed to the hitch receiver provides both the weight-carrying and weight-distributing capacities for each receiver.) You are responsible for obtaining the proper hitch ball, ball mounting and other appropriate equipment to tow both the trailer and load that will be towed.



WEIGHT-DISTRIBUTING

A weight-distributing hitch is used in conjunction with a hitch platform (receiver) to distribute tongue load to all towing vehicle and trailer wheels. Required for certain Class III and all Class IV applications (see the chart on page 44).

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



GOOSENECK

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

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



5TH-WHEEL

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

FACTORY-INSTALLED TRAILER HITCH RECEIVER OPTIONS AND CAPACITIES

Transit Connect®

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

Bronco® Sport

Included with Trailer Tow Package – Option Code 53B

Escape®

Included with Class II Trailer Tow Package – Option Code 536

Edge®

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

Bronco Raptor®

Standard

Bronco

Included with Towing Capability – Option Code 53Q

Explorer®

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

Expedition®

Standard

Transit®

Included with Trailer Tow Package – Option Code 53B

Maverick®

Included with Trailer Tow Package – Option Code 53Q

Ranger®

Included with Trailer Tow Package – Option Code 53R

F-150® Lightning®

Standard

F-150 Raptor Pickup

Standard

F-150 Pickup

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

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

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

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

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

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

REAR STEP BUMPER/HITCH RECEIVER WEIGHT CAPACITY

The maximum weight capacities for the hitch receivers shown below may exceed the maximum loaded trailer weight for the vehicle specified. Refer to the Trailer Towing Selector charts on pages 22–40 for Maximum Loaded Trailer Weights for each vehicle.

Vehicle	Weight-Carrying Max. Trailer Capacity (lbs.) ¹	Max. Tongue Load (lbs.)	Weight-Distributing Max. Trailer Capacity (lbs.) ¹	Max. Tongue Load (lbs.)
REAR STEP BUMPER				
Ranger	3,500	350		
Transit Cargo Van	5,000	500		
F-150 Pickup	5,000	500		
HITCH RECEIVER				
Transit Connect	2,000	200		
Bronco Sport	2,200	220		
Escape Hybrid/Plug-in Hybrid	1,500 ²	150 ²		
Escape	3,500	350		
Edge	3,500	350		
Bronco	3,500	350		
Bronco Raptor	4,500	450		
Maverick	4,000	400		
Explorer Hybrid	5,000	500		
Explorer	5,600	560		
Expedition	6,000	600	9,300	930
Expedition MAX	6,300	630	9,000	900
Transit Passenger Van	4,500	450		
Transit Cargo Van	6,900	690		
Ranger	7,500 ²	750 ²		
F-150 Pickup	5,000	500	14,000	1,400
F-150 Lightning	5,000	500	10,000	1,000
F-150 Raptor Pickup	5,000	500	8,200	820
F-150 Raptor R	5,000	500	8,700	870
F-250	22,000	2,200		
F-350 SRW	25,000	2,500		
F-250/F-350 Tremor®	18,200	1,820		
F-350 DRW	28,000	2,800		
F-450 DRW	30,000	3,000		

1. Ford rear step bumpers and hitch receivers do not include a hitch ball or ball mounting. You are responsible for obtaining the proper hitch ball, ball mounting, weight-distributing equipment (i.e., equalizing arms and snap-up brackets, sway control system) and other appropriate equipment to tow both the trailer and its cargo load. 2. When properly equipped.

5TH-WHEEL AND GOOSENECK HITCH RECOMMENDATION

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

CALCULATE WEIGHT DISTRIBUTION

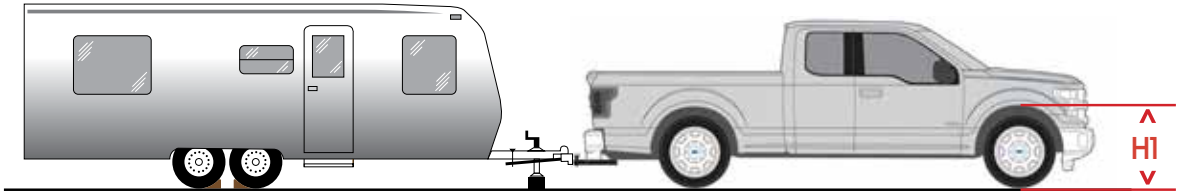
CALCULATION EXAMPLE	
Vehicle =	F-150
H1 =	37 inches
H2 =	38 inches
Correction Factor =	50%
Height Change =	38" - 37" = 1 inch
Reduction Amount =	1" x 50% = .50 inch
Height Change =	38" - .50" = 37.5 inches
Target Height =	37.5 inches

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

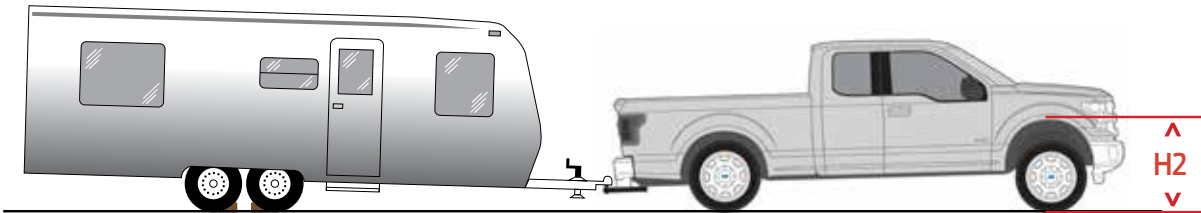
Vehicle	Weight Distribution Correction Factor
Mustang®	Not Required
Bronco® Sport	Not Required
Transit® Connect	Not Required
Edge®	Not Required
Escape®	Not Required
Bronco	Not Required
Explorer®	Not Required
Expedition®	50%
Transit	Use Not Recommended
Maverick®	Not Required
Ranger®	Not Required
F-150®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

- 1 Load trailer similar to the way it will be loaded for the trip with 10% tongue load and park on level ground
- 2 Adjust trailer tongue jack to get trailer level or just slightly nose down
- 3 Load tow vehicle similar to the way it will be used for the trip and park vehicle on level ground
- 4 Adjust and secure weight distribution ball mount height per manufacturer's instructions so tow ball is the same height as trailer coupler when trailer is not connected to tow vehicle

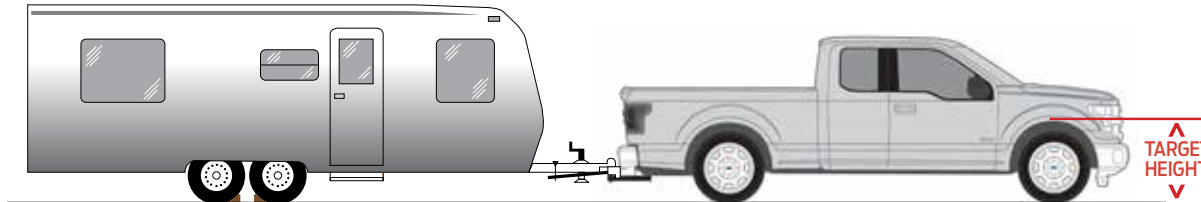
- 5 Measure top of front fender lip above the center of the wheel to ground
- 6 Record this value as "H1"



- 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 make sure trailer is level to slightly nose down
- 11 Complete coupler latching, electrical connections, safety chains and emergency braking system attachments





ABOUT WEIGHTS

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

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



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

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

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

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

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

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

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

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

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

MEASURING TONGUE LOAD WITH COMMERCIAL SCALE

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

WEIGHT LIMITS

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

Gross Combination Weight Rating (GCWR) is the maximum allowable weight of the towing vehicle and the loaded trailer – including all cargo and passengers – that the vehicle can handle without risking damage. (Important: The towing vehicle's brake system is rated for operation at the GVWR – NOT GCWR. Separate functional brake systems should be used for safe control of towed vehicles and for trailers weighing more than 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 on pages 22–40) is the highest possible weight of a fully loaded trailer the vehicle can tow, based on a minimum towing vehicle GVW. It assumes a towing vehicle with any mandatory options, no cargo, tongue load of 10% (conventional trailer) or king pin weight of 15% (5th-wheel trailer), and driver and passenger (150 lbs. each). F-Series Super Duty® Chassis Cab models also assume a second-unit body weight based on 80 lbs. per foot cab-to-axle (CA). Weight of additional options, passengers, cargo and hitch must be deducted from this weight.

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

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

For trailers up to 2,000 lbs., tongue load not to exceed 200 lbs.

For conventional trailers over 2,000 lbs., tongue load is 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 44 for tongue load recommendations with Ford factory-installed trailer hitch receivers.

HOW TO FIND THE TRUCK'S AXLE RATIO

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

REAR AXLE RATIO CODES

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

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

Sample Truck Safety Compliance Certification Label

(Refer to actual label on your vehicle)

Front GAWR

Rear GAWR

GVWR

INFO: FORD MOTOR CO.
FRONT GAWR: 2540 KG (5600 LB)
WITH LT275/65R18E 123/120S
18x8.0J
AT 480 kPa/ 70 PSI COLD
THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE
SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.
VIN: 1FT7X2B66NEE15874
TYPE: Truck

DATE: 03/22
REAR GAWR: 2876 KG (6340 LB)
WITH LT275/65R18E 123/120S
18x8.0J
AT 520 kPa/ 75 PSI COLD

GVWR: 4536 KG (10000 LB)
TIRE RIMS
TIRE RIMS

EXT. PNT. HX

INT. FR

TP/PS

R

AXLE

TR

SPR

F1266
T1612

RC: 48

DSO:

LLKK

ULC

505A-3520472-AA

↑
Axle Code

TOWING ACCESSORIES



FORD ACCESSORIES

Ford Accessories offer a great selection of towing items to enhance function and comfort.

For current price and warranty information, please contact your Ford Dealer or visit our website at: accessories.ford.com.



Trailer Hitch Wiring Harnesses – 4-Pin

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

Base Part No. 15A416

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

Base Part No. 15A416



Trailer Hitch Ball Mounts – Square Shank

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

Base Part No. 19A282



Trailer Hitch Ball

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

Base Part No. 19F503



Locking Hitch Pin

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

Part No. VML3Z-19A326-A

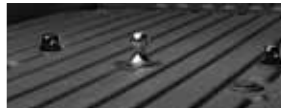


5th-Wheel Hitch Kits

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

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

Base Part No. 19D520



Gooseneck Hitch Kit

This Gooseneck Hitch Ball has a Gross Trailer Weight Rating of 27,500 lbs. on a 2-5/16" ball and 40,000 lbs. with a 3" ball. The kit also includes two steel safety chain tie-down attachments and a durable plastic case.

NOTE: This kit is only for use with the 5th-Wheel and Gooseneck Hitch Prep Package. Other restrictions: cannot be used with drop-in bedliners or bed mats. See Owner's Manual for specific vehicle tow ratings.

Base Part No. 19F503

5th-Wheel/Gooseneck Hitch Prep Package

Required Prep Package for 5th-Wheel and Gooseneck Hitch Kits. 2017 and newer Super Duty® kits include in-bed wiring harness.

Base Part No. 5F057



Neutral Tow Kit

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

Base Part No. 7H332



Telescoping Trailer Tow Mirrors

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

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

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

Base Part No. 17682
Passenger Side

Base Part No. 17683
Driver Side

Base Part No. 17696 Kit
(Driver and Passenger Side)



Trailer Brake Kit

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

Base Part No. 19H332

Base Part No. 2C006
(Bronco and Ranger)

Trailer-Mounted Camera

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

Part No. LC3Z-1A189-A
COMBO KIT - CAM/TPMS (w/ Pro Trailer Backup Assist™)

Part No. LC3Z-1A189-B
TPMS ONLY (w/Pro Trailer Backup Assist)

Part No. LC3Z-1A189-C
CAM ONLY (w/Pro Trailer Backup Assist)

Part No. LC3Z-1A189-D
COMBO KIT - CAM/TPMS
(Less Pro Trailer Backup Assist)

Part No. LC3Z-1A189-E
TPMS ONLY (Less Pro Trailer Backup Assist)

Part No. LC3Z-1A189-F
CAM ONLY (Less Pro Trailer Backup Assist)

Trailer Tire Pressure Monitoring System (TPMS)

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

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

Cargo And Weight Distribution

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

Keep 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

Braking

Allow considerably more distance for stopping with trailer attached

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

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

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

TOWING BASICS

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

For the latest RV & Trailer Towing information, check out www.fleet.ford.com/towing-guides or go to esourcebook.dealerconnection.com.

Turning

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

Towing On Hills

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

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

Parking With A Trailer

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

Apply the foot service brakes and hold

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

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

Apply the parking brake

Shift automatic transmission into park, or manual transmission into reverse

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

Starting Out Parked On A Grade

Apply the foot service brake and hold

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

Shift the transmission into gear and release the parking brake

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

Apply the brake pedal while another person retrieves the chocks

Acceleration And Passing

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

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

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

If necessary, downshift for improved acceleration

Driving With An Automatic Overdrive Transmission

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

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

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

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

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

Driving With Cruise Control

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

Tire Pressure

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

Overinflated tires may wear unevenly and compromise traction and stopping capability

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

Spare Tire Use

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

On The Road

After about 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 your trip

High Altitude Operation

Your vehicle may have reduced performance when operating at high altitudes and when heavily loaded or towing a trailer. While driving at elevation, in order to match driving performance as perceived at sea level, reduce GVWs and GCWs by 2% per 1,000 ft. elevation.

Powertrain/Frontal Area Considerations

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

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

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

Selecting A Trim Series

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

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



[> Download and save to your computer/desktop](#)

- Go to page 2 and simply fill in the blanks. The worksheet automatically does the math
- Unsure what a term means? Simply hover your cursor over the term for a definition
- When estimating weights, always estimate high
- **Your goal:** Make sure the total estimated payload weight is lower than the vehicle maximum payload rating; the Gross Vehicle Weight Rating (GVWR) and Gross Combination Weight Rating (GCWR) must also be greater than the estimates
- **Practice with the Worksheet** by completing the “Let’s Try It!” sample on page 3

Find **Engine** and **Rear Axle** on window label for use with *RV & Trailer Towing Guide* in determining GCWR and Max. Trailer Weight Rating.

TRAILER TOWING CAPABILITY CALCULATOR

Use this worksheet when recommending a truck that's in stock. This worksheet calculates several fields automatically. Just input the requested values and print the results. (Hover over underlined terms for a definition.)

Step 1: Ask about what's being towed.

- Remember to include everything that goes on/in the trailer
- Select conventional or 5th-wheel/gooseneck. This will affect tongue weight below

Calculate Total Trailer Weight

- A** Unloaded Trailer Weight: _____ lbs.
- B** Trailer Contents Weight: _____ lbs.
- Total Trailer Weight: _____ lbs.
- ☐ Conventional Hitch?
- ☐ 5th-Wheel/Gooseneck Hitch?

Step 2: Ask about what's being carried.

- Remember to include everything that goes in the truck. **NOTE:** Tongue weight and hitch weight are part of payload weight
- If you're only calculating payload, only complete Step 2 and Step 3
- If answer to question is "No" then select a truck with larger Max. Payload Rating

Calculate Payload Weight

- C** Cargo Weight: _____ lbs.
- D** People Weight: _____ lbs.
- Trailer Tongue Weight: _____ lbs.
- E** Hitch Weight: _____ lbs.
- Total Expected Payload: _____ lbs.
- F** Max. Payload Rating: _____ lbs.
- Is Expected Payload **LESS** than Max. Payload Rating? ☐ Yes ☐ No

Step 3: Determine if the truck's Gross Vehicle Weight Rating (GVWR) is large enough.

- Input GVWR from truck door label
- If answer to question is "No" then select a truck with a larger GVWR

Calculate GVW

- G** GVWR: _____ lbs.
- As-built Curb Weight: _____ lbs.
- Total Expected Payload: _____ lbs.
- GVW: _____ lbs.
- Is GVW **LESS** than GVWR? ☐ Yes ☐ No

Step 4: Determine if the truck's Gross Combination Weight Rating (GCWR) is large enough.

- If answer to question is "No" then select a truck with a larger GCWR

Calculate GCW

- GVW: _____ lbs.
- Subtract Tongue Weight: _____ lbs.
- Adjusted GVW: _____ lbs.
- Total Trailer Weight: _____ lbs.
- GCW: _____ lbs.
- H** GCWR: _____ lbs.
- Is GCW **LESS** than GCWR? ☐ Yes ☐ No



2023 F-150 PLATINUM SUPERCREW 4X4 SHOWN



2023 SUPER DUTY F-350 LARIAT CREW CAB DRW SHOWN

LET'S TRY IT!



Your Task: Use the Calculator on page 2 to gain practice and confidence in recommending a new truck. Simply type in the specifications listed below and let the calculator work its magic. Does the selected vehicle meet the customer's needs? Or is a truck with greater capabilities needed? Keep in mind, all three weight calculations should be lower than the Ford-provided payload, GVW and GCWR ratings to operate properly.

NOTE: Example uses 2023 truck data and does not reflect the trucks shown above.

DETERMINE THE CORRECT TRUCK

The owner of a small lawn care business needs a new pickup truck. They know they want a V8 engine and the Trailer Tow Package. They're trying to decide between these two trucks:

- 2023 F-150 SuperCrew 4x2 with a 6.5-foot box and the 5.0L PFDI V8
- 2023 Super Duty F-250 Crew Cab 4x2 with a 6.75-foot box and the 6.8L PFI V8

Here's what you learn about the customer towing and payload needs:

- The trailer they use weighs 1,650 lbs., and they tow the trailer conventionally
- The equipment carried in the trailer weighs up to 1,400 lbs.
- They often carry up to 1,600 lbs. in the cargo bed
- The work crew usually consists of a driver and 4 workers, each weighing about 200 lbs., for a total people weight of 1,000 lbs.
- The hitch weight is about 20 lbs.

Remember, payload and towing capability varies by vehicle. That's why it's important to use the doorjamb labels for the two trucks on your lot, plus the 2023 *RV & Trailer Towing Guide*, to determine the maximum ratings:

- | | |
|---|--|
| <ul style="list-style-type: none"> • 2023 F-150 SuperCrew 4x2 with a 6.5-foot box, 5.0L PFDI V8 and 3.31 axle ratio <ul style="list-style-type: none"> – Maximum payload weight rating: 2,225 lbs. (from door label) – GVWR: 6,950 lbs. (from door label) – GCWR: 14,800 lbs. (from <i>RV & Trailer Towing Guide</i> with axle ratio from window label) | <ul style="list-style-type: none"> • 2023 Super Duty F-250 Crew Cab 4x2 with a 6.75-foot box, 6.8L PFI V8 and 3.73 axle ratio <ul style="list-style-type: none"> – Maximum payload weight rating: 3,959 lbs. (from door label) – GVWR: 10,000 lbs. (from door label) – GCWR: 21,000 lbs. (from <i>RV & Trailer Towing Guide</i> with axle ratio from window label) |
|---|--|

CAPABILITY NOTE:: Maximum payload and towing capabilities are for properly equipped base vehicles with required equipment and a 150-lb. driver, and vary based on cargo, vehicle configuration, accessories and number of passengers. See label on doorjamb for carrying capacity of a specific vehicle.



Your Task: Which of the two vehicles provides the capabilities the customer needs for their lawn care business?

Answer: The F-150 will **not provide** enough payload capability for Step 2, since the estimated payload need is heavier than the truck's Maximum Payload Weight Rating. The Super Duty F-250 would have the capability necessary, with a maximum payload weight rating, GVWR and GCWR that are greater than the customer's stated needs.



**Retailer Education
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