



LINCOLN

2017 RV & TRAILER **Towing Guide**





OUTSTANDING TOWING CAPABILITY.

Make no mistake, 2017 Ford Pickups and Chassis Cabs are the real leaders – pulling the heaviest trailers in their classes. In fact, when properly equipped, the Super Duty® can handle conventional trailers up to 21,000 pounds, 5th-wheel trailers up to 27,500 pounds and gooseneck trailers up to 32,500 pounds.

Decades of RV and towing experience in every configuration.

Ford RV and trailer towing products continue to provide a winning combination; high-quality, reliability and high-performance and are backed by decades of RV and towing experience.

SAE Towing Standard

The Society of Automotive Engineers (SAE) testing standard J2807 defines procedures and requirements to determine gross combined weight ratings (GCWR) and to calculate the trailer weight rating (TWR) for any tow vehicle. This standard establishes minimum performance conditions to allow for consistent comparisons between similar class vehicles. Ford will apply the SAE standard to all new vehicles. Ford began applying the standard on the 2013 Fusion and Escape models. Other vehicles meeting this standard include Transit Connect and Flex (starting with 2014), Mustang, Transit, F-150, Edge (starting with 2015), Lincoln MKX (starting with 2016), and Super Duty Pickup/Chassis Cab and Continental (starting with 2017).

CONTENTS

| | |
|--|----|
| Pickups/Chassis Cabs | 3 |
| Class A Motorhome Chassis | 7 |
| Commercial Stripped Chassis | 8 |
| Class C Motorhome Chassis | 9 |
| Transit Class C Chassis | 10 |
| Slide-In Campers | 11 |
| Four-Wheel-Down Towing | 13 |
| Dolly-Towing | 14 |
| Frontal Area Considerations and Trailer Towing Equipment | 15 |
| Maximum Trailer Weights and Towing Equipment/Packages | 16 |
| Trailer Towing Selector | |
| F-150 Pickup | 18 |
| F-250 SRW Super Duty Pickup | 20 |
| F-350 SRW Super Duty Pickup | 22 |
| F-350/F-450 DRW Super Duty Pickups | 24 |
| F-350/F-450/F-550 Super Duty Chassis Cabs | 25 |
| F-650/F-750 Super Duty, Class A Motorhome Chassis, Commercial Stripped Chassis and E-Series Cutaway/Stripped Chassis | 26 |
| Transit | 27 |
| Expedition, Explorer, and Escape | 28 |
| Edge, Flex, Transit Connect, Mustang, Taurus, and Fusion | 29 |
| Navigator, MKC, Lincoln MKX, MKT, Continental, and MKZ | 30 |
| Know Before You Tow | 31 |
| Accessories | 38 |
| Towing Safely for All Vehicles | 39 |

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

F-150 TOUGH MEETS SMART.

F-150 Towing Features Highlights

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

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

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

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

BLIS® (Blind Spot Information System) – cross traffic alert and trailer tow monitoring alerts the driver if something is in the trailer's blind spot

Built Ford Tough® is taken to a new level. The 2017 F-150 combines a **high-strength steel frame** with a **high-strength, military-grade, aluminum-alloy body**...combining the best of both materials for the toughness only Ford can deliver for outstanding towing and handling. The staggered rear outboard shocks help provide additional driving stability. Exceptional space, power and towing capacity make F-150 the preferred choice for towing and hauling.

Features include an available integrated trailer brake controller, trailer tow mirrors and 360-degree camera system that provides a view of all four sides of the vehicle. The New **BLIS® (Blind Spot Information System)** with cross traffic alert and trailer tow monitoring alerts the driver if something is in the trailer's blind spot. The Dynamic Hitch Assist enhancement to the optional rear camera enables easier hitching by helping to line up the truck and trailer without requiring a spotter or having to get out of the vehicle. And the available **Pro Trailer Backup Assist™** improves driver confidence by letting the driver steer the trailer instinctively as they control the accelerator and brakes, while the truck takes care of the rest.

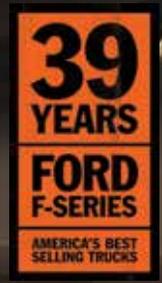
Exceptional Productivity.

Towing Capability
12,200 pounds

Payload Capacity
3,270 pounds⁽¹⁾

Cargo Box Volume
77.4 cu. ft.

(1) Best-in-class payload when properly equipped.



Game-Changing Engine Performance – Outstanding Capability.

The impressive F-150 engine lineup has been extensively tested to meet high-durability and reliability standards. An all-new 10-speed transmission is paired with the second generation 3.5L EcoBoost® engine for improved fuel efficiency while still maintaining best-in-class towing performance. Pick the engine that best fits your towing needs.

| Engine | HP @ rpm | Torque @ rpm | Maximum Towing (lbs.) | Maximum Payload (lbs.) |
|-------------------|-------------|---------------------|-----------------------|------------------------|
| 3.5L Ti-VCT V6 | 282 @ 6,250 | 253 lb.-ft. @ 4,250 | 7,600 | 1,910 |
| 2.7L EcoBoost® V6 | 325 @ 5,750 | 375 lb.-ft. @ 3,000 | 8,500 | 2,210 |
| 3.5L EcoBoost® V6 | 375 @ 5,000 | 470 lb.-ft. @ 2,500 | 12,200 | 3,220 |
| 5.0L Ti-VCT V8 | 385 @ 5,750 | 387 lb.-ft. @ 3,850 | 11,000 | 3,270 |

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

SUPER DUTY® PICKUPS

A NEW LEVEL OF TOUGHNESS.



HORSEPOWER
440 hp @ 2,800 rpm⁽¹⁾

TORQUE
925 lb.-ft. @ 1,800 rpm⁽¹⁾

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

5TH-WHEEL TOWING
up to 27,500 lbs.⁽²⁾

GOOSENECK TOWING
up to 32,500 lbs.⁽²⁾

PAYLOAD
up to 7,630 lbs.⁽³⁾

Within the toughest industries, people who do the work count on the Ford F-Series Super Duty. For 2017, Super Duty sits on the strongest frame ever, made with 95% high-strength steel and the toughest body ever, made from high-strength, military-grade, aluminum-alloy. Material innovation, advanced technology and brute strength, it all adds up to tough-as-nails work capability on any job site.

POWERFUL ENGINE CHOICES.

6.7L V8 Turbo – the diesel leader

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

Rule the class with 6.2L 2-valve V8 gas
Ease your heavy-duty workload with lots of low-rpm torque. The gas engine's stiff SOHC valvetrain with roller-rocker shafts enables an intake- and

exhaust-port layout that optimizes airflow, helping it produce plenty of torque down low.

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

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

(1) 6.7L Power Stroke® V8 Turbo Diesel.

(2) Maximum capacity when properly equipped. See your Ford dealer for specific equipment requirements and other limitations.

(3) F-350 DRW Regular Cab 4x2.

DRIVER ASSIST AND SMART TECHNOLOGY

Trailer Sway Control

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

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

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

Trailer Brake Controller (TBC)⁽⁵⁾

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

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

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

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

Fully integrated into the truck's brake system

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

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

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

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

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

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

Standard Hill Start Assist

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

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

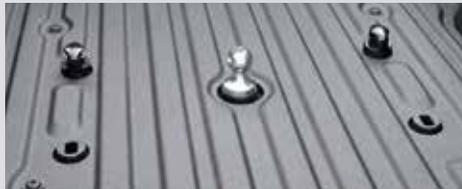
Smart Trailer Tow Connector

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

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

Included in all optional towing packages

5th-Wheel/Gooseneck Prep Package



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

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

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

Trailer Reverse Guidance



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

Included with the optional Ultimate Trailer Tow Camera System

⁽⁴⁾ Remember that even advanced technology cannot overcome the laws of physics. It's always possible to lose control of a vehicle due to inappropriate driver input for the conditions.

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

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

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

Ultimate Trailer Tow Camera System

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



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

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

Dynamic Hitch Assist

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

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

Helps better position the truck with a trailer coupler

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

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

Tow Technology Bundle

Available on Lariat and King Ranch

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

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

SUPER DUTY® Chassis Cabs

The all-new 2017 Super Duty Chassis Cab F-350/F-450/F-550s are the toughest, smartest, most capable Super Duty Chassis Cabs ever. They reinforce the tradition of F-Series toughness and continue to handle the most hard-line towing jobs and aggressive payloads. The purpose-built Ford powertrains help deliver excellent performance and torque. With a maximum towing capability of 31,800 lbs. for 5th-wheel trailers and 18,500 lbs. for conventional trailers, Super Duty is designed to conquer even the most challenging jobs.



THE FUTURE OF HEAVY- DUTY TRUCKS.

Powerful Ford 6.8L 3V SOHC V10.

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

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

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

CNG/Propane Gaseous Engine Prep Package Available on F-350 with 6.2L V8 Gas Engine; Standard on 6.8L V10 Gas Engine.



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.

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



FORD POWER AND STRENGTH.

Class A Motorhome Chassis Features

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

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

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

6.8L 3-valve SOHC V10 gas engine (320 hp/460 lb.-ft. of torque)

TorqShift® 6-speed automatic transmission with tow/haul mode

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

19.5-inch wheels and tires

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

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

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

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

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

Additional Features

High-capacity front axle system

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

80-gallon fuel tank, aft axle

Heavy-duty Sachs shock absorbers

Air conditioning prep package

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



ENGINEERED FOR BUSINESS.

Commercial Stripped Chassis Features

Five wheelbase choices:
158/168/178/190/208-inch

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

Two Gross Combination Weight Ratings (GCWRs): 23,000/26,000 lbs. (7,000 lbs. maximum trailer weight at 16,000-lb. GVWR)

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

6.8L 3-valve SOHC V10 gas engine (320 hp/460 lb.-ft. of torque)

TorqShift® 6-speed automatic transmission with tow/haul mode

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

19.5-inch wheels and tires

40-gallon fuel tank capacity aft of axle

Heavy-duty Sachs shock absorbers

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

Low load floor height for ease of cargo loading

Front and rear stabilizer bars

Driver's steering column positioned for easy ingress and egress

Additional Features

168-inch wheelbase only available with Parcel Delivery Package

Galvanized frame available on 208-inch wheelbase with 22,000-lb. GVWR

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



M 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.

IMPRESSIVE CLASS C MOTORHOME CHASSIS.



E-Series Class C Motorhome Chassis Features

Three wheelbase choices: 138/158/176-inch

Up to 14,500 lbs. GVWR and 22,000 lbs. GCWR⁽¹⁾

Powerful 6.8L 2-valve SOHC V10 engines

TorqShift® 6-speed automatic transmission with tow/haul mode

97,500-mile scheduled tune-up interval⁽²⁾

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

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

Driver and front passenger airbags⁽³⁾

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

Available CNG/Propane Gaseous Engine Prep Package⁽⁴⁾

Available Integrated Trailer Brake Controller (TBC)

Steel ladder-type truck frame with seven cross members

40-gallon fuel tank (E-350; optional on E-450); 55-gallon fuel tank (E-450; optional on E-350 DRW with 11,500- or 12,500-lb. GVWR)

Van-like driver position with ergonomic instrument panel and controls

⁽¹⁾ 22,000-lb. GCWR requires electrical connector heat shield on all E-450 Cutaways.

⁽²⁾ Under normal driving conditions with routine fluid/filter changes.

⁽³⁾ Always wear your safety belt.

⁽⁴⁾ See your Ford dealer for details.

MOTORHOME Customer Care.

Customer Assistance Center

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

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

In-Dealership Service Support

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



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



TRANSIT CLASS C

Transit Class C Motorhome Chassis Features

Three wheelbase choices: 138/156/178-inch

Up to 10,360 lbs. GVWR and 13,500 lbs. GCWR

Two engine choices: 3.7L Ti-VCT V6 gas and 3.2L I5 diesel

6-speed automatic transmission with SelectShift®

Driver and front passenger airbags⁽¹⁾

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

AdvanceTrac® with Roll Stability Control™ (RSC®)

Independent MacPherson strut front suspension and stabilizer bar

Leaf spring rear suspension with heavy-duty shock absorbers

Available Trailer Brake Controller (TBC)

Available tow/haul mode with Trailer Wiring Provisions

25-gallon fuel tank capacity

Frame rail extension adapters

(1) Always wear your safety belt.





F-SERIES PICKUP

SLIDE-IN CAMPERS

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.

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

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

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

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

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

17" silver steel heavy-duty wheels (XL)

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

Upgraded springs and auxiliary transmission oil cooler

9.75" gear set with 3.73 electronic-locking rear axle

36-gallon fuel tank

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

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

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

Rear stabilizer bar (SRW)

Rear auxiliary springs (F-250)

Slide-in camper certification

F-SERIES PICKUP/CAMPER COMBINATION SELECTOR

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

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

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

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

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

If you intend to pull a trailer in addition to carrying your camper, see the F-Series Pickup Trailer Towing Selector charts on pages 18–20, 22 and 24.

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.

MAXIMUM CARGO WEIGHT WITH SLIDE-IN CAMPER

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

| Model | Wheelbase | GVWR (lbs.) | | | | Maximum Cargo Weight Rating (lbs.) | | | |
|-----------------------------|-----------|-------------|-------|---------|---------|------------------------------------|-----------|-----------------|-----------------|
| | | 3.5L GTDI | 5.0L | 6.2L | 6.7L | 3.5L GTDI Std. | 5.0L Std. | 6.2L Std./Opt.† | 6.7L Std./Opt.† |
| F-150 (1) | | | | | | | | | |
| 4x2 Reg. Cab(2) | 141.1" | 7,600 | 7,600 | - | - | 2,588 | 2,642 | - / - | - / - |
| 4x2 SuperCab(2) | 163.7" | 7,600 | 7,600 | - | - | 1,841 | 1,884 | - / - | - / - |
| 4x2 SuperCrew(2) | 156.8" | 7,600 | 7,600 | - | - | 1,793 | 1,834 | - / - | - / - |
| 4x4 Reg. Cab(2) | 141.1" | 7,600 | 7,600 | - | - | 2,374 | 2,409 | - / - | - / - |
| 4x4 SuperCab(2) | 163.7" | 7,600 | 7,600 | - | - | 1,601 | 1,639 | - / - | - / - |
| 4x4 SuperCrew(2) | 156.8" | 7,600 | 7,600 | - | - | 1,551 | 1,585 | - / - | - / - |
| 4x2 Reg. Cab(3) | 141.1" | 7,850 | 7,850 | - | - | 2,820 | 2,874 | - / - | - / - |
| 4x2 SuperCab(3) | 163.7" | 7,850 | 7,850 | - | - | 2,073 | 2,116 | - / - | - / - |
| 4x2 SuperCrew(3) | 156.8" | 7,850 | 7,850 | - | - | 2,025 | 2,066 | - / - | - / - |
| 4x4 Reg. Cab(3) | 141.1" | 7,850 | 7,850 | - | - | 2,587 | 2,641 | - / - | - / - |
| 4x4 SuperCab(3) | 163.7" | 7,850 | 7,850 | - | - | 1,833 | 1,871 | - / - | - / - |
| 4x4 SuperCrew(3) | 156.8" | 7,850 | 7,850 | - | - | 1,783 | 1,817 | - / - | - / - |
| F-250 Super Duty (1) | | | | | | | | | |
| 4x2 Reg. Cab | 141.6" | - | - | 9,950 | 10,000 | - | - | 3,817/ - | 3,061/ - |
| 4x2 SuperCab | 148.0" | - | - | 10,000 | 10,000 | - | - | 3,168/ - | 2,353/ - |
| 4x2 SuperCab | 164.2" | - | - | 10,000 | 10,000 | - | - | 3,073/ - | 2,282/ - |
| 4x2 Crew Cab | 159.8" | - | - | 10,000 | 10,000 | - | - | 3,048/ - | 2,249/ - |
| 4x2 Crew Cab | 176.0" | - | - | 10,000 | 10,000 | - | - | 2,809/ - | 1,996/ - |
| 4x4 Reg. Cab | 141.6" | - | - | 10,000 | 10,000 | - | - | 3,444/ - | 2,665/ - |
| 4x4 SuperCab | 148.0" | - | - | 10,000 | 10,000 | - | - | 2,728/ - | 1,994/ - |
| 4x4 SuperCab | 164.2" | - | - | 10,000 | 10,000 | - | - | 2,659/ - | 1,863/ - |
| 4x4 Crew Cab | 159.8" | - | - | 10,000 | 10,000 | - | - | 2,622/ - | 1,836/ - |
| 4x4 Crew Cab | 176.0" | - | - | 10,000 | 10,000 | - | - | 2,405/ - | 1,606/ - |
| F-350 Super Duty (1) | | | | | | | | | |
| 4x2 SRW Reg. Cab(2) | 141.6" | - | - | 10,000 | 10,600* | - | - | 3,641/ - | 3,497/2,897 |
| 4x2 SRW SuperCab(2) | 148.0" | - | - | 10,000 | 10,800* | - | - | 2,979/ - | 3,048/2,248 |
| 4x2 SRW SuperCab(2) | 164.2" | - | - | 10,300* | 11,000* | - | - | 3,159/2,859 | 3,111/2,111 |
| 4x2 SRW Crew Cab(2) | 159.8" | - | - | 10,100* | 10,900* | - | - | 2,921/2,821 | 2,967/2,067 |
| 4x2 SRW Crew Cab(2) | 176.0" | - | - | 10,500* | 11,100* | - | - | 3,084/2,584 | 2,940/1,840 |
| 4x2 SRW Reg. Cab(3) | 141.6" | - | - | 10,400 | 11,100 | - | - | 3,983/ - | 3,940/ - |
| 4x2 SRW SuperCab(3) | 148.0" | - | - | 10,500 | 11,200 | - | - | 3,421/ - | 3,391/ - |
| 4x2 SRW SuperCab(3) | 164.2" | - | - | 10,800 | 11,500 | - | - | 3,602/ - | 3,553/ - |
| 4x2 SRW SuperCab(3) | 164.2" | - | - | - | 11,400 | - | - | - / - | 3,453/ - |
| 4x2 SRW Crew Cab(3) | 159.8" | - | - | 10,600 | 11,300 | - | - | 3,364/ - | 3,310/ - |
| 4x2 SRW Crew Cab(3) | 176.0" | - | - | 10,900 | 11,500 | - | - | 3,427/ - | 3,283/ - |
| 4x2 SRW Crew Cab(3) | 176.0" | - | - | - | 11,400 | - | - | - / - | 3,183/ - |
| 4x2 DRW Reg. Cab | 141.6" | - | - | 14,000 | 14,000 | - | - | 7,244/ - | 6,473/ - |
| 4x2 DRW SuperCab | 164.2" | - | - | 14,000 | 14,000 | - | - | 6,371/ - | 5,637/ - |
| 4x2 DRW Crew Cab | 176.0" | - | - | 14,000 | 14,000 | - | - | 6,127/ - | 5,406/ - |
| 4x4 SRW Reg. Cab(2) | 141.6" | - | - | 10,300* | 11,000* | - | - | 3,515/3,215 | 3,480/2,480 |
| 4x4 SRW SuperCab(2) | 148.0" | - | - | 10,400* | 11,100* | - | - | 2,957/2,557 | 2,932/1,832 |
| 4x4 SRW SuperCab(2) | 164.2" | - | - | 10,700* | 11,300* | - | - | 3,148/2,448 | 3,005/1,705 |
| 4x4 SRW Crew Cab(2) | 159.8" | - | - | 10,500* | 11,200* | - | - | 2,907/2,407 | 2,863/1,663 |
| 4x4 SRW Crew Cab(2) | 176.0" | - | - | 10,800* | 11,500* | - | - | 2,974/2,174 | 2,923/1,423 |
| 4x4 SRW Reg. Cab(3) | 141.6" | - | - | 10,800 | 11,500 | - | - | 3,958/ - | 3,923/ - |
| 4x4 SRW Reg. Cab(4) | 141.6" | - | - | 11,300 | 11,500 | - | - | 4,453/ - | 3,918/ - |
| 4x4 SRW Reg. Cab(4) | 141.6" | - | - | - | 11,400 | - | - | - / - | 3,818/ - |
| 4x4 SRW SuperCab(3) | 148.0" | - | - | 10,800 | 11,500 | - | - | 3,300/ - | 3,274/ - |
| 4x4 SRW SuperCab(4) | 148.0" | - | - | 11,300 | 11,500 | - | - | 3,795/ - | 3,270/ - |
| 4x4 SRW SuperCab(4) | 148.0" | - | - | - | 11,400 | - | - | - / - | 3,170/ - |
| 4x4 SRW SuperCab(3) | 164.2" | - | - | 11,200 | 11,500 | - | - | 3,591/ - | 3,148/ - |
| 4x4 SRW SuperCab(4) | 164.2" | - | - | 11,500 | 11,500 | - | - | 3,886/ - | 3,143/ - |
| 4x4 SRW SuperCab(4) | 164.2" | - | - | 11,400 | 11,400 | - | - | 3,786/ - | 3,043/ - |
| 4x4 SRW Crew Cab(3) | 159.8" | - | - | 10,900 | 11,500 | - | - | 3,250/ - | 3,106/ - |
| 4x4 SRW Crew Cab(4) | 159.8" | - | - | 11,300 | 11,500 | - | - | 3,645/ - | 3,101/ - |
| 4x4 SRW Crew Cab(3) | 159.8" | - | - | 11,300 | 11,500 | - | - | 3,416/ - | 2,866/ - |
| 4x4 SRW Crew Cab(4) | 159.8" | - | - | - | 11,400 | - | - | - / - | 3,001/ - |
| 4x4 SRW Crew Cab(4) | 176.0" | - | - | 11,500 | 11,500 | - | - | 3,611/ - | 2,861/ - |
| 4x4 SRW Crew Cab(4) | 176.0" | - | - | 11,400 | 11,400 | - | - | 3,511/ - | 2,761/ - |
| 4x4 DRW Reg. Cab | 141.6" | - | - | 14,000 | 14,000 | - | - | 6,785/ - | 6,063/ - |
| 4x4 DRW SuperCab | 164.2" | - | - | 14,000 | 14,000 | - | - | 5,953/ - | 5,235/ - |
| 4x4 DRW Crew Cab | 176.0" | - | - | 14,000 | 14,000 | - | - | 5,721/ - | 5,003/ - |
| F-450 Super Duty (1) | | | | | | | | | |
| 4x4 DRW Crew Cab | 176.0" | - | - | - | 14,000 | - | - | - / - | 4,510/ - |

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

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

4 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 31 and 39 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.

If your vehicle configuration is not listed in the chart at right, then Four-Wheel-Down towing is not available.

FOUR-WHEEL-DOWN AVAILABILITY

| 2017 Cars | Manual Transmission | Automatic Transmission |
|--|---------------------|------------------------|
| Fiesta (all except ST) | Yes (1) | Yes (1)(2)(11) |
| Focus 2.0L (except ST) | Yes (1) | Yes (1)(2)(11) |
| Fusion Hybrid | N/A | Yes (7)(10) |
| Fusion Energi | N/A | Yes (7)(10) |
| MKZ 3.0L GTDI | N/A | Yes (3)(4)(5)(8) |
| MKZ Hybrid | N/A | Yes (7)(8)(10) |
| Fusion 2.7L EcoBoost® (AWD) | N/A | Yes (3)(4)(5)(8) |
| Taurus 3.5L/3.5L EcoBoost® (FWD/AWD) | N/A | Yes (3)(4)(5) |
| Continental 3.0L GTDI | N/A | Yes (3)(4)(5)(8) |
| 2017 Crossovers | | |
| C-MAX Hybrid/C-MAX Energi | N/A | Yes (7)(10) |
| Flex 3.5L/MKT 3.7L (FWD/AWD) | N/A | Yes (3)(4)(5)(11) |
| Flex/MKT 3.5L EcoBoost® (AWD) | N/A | Yes (3)(4)(5)(11) |
| Edge 3.5L/2.7L EcoBoost® (FWD/AWD) | N/A | Yes (3)(4)(5)(11) |
| MKX 3.7L /2.7L GTDI (FWD/AWD) | N/A | Yes (3)(4)(5)(8) |
| 2017 SUVs and Trucks | | |
| Explorer 3.5L (FWD/AWD) | N/A | Yes (3)(4)(5)(11) |
| Explorer 3.5L EcoBoost® (AWD) | N/A | Yes (3)(4)(5)(11) |
| Expedition 4x4 | N/A | Yes (9) |
| F-150 4x4 | N/A | Yes (9) |
| F-250/F-350/F-450/F-550 Super Duty 4x4 | N/A | Yes (6) |

- (1) Maximum speed is 70 mph.
- (2) Transmission must be in neutral during four-wheel-down towing (ignition must be "ON" before shifting into neutral, see Owner's Manual).
- (3) All-wheel-drive/Intelligent 4WD vehicles cannot be towed on a dolly.
- (4) Maximum speed with automatic transmission is 65 mph.
- (5) Start the engine and allow it to run for five (5) minutes at the beginning of each day and every six (6) hours thereafter.
- (6) For Electronic Shift-On-The-Fly transfer case vehicles, place transmission in neutral position and both front hub locks in AUTO position. Engage the four-wheel-down towing feature (Neutral Tow Mode) by placing your foot on the brake and shift between 2H and 4L, 5 times within 10 seconds – refer to Owner's Manual. For manual shift transfer case vehicles, transmission in neutral, manual transfer case shifted into neutral, both front hub locks in FREE position – refer to Owner's Manual. Not for use on 4x2 vehicles.
- (7) Maximum speed with hybrid transmission is 70 mph.
- (8) Select "Neutral Tow" mode – refer to Owner's Manual.
- (9) Place the transfer case and transmission in the neutral position and engage the four-wheel-down towing feature. See Owner's Manual.
- (10) Start the engine and allow it to run for one (1) minute at the beginning of each day and every six (6) hours thereafter.
- (11) Disconnect the negative (black) cable from the battery.

REVISED 10.18.16



TOW-DOLLY FLEXIBLE.

DOLLY-TOW AVAILABILITY

| 2017 Ford Vehicles | FWD | RWD | AWD/4WD |
|-----------------------------------|-----|-----|---------|
| Fiesta/Fiesta ST | Yes | N/A | N/A |
| Focus/Focus ST | Yes | N/A | N/A |
| Focus RS | N/A | N/A | No |
| Focus Electric | Yes | N/A | N/A |
| Mustang | N/A | No | N/A |
| Fusion | Yes | N/A | No |
| Fusion Hybrid | Yes | N/A | N/A |
| Fusion Energi | Yes | N/A | N/A |
| Taurus | Yes | N/A | No |
| Transit Connect | Yes | N/A | N/A |
| C-MAX Hybrid | Yes | N/A | N/A |
| C-MAX Energi | Yes | N/A | N/A |
| Edge | Yes | N/A | No |
| Flex | Yes | N/A | No |
| Escape | Yes | N/A | No |
| Explorer | Yes | N/A | No |
| Expedition | N/A | No | No |
| F-150 | N/A | No | No |
| Super Duty Pickup/Chassis Cab | N/A | No | No |
| E-Series Cutaway/Stripped Chassis | N/A | No | N/A |
| Transit | N/A | No | N/A |

2017 Lincoln Vehicles

| | | | |
|-------------|-----|-----|-----|
| Continental | Yes | N/A | No |
| MKT | Yes | N/A | No |
| Lincoln MKX | Yes | N/A | No |
| MKC | Yes | N/A | No |
| MKZ | Yes | N/A | No |
| MKZ Hybrid | Yes | N/A | N/A |
| Navigator | N/A | No | No |

N/A – Not applicable.

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

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

FRONTAL AREA CONSIDERATIONS

Frontal Area

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

| Vehicle Line | Frontal Area Limitations/ Considerations | With |
|------------------------------------|--|---|
| Transit Connect | 20 sq. ft. | All Applications |
| Mustang | 12 sq. ft. | All Applications |
| Taurus | 12 sq. ft. | All Applications Except Taurus SHO |
| Continental | 12 sq. ft. | All Applications |
| MKZ | 12 sq. ft. | All Applications Except Hybrid |
| Fusion | 12 sq. ft. | 2.5L I4 Engine and 1.5L EcoBoost® I4 Engine |
| | 20 sq. ft. | 2.0L EcoBoost® I4 Engine and 2.7L EcoBoost® V6 Engine |
| Edge/Lincoln MKX | Base Vehicle Frontal Area (20 sq. ft.) | Without Class II Trailer Tow Package |
| | 30 sq. ft. | With Class II Trailer Tow Package |
| Escape/MKC | Base Vehicle Frontal Area (20 sq. ft.) | Without Class II Trailer Tow Package |
| | 30 sq. ft. | With Class II Trailer Tow Package |
| Flex/MKT | Base Vehicle Frontal Area (20 sq. ft.) | Without Class III Trailer Tow Package |
| | 40 sq. ft. | With Class III Trailer Tow Package |
| Explorer | Base Vehicle Frontal Area (20 sq. ft.) | Without Class II or Class III Trailer Tow Package |
| | 30 sq. ft. | With Class II Trailer Tow Package |
| | 40 sq. ft. | With Class III Trailer Tow Package |
| Expedition/Navigator | Base Vehicle Frontal Area (36 sq. ft.) | Without Heavy-Duty Trailer Tow Package |
| | 60 sq. ft. | With Heavy-Duty Trailer Tow Package |
| E-Series Cutaway | 60 sq. ft. | All Applications |
| Transit | 55 sq. ft. | All Applications |
| F-150 | Base Vehicle Frontal Area (36.6 sq. ft.) | Without Trailer Tow Package or Payload Package |
| | 55 sq. ft. | Any Powertrain with Trailer Towing Package or Payload Package and Trailer Towing Ratings Between 5,001 and 7,700 lbs. |
| | 60 sq. ft. | Any Powertrain with Trailer Towing Package or Payload Package and Trailer Towing Ratings 7,701 lbs. and Greater |
| | 75 sq. ft. | All 5th-Wheel and Gooseneck Applications with Any Powertrain with Trailer Towing Package or Payload Package |
| F-250/F-350/F-450/F-550 Super Duty | 75 sq. ft. | All 5th-Wheel and Gooseneck Applications |
| | 60 sq. ft. | All Other Applications |

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

TOWING EQUIPMENT.

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

REQUIRED Equipment

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

Transit Connect

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

Edge

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

Lincoln MKX

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

Escape/MKC

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

Explorer

For trailers over 2,000 pounds and under 3,000 pounds with 2.3L EcoBoost® engine – Class II Trailer Tow Package

For trailers over 2,000 pounds and under 5,000 pounds with 3.5L and 3.5L EcoBoost® V6 engines – Class III Trailer Tow Package

Flex/MKT

For trailers over 2,000 pounds – Class III Trailer Tow Package

Expedition

For trailers over 6,600 pounds – Heavy-Duty Trailer Tow Package

Transit Van and Wagon

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

F-150

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

F-450/F-550 Chassis Cab

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

RECOMMENDED Equipment (where not required)

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

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

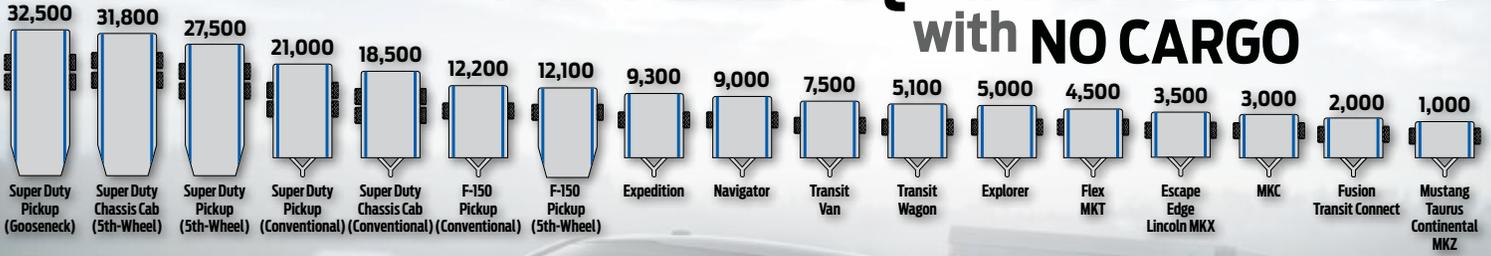
For a listing of all CUV/SUV/truck standard and optional towing equipment, see chart on the next page.

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



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.

MAXIMUM TRAILER WEIGHTS in pounds for PROPERLY EQUIPPED VEHICLES with NO CARGO



CUV/SUV/TRUCK TOWING EQUIPMENT & TRAILER TOWING PACKAGES

| Model (Option Code) | Transit Connect Van/Wagon (53T) | Edge/Lincoln MKX (53G) | Flex/MKT (53G) | Escape/MKC (536) ⁽¹⁾ | Explorer (52R) ⁽¹¹⁾ | Explorer (52T) ⁽¹²⁾ | Expedition/Navigator (Std.) | Expedition (536) | Transit Van/Wagon (53B) | F-150 (Std.) | F-150 (53B) | F-150 (53A) | F-150 (53C) | F-250/F-350/F-450 Super Duty Pickup (Standard) | F-250 Super Duty Pickup ⁽⁹⁾ (535) | F-350/F-450/F-550 Super Duty Chassis Cab (Standard) | F-350/F-450/F-550 Super Duty Chassis Cab (531) ⁽³⁾ | F-450/F-550 Super Duty Chassis Cab (535) |
|--|---------------------------------|------------------------|----------------|---------------------------------|--------------------------------|--------------------------------|-----------------------------|------------------|-------------------------|--------------|-------------|-------------|-------------|--|--|---|---|--|
| 7-Wire Harness & 4-/7-Pin Connector | - | - | X | - | - | X | - / X | X | X(2) | - | X | X | X | X | (Std.) | - | - | - |
| 7-Wire Harness (Blunt Cut) with Relays | - | - | - | - | - | - | - / - | - | - | - | - | - | - | - | - | X | (Std.) | (Std.) |
| Trailer Wiring Harness (4-Pin) | X | X | - | X | X | - | X / - | - | X | - | - | - | - | - | - | - | - | - |
| Trailer Wiring Provision | - | - | - | - | - | - | - / - | - | X | - | - | - | - | - | - | - | - | - |
| Hitch Receiver (See chart on page 34) | X | X | X | X | X | X | X / X | (Std.) | X | - | X | X | X | X | (Std.) | - | - | - |
| Aux. Auto Trans. Oil Cooler | - | - | - | - | - | - | - / X | X | - | - | - | X | X | - | - | - | - | - |
| Upgraded Cooling Fans | - | X | - | - | - | - | - / - | - | - | - | - | - | - | - | - | - | - | - |
| Radiator Upgrade | - | X | - | - | - | - | - / X | X | - | - | - | - | - | - | - | - | - | - |
| Smart Trailer Tow Connector | - | - | - | - | - | - | - / - | - | - | - | X | X | X | X(8) | - | - | - | - |
| Upgraded Front Stabilizer Bar | - | - | - | - | - | - | - / - | - | - | - | - | X | X | - | - | - | - | - |
| Trailer Brake Wiring/Feed Kit | - | - | - | - | - | - | - / - | - | - | - | - | - | - | X(4) | - | - | X | X(3) |
| Max Front Springs | - | - | - | - | - | - | - / - | - | - | - | - | - | - | - | X | - | - | - |
| Aluminum Wheels | - | - | - | - | - | - | - / - | - | - | - | - | - | - | - | X(10) | - | - | - |
| Upgraded Rear Axle | - | - | - | - | - | - | - / - | - | - | - | - | - | X | X(8) | X | - | - | X |
| Increased GCW (6.7L) | - | - | - | - | - | - | - / - | - | - | - | - | - | - | X(8) | X | - | - | X |
| Upgraded Rear Bumper | - | - | - | - | - | - | - / - | - | - | - | - | X | - | - | - | - | - | - |
| Rear Stabilizer Bar | - | - | - | - | - | - | - / - | - | - | - | - | - | - | - | - | X | (Std.) | (Std.) |
| Tow/Haul Mode | - | - | - | - | - | - | - / - | - | X | X | (Std.) | (Std.) | (Std.) | (Std.) | (13) | (Std.) | (Std.) | (Std.) |
| Electronic Brake Wiring Kit | - | - | - | - | - | - | - / X | X | - | - | - | - | - | - | - | - | - | - |
| Electric Brake Controller Tap-In Cap. | - | - | - | - | - | - | - / - | - | X | - | - | - | - | - | - | - | - | - |
| Trailer Brake Controller | - | - | - | - | - | - | - / - | X | - | - | - | - | X | X(8) | (Std.) | - | - | - |
| Trailer Sway Control | X | X | X | X | (Std.) | (Std.) | X / X | (Std.) | - | X | (Std.) | (Std.) | (Std.) | X | (Std.) | X | (Std.) | (Std.) |
| Engine Oil Cooler (3.5L) | - | - | X(7) | - | - | X | - / - | - | - | - | - | - | - | - | - | - | - | - |
| 110 V Outlet | - | - | - | X(5) | - | - | - / - | - | - | - | - | - | - | - | - | - | - | - |
| Pro Trailer Backup Assist | - | - | - | - | - | - | - / - | - | - | - | - | X(14) | X | - | - | - | - | - |
| 36-Gallon Fuel Tank | - | - | - | - | - | - | - / - | - | - | - | - | - | X | - | - | - | - | - |

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

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

TRAILER TOWING SELECTOR



F-150 AND SUPER DUTY®

Select the F-Series cab design and drive system (4x2 or 4x4) you prefer. Read down column to find the trailer weight that can be towed with engine/axle ratio combinations listed. See pages 18–25. GCWR column shows maximum allowable combined weight of vehicle, trailer and cargo (including passengers) for each engine/axle ratio combination. Maximum Loaded Trailer Weight assumes a towing vehicle with any mandatory options, no cargo, tongue load of 10% (conventional trailer) or king pin weight of 15% (5th-wheel trailer) and driver and passenger (150 lbs. each). Weight of additional options, passengers, cargo and hitch must be deducted from this weight. Also check Required and Recommended Equipment on page 15.

TRAILER TOWING SELECTOR

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

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

| Automatic Transmission | | | REGULAR CAB | | | | SUPERCAB | | | | SUPERCREW® | | | |
|------------------------|--------------|-------------|---------------------|--------------|-----------|----------------|---------------------|----------|----------------|------------------|--------------|------------------|---------------------|---------|
| Engine | Axle Ratio | GCWR (lbs.) | 4x2 | | 4x4 | | 4x2 | | 4x4 | | 4x2 | | 4x4 | |
| | | | 122" Wb | 141" Wb | 122" Wb | 141" Wb | 145" Wb | 164" Wb | 145" Wb | 164" Wb | 145" Wb | 157" Wb | 145" Wb | 157" Wb |
| 3.5L 4-Valve V6 | 3.55 | 9,400 | 5,000 | - | - | - | - | - | - | - | - | - | - | - |
| | | 9,500 | - | 5,000 | - | - | - | - | - | - | - | - | - | - |
| | | 9,700 | - | - | 5,000 | - | - | - | - | - | - | - | - | - |
| | | 9,800 | - | - | - | - | 5,000 | - | - | - | - | - | - | - |
| | | 9,900 | - | - | - | - | - | - | - | - | 5,000 | - | - | - |
| | 3.73 | 12,000 | 7,600 | - | - | - | - | - | - | - | - | - | - | - |
| | | 12,100 | - | 7,600 | - | - | - | - | - | - | - | - | - | - |
| | | 12,200 | - | - | 7,500 | 7,400 | 7,400 | - | 7,200 | - | 7,300 | - | 7,100 | - |
| | 2.7L GTDI V6 | 3.15/3.31 | 12,200 | 7,600 | - | - | - | - | - | - | - | - | - | - |
| | | | 12,300 | - | 7,600 | - | - | - | - | - | - | - | - | - |
| 12,500 | | | - | - | - | - | 7,600 | - | - | - | - | - | - | |
| 12,600 | | | - | - | - | - | - | 7,500 | - | - | 7,600 | 7,600 | - | - |
| 3.55 | | 12,500 | - | - | 7,700 | 7,600 | - | - | - | - | - | - | - | |
| | | 12,700 | - | - | - | - | - | - | 7,500 | - | - | - | - | |
| | | 12,800 | - | - | - | - | - | - | - | - | - | 7,600 | - | |
| 3.73 | | 13,100 | 8,500 | 8,400 | - | - | 8,200 | 8,000 | - | - | 8,100 | 8,100 | - | - |
| | | 13,300 | - | 8,500(3) | 8,500 | 8,400/8,200(3) | 8,300(3) | 8,200(3) | 8,100/8,000(3) | - | 8,200(3) | 8,200(3) | 8,100/8,000(3) | - |
| 5.0L 4-Valve V8 | | 3.31 | 13,000 | 8,300 | - | - | - | 7,900(8) | - | - | - | 7,900(8) | 7,800(8) | - |
| | 13,200 | | - | - | 8,300 | - | - | - | - | - | - | - | - | |
| | 13,900 | | - | 9,000 | - | - | - | - | - | - | - | - | - | |
| | 14,100 | | - | - | - | 9,000 | - | - | - | - | - | - | - | |
| | 14,200 | | - | - | - | - | 9,100 | - | - | - | 9,100 | 9,000 | - | - |
| | 3.55 | 14,300 | - | - | - | - | - | 9,100 | 9,000 | 8,800 | - | - | 8,900 | 8,900 |
| | | 13,200 | - | - | 8,300 | - | - | - | - | - | - | - | - | |
| | | 13,800 | 9,100 | - | - | - | - | - | - | - | - | - | - | |
| | | 14,000(8) | - | - | - | - | 8,900 | - | 8,700 | - | 8,900 | 8,800 | 8,600 | 8,600 |
| | | 14,100 | - | - | - | 9,000 | - | - | - | - | - | - | - | |
| | | 14,400 | - | - | - | - | - | - | 9,000 | - | - | - | 9,000 | |
| | | 14,500 | - | - | - | - | - | - | - | 9,000 | - | - | - | 9,000 |
| | | 14,900 | - | 10,000 | - | - | - | - | - | - | - | - | - | |
| | | 15,200 | - | - | - | - | 10,100 | - | - | - | 10,100 | 10,000 | - | - |
| | | 15,300 | - | - | - | - | - | 10,100 | - | - | - | - | - | |
| | 3.73 | 14,600 | - | - | 9,600 | - | - | - | - | - | - | - | - | |
| | | 15,000(8) | - | - | - | - | - | - | 9,600 | - | - | - | 9,600 | 9,500 |
| | | 16,000(4) | - | 11,000(5)(6) | - | - | - | - | - | - | - | - | - | |
| | | 16,100(4) | - | - | - | 10,900(5) | - | - | - | - | - | - | - | |
| | | 16,200 | - | - | - | 11,000 | - | - | 10,900 | 10,700 | - | - | 10,800 | 10,800 |
| 16,200(4) | | - | - | - | 10,900(6) | - | 10,800(5)(6) | - | 10,600(5)(6) | - | 10,800(5)(6) | - | 10,500(5)/10,600(6) | |
| 16,200(4) | | - | - | - | - | - | - | - | - | - | - | - | | |
| 3.5L GTDI V6 | 3.15 | 15,500 | - | 10,700 | - | - | - | - | - | - | - | - | | |
| | | 15,800 | - | - | - | - | 10,700 | - | - | 10,700/10,400(9) | - | - | | |
| | | 15,900 | - | - | - | - | - | 10,700 | - | - | 10,600 | - | | |
| | 3.31 | 15,800 | - | - | - | 10,700 | - | - | - | - | - | - | | |
| | | 16,000 | - | - | - | - | - | - | 10,700 | - | - | - | | |
| | | 16,100 | - | - | - | - | - | - | - | - | - | 10,500(9)/10,700 | 10,700 | |
| | 3.55 | 16,200 | - | - | - | - | - | - | - | 10,700 | - | - | - | |
| | | 15,800 | - | - | - | 10,700 | - | - | - | - | - | - | | |
| | | 16,000 | - | - | - | - | - | - | 10,700 | - | - | - | | |
| | | 16,100 | - | - | - | - | - | - | - | - | - | 10,700 | 10,700 | |
| | | 16,200 | - | - | - | - | - | - | - | 10,700 | - | - | | |
| | | 16,600(9) | - | - | - | - | - | - | - | - | 11,200 | - | | |
| | | 16,700(9) | - | - | - | - | - | - | - | - | - | 11,100 | | |
| | | 16,900(7) | - | - | - | - | - | - | - | - | - | 11,500 | | |
| | | 17,000(7) | - | 12,200 | - | - | - | - | - | - | 11,900 | - | | |
| 3.73 | 17,100(7) | - | - | - | 12,000 | 12,000 | 11,900 | 11,800 | 11,600 | - | 11,800 | - | 11,700 | |
| | 17,000(4)(7) | - | - | - | 11,800(5) | - | - | - | - | - | - | - | 11,400(5) | |
| | 17,100(4)(7) | - | 12,000(5)/12,100(6) | - | 11,900(6) | - | 11,700(5)/11,800(6) | - | 11,500(5)(6) | - | 11,700(5)(6) | - | 11,500(6) | |

(1) Calculated with SAE J2807 method. (2) Maximum loaded trailer weight requires weight-distributing hitch. See page 35 for additional information. (3) Requires 2.7L EcoBoost® Payload Package. (4) Requires Heavy-Duty Payload Package. (5) Includes 17" tires and wheels. (6) Includes 18" tires and wheels. (7) Requires Max Trailer Tow Package. (8) Requires Special Edition Package. (9) Limited model only.

Notes: - Do not exceed trailer weight of 5,100 lbs. when towing with bumper only.
 - Trailer tongue load weight should be 10% of total loaded trailer weight. Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

TRAILER TOWING SELECTOR

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

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

| Automatic Transmission | | | REGULAR CAB | | | | SUPERCAB | | | | SUPERCREW® | | | |
|------------------------|--------------|-------------|--------------|----------|---------------------|----------------|---------------------------|----------|-----------------------|---------|---------------------|-----------------|----------------------------------|---------|
| Engine | Axle Ratio | GCWR (lbs.) | 4x2 | | 4x4 | | 4x2 | | 4x4 | | 4x2 | | 4x4 | |
| | | | 122" Wb | 141" Wb | 122" Wb | 141" Wb | 145" Wb | 164" Wb | 145" Wb | 164" Wb | 145" Wb | 157" Wb | 145" Wb | 157" Wb |
| 3.5L 4-Valve V6 | 3.55 | 9,400 | 4,900 | - | - | - | - | - | - | - | - | - | - | - |
| | | 9,500 | - | 4,900 | - | - | - | - | - | - | - | - | - | - |
| | | 9,700 | - | - | 4,900 | - | - | - | - | - | - | - | - | - |
| | | 9,800 | - | - | - | - | 4,900 | - | - | - | - | - | - | - |
| | | 9,900 | - | - | - | - | - | - | - | - | 4,900 | - | - | - |
| | 3.73 | 12,000 | 7,500 | - | - | - | - | - | - | - | - | - | - | - |
| | | 12,100 | - | 7,500 | - | - | - | - | - | - | - | - | - | - |
| | | 12,200 | - | - | 7,400 | 7,300 | 7,300 | - | 7,000 | - | 7,200 | - | 7,000 | - |
| | 2.7L GTDI V6 | 3.15/3.31 | 12,200 | 7,500 | - | - | - | - | - | - | - | - | - | - |
| | | | 12,300 | - | 7,500 | - | - | - | - | - | - | - | - | - |
| 12,500 | | | - | - | - | - | 7,500 | - | - | - | - | - | - | |
| 3.55 | | 12,600 | - | - | - | - | - | 7,400 | - | - | 7,500 | 7,500 | - | - |
| | | 11,900 | - | - | - | - | - | - | - | - | - | - | - | |
| | | 12,500 | - | - | 7,600 | 7,500 | - | - | - | - | - | - | - | |
| | | 12,700 | - | - | - | - | - | - | 7,400 | - | - | - | - | |
| 3.73 | | 12,800 | - | - | - | - | - | - | - | - | - | - | 7,300 | - |
| | | 13,100 | 8,400 | 8,300 | - | - | 7,900 | 7,600 | - | - | 7,500 | 7,900 | - | - |
| | | 13,300 | - | 8,400(3) | 7,700 | 8,300/8,100(3) | 8,200(3) | 8,100(3) | 7,500/7,900(3) | - | 8,100(3) | 8,100(3) | 7,300/7,900(3) | - |
| 5.0L 4-Valve V8 | 3.31 | 13,000 | 8,200 | - | - | - | 7,800(8) | - | - | - | 7,800(8) | 7,700(8) | - | - |
| | | 13,200 | - | - | 8,200 | - | - | - | - | - | - | - | - | |
| | | 13,900 | - | 8,900 | - | - | - | - | - | - | - | - | - | |
| | | 14,100 | - | - | - | 8,900 | - | - | - | - | - | - | - | |
| | | 14,200 | - | - | - | - | 9,000 | - | - | - | 9,000 | 8,900 | - | - |
| | 3.55 | 14,300 | - | - | - | - | - | 9,000 | 8,900 | 8,700 | - | - | 8,800 | 8,800 |
| | | 13,200 | - | - | 8,200 | - | - | - | - | - | - | - | - | |
| | | 13,800 | 9,000 | - | - | - | - | - | - | - | - | - | - | |
| | | 14,000(8) | - | - | - | - | 8,800 | - | 8,600 | - | 8,800 | 8,700 | 8,500 | 8,500 |
| | | 14,100 | - | - | - | 8,900 | - | - | - | - | - | - | - | |
| 3.73 | 14,400 | - | - | - | - | - | - | 8,900 | - | - | - | 8,900 | - | |
| | 14,500 | - | - | - | - | - | - | - | 8,900 | - | - | 8,900 | - | |
| | 14,900 | - | 9,900 | - | - | - | - | - | - | - | - | - | | |
| | 15,200 | - | - | - | - | 10,000 | - | - | - | 10,000 | 9,900 | - | - | |
| | 15,300 | - | - | - | - | - | 10,000 | - | - | - | - | - | | |
| | 14,600 | - | - | 9,000 | - | - | - | - | - | - | - | - | | |
| | 15,000(8) | - | - | - | - | - | - | 9,500 | - | - | - | 9,500 | 9,400 | |
| | 16,000(4) | - | 10,900(5)(6) | - | - | - | - | - | - | - | - | - | | |
| | 16,100 | - | - | - | 10,800(4)(5) | - | - | - | - | - | - | - | | |
| | 16,200 | - | - | - | 10,700/10,800(4)(6) | - | 10,800(4)(5)/10,700(4)(6) | 10,300 | 9,500/10,500(4)(5)(6) | - | 10,700(4)(5)(6) | 10,000 | 10,200/10,500(4)(5)/10,400(4)(6) | |
| 3.5L GTDI V6 | 3.15 | 15,500 | - | 10,600 | - | - | - | - | - | - | - | - | - | |
| | | 15,800 | - | - | - | - | 10,600 | - | - | - | 10,400/8,700(9) | - | - | |
| | | 15,900 | - | - | - | - | - | 10,600 | - | - | - | 10,200 | - | |
| | 3.31 | 15,800 | - | - | - | 10,600 | - | - | - | - | - | - | - | |
| | | 16,000 | - | - | - | - | - | - | 10,500 | - | - | - | - | |
| | | 16,100 | - | - | - | - | - | - | - | - | - | 7,000(9)/10,200 | 10,400 | |
| | 3.55 | 16,200 | - | - | - | - | - | - | - | 10,000 | - | - | - | |
| | | 15,800 | - | - | - | 10,600 | - | - | - | - | - | - | - | |
| | | 16,000 | - | - | - | - | - | - | 10,500 | - | - | - | - | |
| | | 16,100 | - | - | - | - | - | - | - | - | - | 10,200 | 10,400 | |
| 16,200 | | - | - | - | - | - | - | - | 10,000 | - | - | - | | |
| 16,600(9) | | - | - | - | - | - | - | - | - | 8,700 | - | - | | |
| 16,700(9) | | - | - | - | - | - | - | - | - | - | - | 7,000 | | |
| 16,900(7) | | - | - | - | - | - | - | - | - | - | - | 10,200 | | |
| 17,000(7) | - | 12,100 | - | - | - | - | - | - | 10,400 | - | - | | | |
| 3.73 | 17,100(7) | - | - | - | 11,900 | 10,700 | 11,700 | 10,500 | 10,000 | - | 10,200 | - | 10,400 | |
| | 17,000(4)(7) | - | - | - | - | 11,700(5) | - | - | - | - | - | - | 11,300(5) | |
| | 17,100(4)(7) | - | 12,000(5)(6) | - | 11,700(6) | - | 11,700(5)(6) | - | 11,500(5)/11,400(6) | - | 11,700(5)/11,600(6) | - | 11,400(6) | |

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

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

TRAILER TOWING SELECTOR



F-250 SRW SUPER DUTY® PICKUPS CONVENTIONAL TOWING

Maximum Loaded Trailer Weight (lbs.)

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

(1) Optional 9,900-lb. GVWR Package (68D). (2) Requires Trailer Tow Package.

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

TRAILER TOWING SELECTOR



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

| Automatic Transmission | | | Maximum Loaded Trailer Weight (lbs.) | | | | | | | | | |
|------------------------|------------|-------------|--------------------------------------|--------------------|------------------------|--------------------|------------------------|--------------------|------------------------|--------------------|------------------------|--------------------|
| Engine | Axle Ratio | GCWR (lbs.) | REGULAR CAB | | SUPERCAB | | | | CREW CAB | | | |
| | | | 4x2 142" WB 8' Box | 4x4 142" WB 8' Box | 4x2 148" WB 6-3/4' Box | 4x2 164" WB 8' Box | 4x4 148" WB 6-3/4' Box | 4x4 164" WB 8' Box | 4x2 160" WB 6-3/4' Box | 4x2 176" WB 8' Box | 4x4 160" WB 6-3/4' Box | 4x4 176" WB 8' Box |
| 6.2L V8 | 3.73 | 19,500 | 13,200 | 12,800 | 13,000 | 12,900 | 12,600 | 12,500 | 12,900 | 12,600 | 12,500 | 12,200 |
| | 4.30 | 22,000 | 15,700 | 15,300 | 15,500 | 15,400 | 15,100 | 15,000 | 15,400 | 15,100 | 15,000 | 14,700 |
| 6.7L V8 Turbo Diesel | 3.31 | 20,600(1) | - | - | - | - | - | - | - | - | - | 12,500 |
| | | 20,900(2) | - | - | - | - | - | - | - | - | - | 12,800 |
| | | 21,300 | - | - | - | - | - | - | - | - | - | 13,200 |
| | | 21,900(1) | - | - | - | - | - | - | - | - | 14,100 | - |
| | | 22,000(1) | - | - | - | - | - | 14,200 | - | - | - | - |
| | | 22,200(2) | - | - | - | - | - | - | - | - | 14,300 | - |
| | | 22,400(2) | - | - | - | - | - | 14,200 | - | - | - | - |
| | | 22,500 | - | - | - | - | - | 14,800(1) | - | - | 14,700 | - |
| | | 22,700 | - | - | - | - | - | - | 14,900 | - | - | - |
| | | 22,800(1) | - | - | - | - | - | - | - | 15,100 | - | - |
| | | 22,900(2) | - | - | - | - | - | 14,700 | - | - | - | - |
| | | 23,100 | - | - | - | - | - | 15,400 | - | 15,100(2) | - | - |
| | | 23,500 | 16,400 | 16,000 | 16,200 | 16,100 | - | - | 16,100 | 15,800 | - | - |
| | | 24,400(2) | - | 16,500 | - | - | - | - | - | - | - | - |
| | | 24,600(2) | - | - | - | - | - | - | 16,800 | - | - | - |
| | | 24,700(2) | - | - | - | 17,000 | - | - | - | - | - | - |
| | | 24,800(2) | - | - | 17,400 | - | - | - | - | - | - | - |
| | | 25,700(2) | 18,500(3) | - | - | - | - | - | - | - | - | - |
| 3.55 | | 20,600(1) | - | - | - | - | - | - | - | - | - | 12,500 |
| | | 20,900(2) | - | - | - | - | - | - | - | - | - | 12,800 |
| | | 21,300 | - | - | - | - | - | - | - | - | - | 13,200 |
| | | 21,900(1) | - | - | - | - | - | - | - | - | 14,100 | - |
| | | 22,000(1) | - | - | - | - | - | 14,200 | - | - | - | - |
| | | 22,200(2) | - | - | - | - | - | - | - | - | 14,300 | - |
| | | 22,400(2) | - | - | - | - | - | 14,200 | - | - | - | - |
| | | 22,500 | - | - | - | - | - | 14,800(1) | - | - | 14,700 | - |
| | | 22,700 | - | - | - | - | - | - | 14,900 | - | - | - |
| | | 22,800(1) | - | - | - | - | - | - | - | 15,100 | - | - |
| | | 22,900(2) | - | - | - | - | - | 14,700 | - | - | - | - |
| | | 23,100 | - | - | - | - | - | 15,400 | - | 15,100(2) | - | - |
| | | 23,500 | 16,400 | 16,000 | 16,200 | 16,100 | - | - | 16,100 | 15,800 | - | - |
| | | 24,400(2) | - | 16,500 | - | - | - | - | - | - | - | - |
| | | 24,600(2) | - | - | - | - | - | - | 16,800 | - | - | - |
| | | 24,700(2) | - | - | - | 17,000 | - | - | - | - | - | - |
| | | 24,800(2) | - | - | 17,400 | - | - | - | - | - | - | - |
| | | 25,700(2) | 18,500(3) | - | - | - | - | - | - | - | - | - |

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

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

TRAILER TOWING SELECTOR



F-350 SRW SUPER DUTY® PICKUPS CONVENTIONAL TOWING

| Automatic Transmission | | | Maximum Loaded Trailer Weight (lbs.) | | | | | | | | | | | | | | | | | | | | | | |
|------------------------|------------|-------------|--------------------------------------|------------------|--------------------|------------------|------------------------|------------------|--------------------|------------------|------------------------|------------------|--------------------|------------------|------------------------|------------------|--------------------|------------------|------------------------|---------------------|--------------------|------------------|--------------|--------------|--------------|
| Engine | Axle Ratio | GCWR (lbs.) | REGULAR CAB | | | | SUPERCAB | | | | | | CREW CAB | | | | | | | | | | | | |
| | | | 4x2 142" WB 8' Box | | 4x4 142" WB 8' Box | | 4x2 148" WB 6-3/4' Box | | 4x2 164" WB 8' Box | | 4x4 148" WB 6-3/4' Box | | 4x4 164" WB 8' Box | | 4x2 160" WB 6-3/4' Box | | 4x2 176" WB 8' Box | | 4x4 160" WB 6-3/4' Box | | 4x4 176" WB 8' Box | | | | |
| | | | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | | | |
| 6.2L V8 | 3.73 | 19,500 | 13,000 | 13,100/13,000(1) | 12,600 | 12,600 | 12,900/12,800(1) | 12,900/12,800(1) | 12,700 | 12,700 | 12,400 | 12,400 | 12,300 | 12,300 | 12,700/12,600(1) | 12,700/12,600(1) | 12,500/12,400(1) | 12,500/12,400(1) | 12,300/12,200(1)(2) | 12,300/12,200(1)(2) | 12,000 | 12,000 | | | |
| | 4.30 | 23,000 | 13,000 | 14,000 | 15,000 | 15,000 | 13,000 | 14,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | |
| 6.7L V8 Turbo Diesel | 3.31 | 20,200(3) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 12,000 | 12,000 | |
| | | 21,600(3) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 21,900(3) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 22,500(3) | - | - | - | - | - | - | - | - | - | - | - | 14,000 | 14,700 | - | - | - | - | - | - | - | - | - | - | - |
| | 22,600(3) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 14,800 | 14,800 | - | - | - | - | - | - | - |
| | 23,000(3) | - | - | 14,000 | 15,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 23,900(3) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 24,200(3) | - | - | - | - | - | - | - | 15,000 | 15,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 24,900(3) | - | - | - | - | - | - | 14,000 | 15,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 26,000(3) | 14,000 | 15,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 28,200 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 18,000 | 18,000 |
| | 28,400 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 18,000 | 18,000 | - | - | - | - | - | - | - |
| | 28,600 | - | - | - | - | - | - | - | - | - | - | - | - | - | 15,000 | 15,000 | - | - | - | - | 15,000 | 15,000 | - | - | - |
| | 28,700 | 14,000 | 15,000 | 14,000 | 15,000 | 14,000 | 15,000 | 15,000 | 15,000 | 15,000 | 14,000 | 15,000 | 15,000 | 15,000 | 15,000(1)(2) | 15,000(1)(2) | 18,000(1)(2) | 18,000(1)(2) | 15,000(1)(2) | 15,000(1)(2) | 18,000(1)(2) | 18,000(1)(2) | 18,000(1)(2) | 18,000(1)(2) | 18,000(1)(2) |
| | 3.55 | 20,200(3) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 12,000 | 12,000 |
| | | | 21,600(3) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 21,900(3) | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 22,500(3) | | - | - | - | - | - | - | - | - | - | - | - | 14,000 | 14,000 | - | - | - | - | - | - | - | - | - | - | - |
| 22,600(3) | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 14,800 | 14,800 | - | - | - | - | - | - | - |
| 23,000(3) | | - | - | 14,000 | 15,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 23,900(3) | | - | - | - | - | - | - | - | - | - | - | - | - | - | 15,000 | 15,000 | - | - | - | - | - | - | - | - | - |
| 24,200(3) | | - | - | - | - | - | - | - | 15,000 | 15,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 24,900(3) | | - | - | - | - | - | - | 14,000 | 15,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 26,000(3) | | 14,000 | 15,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 28,200 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 18,000 | 18,000 | |
| 28,400 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 18,000 | 18,000 | - | - | - | - | - | - | - | |
| 28,600 | - | - | - | - | - | - | - | - | - | - | - | - | - | 15,000 | 15,000 | - | - | - | - | 15,000 | 15,000 | - | - | - | |
| 28,700 | 14,000 | 15,000 | 14,000 | 15,000 | 14,000 | 15,000 | 15,000 | 15,000 | 15,000 | 14,000 | 15,000 | 15,000 | 15,000 | 15,000(1)(2) | 15,000(1)(2) | 18,000(1)(2) | 18,000(1)(2) | 15,000(1)(2) | 15,000(1)(2) | 18,000(1)(2) | 18,000(1)(2) | 18,000(1)(2) | 18,000(1)(2) | 18,000(1)(2) | |

(1) 18" Tires. (2) 20" Tires. (3) Optional 10,000 GVWR Package (68D).

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

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



F-350 SRW SUPER DUTY PICKUPS 5th-WHEEL/GOOSENECK TOWING

| Automatic Transmission | | | Maximum Loaded Trailer Weight (lbs.) | | | | | | | | | | | |
|------------------------|---------------------------|-------------|--------------------------------------|------------------------------|---------------------------|--------------------|------------------------------|---------------------|------------------------|--------------------|------------------------|---------------------|--------------|--------|
| Engine | Axle Ratio | GCWR (lbs.) | REGULAR CAB | | SUPERCAB | | | | CREW CAB | | | | | |
| | | | 4x2 142" WB 8' Box | 4x4 142" WB 8' Box | 4x2 148" WB 6-3/4' Box | 4x2 164" WB 8' Box | 4x4 148" WB 6-3/4' Box | 4x4 164" WB 8' Box | 4x2 160" WB 6-3/4' Box | 4x2 176" WB 8' Box | 4x4 160" WB 6-3/4' Box | 4x4 176" WB 8' Box | | |
| 6.2L V8 | 3.73 | 19,500 | 13,000 | 12,600/12,500(1) | 12,800 | 12,700/12,600(1) | 12,400/12,300(1)(2) | 12,300/12,200(1)(2) | 12,700/12,600(1) | 12,400 | 12,200 | 12,000/11,900(1)(2) | | |
| | 4.30 | 23,000 | 16,500 | 16,100/16,000(1) | 16,300 | 16,200/16,100(1) | 15,900/15,800(1)(2) | 15,800/15,700(1)(2) | 16,200/16,100(1) | 15,900 | 15,700 | 15,500/15,400(1)(2) | | |
| 6.7L V8 Turbo Diesel | 3.31 | 20,200(3) | - | - | - | - | - | - | - | - | - | 12,000 | | |
| | | 21,600(3) | - | - | - | - | - | - | - | - | 13,600 | - | | |
| | | 21,900(3) | - | - | - | - | - | 13,900 | - | - | - | - | | |
| | | 22,500(3) | - | - | - | - | 14,700 | - | - | - | - | - | | |
| | | 22,600(3) | - | - | - | - | - | - | - | 14,800 | - | - | | |
| | | 23,000(3) | - | 15,400 | - | - | - | - | - | - | - | - | | |
| | | 23,900(3) | - | - | - | - | - | - | 16,300 | - | - | - | | |
| | | 24,200(3) | - | - | - | 16,600 | - | - | - | - | - | - | | |
| | | 24,900(3) | - | - | 17,500 | - | - | - | - | - | - | - | | |
| | | 26,000(3) | 18,800(4) | - | - | - | - | - | - | - | - | - | | |
| | | 28,200 | - | - | - | - | - | - | - | - | - | - | 20,000(4)(5) | |
| | | 28,400 | - | - | - | - | - | - | - | - | 20,600(4)(5) | - | - | |
| | | 28,600 | - | - | - | - | - | - | - | 21,000(4)(5) | - | 20,600(4)(5) | - | |
| | | 28,700 | 21,500(4)(5)/21,400(1)(4) | 21,100(4)(5)/21,000(1)(2)(4) | 21,300(4)(5)/21,200(1)(4) | 21,100(1)(4)(5) | 20,900(4)(5)/20,800(1)(2)(4) | 20,700(1)(2)(4)(5) | 21,000(1)(4) | 20,800(4)(5) | 20,600(1)(2)(4) | 20,400(1)(2)(4) | | |
| | | 3.55 | 3.31 | 20,200(3) | - | - | - | - | - | - | - | - | - | 12,000 |
| | | | | 21,600(3) | - | - | - | - | - | - | - | - | 13,600 | - |
| | | | | 21,900(3) | - | - | - | - | - | 13,900 | - | - | - | - |
| 22,500(3) | - | | | - | - | - | 14,700 | - | - | - | - | - | | |
| 22,600(3) | - | | | - | - | - | - | - | - | 14,800 | - | - | | |
| 23,000(3) | - | | | 15,400 | - | - | - | - | - | - | - | - | | |
| 23,900(3) | - | | | - | - | - | - | - | 16,300 | - | - | - | | |
| 24,200(3) | - | | | - | - | 16,600 | - | - | - | - | - | - | | |
| 24,900(3) | - | | | - | 17,500 | - | - | - | - | - | - | - | | |
| 26,000(3) | 18,800(4) | | | - | - | - | - | - | - | - | - | - | | |
| 28,200 | - | | | - | - | - | - | - | - | - | - | - | 20,000(4)(5) | |
| 28,400 | - | | | - | - | - | - | - | - | - | 20,600(4)(5) | - | - | |
| 28,600 | - | | | - | - | - | - | - | - | 21,000(4)(5) | - | 20,600(4)(5) | - | |
| 28,700 | 21,500(4)(5)/21,400(1)(4) | | | 21,100(4)(5)/21,000(1)(2)(4) | 21,300(4)(5)/21,200(1)(4) | 21,100(1)(4)(5) | 20,900(4)(5)/20,800(1)(2)(4) | 20,700(1)(2)(4)(5) | 21,000(1)(4) | 20,800(4)(5) | 20,600(1)(2)(4) | 20,400(1)(2)(4) | | |

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

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

TRAILER TOWING SELECTOR



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

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

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

| | | | | | | | | | |
|----------------------|------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| 6.2L V8 | 3.73 | 20,000 | 13,100 | 12,700 | 12,700 | 12,300 | 12,500 | 12,100 | - |
| | 4.30 | 23,500 | 16,600 | 16,200 | 16,200 | 15,800 | 16,000 | 15,600 | - |
| 6.7L V8 Turbo Diesel | 3.55 | 36,000 | 28,400(2) | 27,900(2) | 28,000(2) | 27,600(2) | 27,700(2) | 27,300 | - |
| | | 36,000(1) | 28,800(2) | 28,400(2) | 28,400(2) | 28,000(2) | 28,200(2) | 27,800(2) | - |
| | 4.10 | 40,000 | 32,000(2) | 31,900(2) | 32,000(2) | 31,600(2) | 31,700(2) | 31,300(2) | - |
| | | 40,000(1) | 32,000(2) | 32,000(2) | 32,000(2) | 32,000(2) | 32,000(2) | 31,800(2) | - |
| | 4.30 | 41,800 | - | - | - | - | - | - | 32,500(2) |

(1) Pickup Box Delete Option. (2) Gooseneck tow rating shown. 5th-wheel tow rating limited to 5th-wheel hitch rating of 27,500 lbs.

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

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

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

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

*Distance from ground to top of closed tailgate.



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

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

| Automatic Transmission | | Maximum Loaded Trailer Weight (lbs.) | | | | | | | | | | | | | | | | | | | | | | | | | |
|------------------------|-------|--------------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---|
| | | REGULAR CHASSIS CAB | | | | | | | | SUPER CHASSIS CAB | | | | | | | | CREW CHASSIS CAB | | | | | | | | | |
| Engine | Ratio | GCWR (lbs.) | F-350 4x2 SRW | F-350 4x4 SRW | F-350 4x2 DRW | F-350 4x4 DRW | F-450 4x2 DRW | F-450 4x4 DRW | F-550 4x2 DRW | F-550 4x4 DRW | F-350 4x2 SRW | F-350 4x4 SRW | F-350 4x2 DRW | F-350 4x4 DRW | F-450 4x2 DRW | F-450 4x4 DRW | F-550 4x2 DRW | F-550 4x4 DRW | F-350 4x2 SRW | F-350 4x4 SRW | F-350 4x2 DRW | F-350 4x4 DRW | F-450 4x2 DRW | F-450 4x4 DRW | F-550 4x2 DRW | F-550 4x4 DRW | |
| 6.2L SOHC V8 | 3.73 | 19,500 | 13,200 | 12,700 | - | - | - | - | - | - | 12,900 | 12,400 | - | - | - | - | - | - | 12,600 | 12,200 | - | - | - | - | - | - | - |
| | | 20,000 | - | - | 13,400 | 12,900 | - | - | - | - | - | - | 13,000 | 12,600 | - | - | - | - | - | - | 12,800 | 12,400 | - | - | - | - | - |
| FFV | 4.30 | 23,000 | 13,500 | 13,500 | - | - | - | - | - | - | 13,500 | 13,500 | - | - | - | - | - | - | 13,500 | 13,500 | - | - | - | - | - | - | - |
| | | 23,500 | - | - | 16,900 | 16,400 | - | - | - | - | - | - | 16,500 | 16,100 | - | - | - | - | - | - | 16,300 | 15,900 | - | - | - | - | - |
| 6.8L SOHC V10 | 4.88 | 28,000 | - | - | - | 17,500 | 17,500 | 18,500 | 18,500 | - | - | - | - | 17,500 | 17,500 | 18,500 | 18,500 | - | - | - | - | 17,500 | 17,500 | 18,500 | 18,500 | - | - |
| 6.7L V8 Turbo Diesel | 3.73 | 26,500 | 13,500 | 13,500 | - | - | - | - | - | - | 13,500 | 13,500 | - | - | - | - | - | - | 13,500 | 13,500 | - | - | - | - | - | - | - |
| | | 30,000 | - | - | 17,500 | 17,500 | - | - | - | - | - | - | 17,500 | 17,500 | - | - | - | - | - | - | 17,500 | 17,500 | - | - | - | - | - |
| | 4.10 | 30,000 | - | - | 17,500 | 17,500 | - | - | - | - | - | - | 17,500 | 17,500 | - | - | - | - | - | - | 17,500 | 17,500 | - | - | - | - | - |
| | | 31,000 | - | - | - | 17,500 | 17,500 | 18,500 | 18,500 | - | - | - | - | - | 17,500 | 17,500 | 18,500 | 18,500 | - | - | - | - | 17,500 | 17,500 | 18,500 | 18,500 | - |
| | 4.30 | 33,000 | - | - | - | 17,500 | 17,500 | - | - | - | - | - | - | 17,500 | 17,500 | - | - | - | - | - | - | 17,500 | 17,500 | - | - | - | - |
| | | 35,000 | - | - | - | - | - | 18,500 | 18,500 | - | - | - | - | - | - | - | 18,500 | 18,500 | - | - | - | - | - | - | 18,500 | 18,500 | |
| | 4.88 | 31,000 | - | - | - | - | - | 18,500 | 18,500 | - | - | - | - | - | - | - | 18,500 | 18,500 | - | - | - | - | - | - | 18,500 | 18,500 | |
| | | 40,000(3) | - | - | - | - | - | 18,500 | 18,500 | - | - | - | - | - | - | - | 18,500 | 18,500 | - | - | - | - | - | - | 18,500 | 18,500 | |

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

| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------|------|-----------|--------|--------|--------|--------|--------|--------|--------|---|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|---|---|
| 6.2L SOHC V8 | 3.73 | 19,500 | 13,100 | 12,700 | - | - | - | - | - | - | 12,800 | 12,400 | - | - | - | - | - | - | 12,600 | 12,200 | - | - | - | - | - | - | - |
| | | 20,000 | - | - | 13,300 | 12,800 | - | - | - | - | - | - | 13,000 | 12,500 | - | - | - | - | - | - | 12,800 | 12,300 | - | - | - | - | - |
| | 4.30 | 23,000 | 16,600 | 16,200 | - | - | - | - | - | - | 16,300 | 15,900 | - | - | - | - | - | - | 16,100 | 15,700 | - | - | - | - | - | - | - |
| | | 23,500 | - | - | 16,800 | 16,300 | - | - | - | - | - | - | 16,500 | 16,000 | - | - | - | - | - | - | 16,300 | 15,800 | - | - | - | - | - |
| 6.8L SOHC V10 | 4.88 | 28,000 | - | - | - | 20,700 | 20,400 | 20,700 | 20,400 | - | - | - | - | 20,400 | 20,100 | 20,400 | 20,100 | - | - | - | - | 20,200 | 19,900 | 20,200 | 19,900 | - | - |
| 6.7L V8 Turbo Diesel | 3.73 | 26,500 | 19,200 | 18,700 | - | - | - | - | - | - | 18,800 | 18,400 | - | - | - | - | - | - | 18,600 | 18,200 | - | - | - | - | - | - | - |
| | | 30,000 | - | - | 22,500 | 22,100 | - | - | - | - | - | - | 22,200 | 21,800 | - | - | - | - | - | - | 22,000 | 21,600 | - | - | - | - | - |
| | 4.10 | 30,000 | - | - | 22,500 | 22,100 | - | - | - | - | - | - | 22,200 | 21,800 | - | - | - | - | - | - | 22,000 | 21,600 | - | - | - | - | - |
| | | 31,000 | - | - | - | 23,000 | 22,600 | 23,000 | 22,600 | - | - | - | - | 22,600 | 22,200 | 22,600 | 22,200 | - | - | - | - | 22,400 | 22,000 | 22,400 | 22,000 | - | - |
| | 4.30 | 33,000 | - | - | - | 25,000 | 24,600 | - | - | - | - | - | - | 24,600 | 24,200 | - | - | - | - | - | - | 24,400 | 24,000 | - | - | - | - |
| | | 35,000 | - | - | - | - | - | 27,000 | 26,600 | - | - | - | - | - | - | - | 26,600 | 26,200 | - | - | - | - | - | 26,400 | 26,000 | - | - |
| | 4.88 | 31,000 | - | - | - | - | - | 22,800 | 22,500 | - | - | - | - | - | - | - | 22,500 | 22,200 | - | - | - | - | - | 22,200 | 21,900 | - | - |
| | | 40,000(3) | - | - | - | - | - | 31,800 | 31,500 | - | - | - | - | - | - | - | 31,500 | 31,200 | - | - | - | - | - | 31,200 | 30,900 | - | - |

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

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

TRAILER TOWING SELECTOR

F-650/F-750 SUPER DUTY® Chassis Cabs

Diesel Engine

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

Gas Engine

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

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



SUPER DUTY Class A Motorhome Chassis

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

Note: Towing vehicle's braking system is rated for operation at GVWR – NOT GCWR. See page 31 for more details.



SUPER DUTY Commercial Stripped Chassis

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

(1) Requires Parcel Delivery Package option.

Note: Towing vehicle's braking system is rated for operation at GVWR – NOT GCWR. See page 31 for more details.

E-SERIES Cutaway & Stripped Chassis

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

E-350 Super Duty Cutaway SRW GCWRs:

- 6.2L V8/6R140 – 13,000 lbs.
- 6.8L V10/6R140 – 18,500 lbs.

E-350 Super Duty Cutaway DRW GCWRs:

- 6.2L V8/6R140 – 17,000 lbs.
- 6.8L V10/6R140 – 18,500 lbs.

E-450 Super Duty Cutaway GCWRs:

- 6.2L V8/6R140 – 18,000 lbs.
- 6.8L V10/6R140 – 22,000 lbs.

E-350 Super Duty Stripped Chassis GCWRs:

- 6.2L V8/6R140 – 17,000 lbs.
- 6.8L V10/6R140 – 18,500 lbs.

E-450 Super Duty Stripped Chassis GCWRs:

- 6.2L V8/6R140 – 18,000 lbs.
- 6.8L V10/6R140 – 22,000 lbs.

Note: 6.2L engine is delayed availability (January 2017)





TRANSIT VAN/WAGON⁽¹⁾

Maximum Loaded Trailer Weight (lbs.)⁽²⁾

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

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

TRANSIT CUTAWAY/CHASSIS CAB

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

Maximum Loaded Trailer Weight (lbs.)

CUTAWAY AND CHASSIS CAB

| Automatic Transmission | | | 250 SRW RWB | 250 SRW LWB | 350 SRW RWB | 350 SRW LWB | 350 HD DRW RWB | 350 HD DRW LWB | 350 HD DRW LWB-EL |
|------------------------------|------------|-------------|-------------|-------------|-------------|-------------|----------------|----------------|-------------------|
| Engine | Axle Ratio | GCWR (lbs.) | | | | | | | |
| 3.7L DOHC V6 | 4.10 | 12,000 | 6,800 | 6,600 | 6,600 | 6,600 | 6,600 | 6,600 | 6,200 |
| 3.2L I5 Power Stroke® Diesel | 3.73 | 13,500 | 7,500 | 7,500 | 7,500 | 7,500 | 7,500 | 7,500 | 7,100 |

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

TRAILER TOWING SELECTOR



Expedition

EXPEDITION⁽¹⁾

| Automatic Transmission | | | Maximum Loaded Trailer Weight (lbs.) | | | |
|------------------------|------------|-------------|--------------------------------------|-------|---------------|-------|
| Engine | Axle Ratio | GCWR (Lbs.) | EXPEDITION | | EXPEDITION EL | |
| | | | 4x2 | 4x4 | 4x2 | 4x4 |
| 3.5L EcoBoost® V6 | 3.15 | 12,300 | 6,600 | - | - | - |
| | | 14,900(2) | 9,200 | - | - | - |
| | 3.31 | 12,300 | 6,600 | - | - | - |
| | | 14,900(2) | 9,200 | - | - | - |
| | | 12,500 | - | 6,600 | 6,600 | - |
| | | 15,100(2) | - | - | 9,200 | - |
| 3.73 | 15,200(2) | - | 9,300 | - | - | |
| | 12,500 | - | 6,600 | 6,600 | - | |
| | 12,800 | - | - | - | 6,700 | |
| | 15,100(2) | - | - | 9,200 | - | |
| | 15,200(2) | - | 9,300 | - | - | |
| | | 15,300(2) | - | - | - | 9,200 |

(1) Maximum loaded trailer weight requires weight-distributing hitch. See page 35 for additional information. (2) Requires optional Class IV Heavy-Duty Trailer Tow Package.

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

EXPLORER

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

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



Explorer



Escape

ESCAPE⁽¹⁾

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

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

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



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

CROSSOVERS

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

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

Note: All vehicles calculated with SAE J2807 method.



Edge



Flex



Transit Connect

CARS

| Engine | Automatic Transmission Axle Configuration | Maximum Loaded Trailer Weight (lbs.) | | |
|-------------------|--|--------------------------------------|--------------------------|--------------------------|
| | | MUSTANG ⁽¹⁾⁽⁴⁾ | TAURUS ⁽¹⁾⁽²⁾ | FUSION ⁽¹⁾⁽⁴⁾ |
| 1.5L EcoBoost® I4 | FWD | - | - | 1,000 |
| 2.0L EcoBoost® I4 | FWD/AWD | - | 1,000(3) | 2,000 |
| 2.3L EcoBoost® I4 | RWD | 1,000 | - | - |
| 2.5L I4 | FWD | - | - | 1,000 |
| 2.7L EcoBoost® V6 | AWD | - | - | 1,000(5) |
| 3.5L V6 | FWD/AWD | - | 1,000 | - |
| 3.7L V6 | RWD | 1,000 | - | - |
| 5.0L V8 | RWD | 1,000 | - | - |

Manual Transmission

| | | | | |
|-------------------|-----|-------|---|---|
| 2.3L EcoBoost® I4 | RWD | 1,000 | - | - |
| 3.7L V6 | RWD | 1,000 | - | - |
| 5.0L V8 | RWD | 1,000 | - | - |

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

Note: Mustang and Fusion calculated with SAE J2807 method.

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



Mustang



Taurus



Fusion

TRAILER TOWING SELECTOR



Navigator



MKC

NAVIGATOR⁽¹⁾

| Automatic Transmission | | | Maximum Loaded Trailer Weight (lbs.) | | | |
|------------------------|------------|-------------|--------------------------------------|-------|---------------------|-------|
| Engine | Axle Ratio | GCWR (lbs.) | LINCOLN NAVIGATOR | | LINCOLN NAVIGATOR L | |
| | | | 4x2 | 4x4 | 4x2 | 4x4 |
| 3.5L GTDI V6 | 3.73 | 15,100(2) | 9,000 | 8,600 | - | - |
| | 4.10 | 14,900(2) | - | - | 8,500 | 8,300 |
| | | 15,100(2) | 9,000 | 8,600 | - | - |

(1) Maximum loaded trailer weight requires weight-distributing hitch. See page 35 for additional information. (2) Class IV Heavy-Duty Trailer Towing Package is standard.

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

MKC⁽¹⁾

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

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

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

CROSSOVERS

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

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

Note: All vehicles calculated with SAE J2807 method.



Lincoln MKX



MKT



Continental



MKZ

CARS

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

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

Note: Continental and MKZ calculated with SAE J2807 method.

Before you buy

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

After you buy

Before heading out on a trip, check your vehicle's Owner's Manual for break-in and severe-duty maintenance schedules (do not tow a trailer until your vehicle has been driven at least 1,000 miles). Be sure to have your fully-loaded vehicle (including passengers) and trailer weighed so as not to exceed critical weight limits (see page 36). 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.



KNOW BEFORE YOU TOW.

Brakes

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

- 1. Electronically Controlled Brakes** usually provide automatic and manual control of trailer brakes. They require that the tow vehicle be equipped with a controlling device and additional wiring for electrical power. These brakes typically have a control box installed within reach of the driver and can be applied manually or automatically.
- 2. Electric-Over-Hydraulic (EOH) Trailer Brakes** are operated by an electrically powered pump that pressurizes a hydraulic fluid reservoir built into the trailer's brake system. Many of the available EOH trailer brake models are compatible with the Ford factory installed, dash-integrated Trailer Brake Controller (TBC).
- 3. Surge Brakes** are independent hydraulic brakes activated by a master cylinder at the junction of the hitch and trailer tongue. They are not controlled by the hydraulic fluid in the tow vehicle's brake system, and the tow vehicle's hydraulic system should never be connected directly to the trailer's hydraulic system.

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

Trailer Lamps

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

Safety Chains

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

Trailer Wiring Harness

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

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

TRAILER 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

TRAILER CLASSES.

Class I LIGHT-DUTY

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

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

Many Ford vehicles can handle easily

Conventional weight-carrying hitch

Class II MEDIUM-DUTY

2,001-3,500-lb. gross trailer weight

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

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

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

Class III HEAVY-DUTY

3,501-5,000-lb. gross trailer weight

Dual-axle or large single-axle travel trailers

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

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

Class IV EXTRA-HEAVY-DUTY⁽²⁾

Over 5,000-lb. gross trailer weight⁽²⁾

Largest travel and 5th-wheel trailers made for recreation

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

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

⁽¹⁾ Refer to page 15 for required equipment.

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

Weight-Carrying (Non-Weight-Distributing) Hitch

A weight-carrying (non-weight-distributing) hitch is commonly used to tow small- and medium-sized trailers. Choose a proper hitch and ball, and make sure its location is compatible with that of the trailer. Use a good weight-carrying hitch that uniformly distributes the trailer tongue loads through the bumper and frame (through the body with Escape; bumper hitch not available with Escape, Explorer or Expedition/Navigator). Ford hitch receivers provide weight-carrying capacities as shown in the chart on page 35. (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 Hitch

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 35).

- 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 will 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



**WHICH
HITCH?**



Gooseneck Hitch

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 Hitch

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.

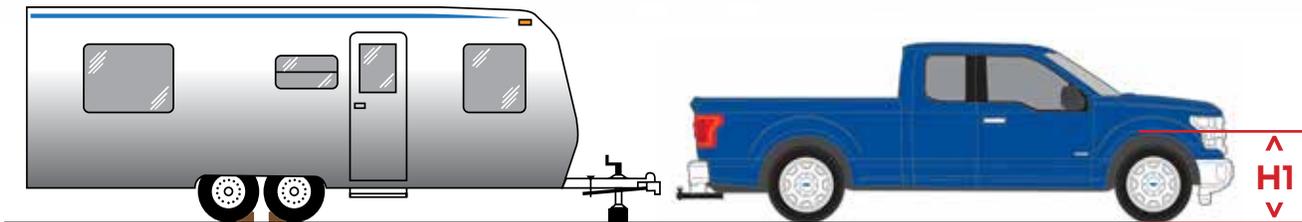
WEIGHT DISTRIBUTION HITCH SETUP

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

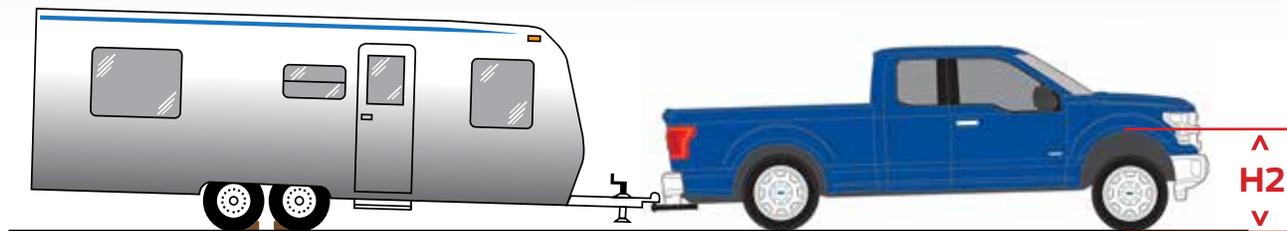
| CALCULATION | |
|---------------------|---|
| Vehicle = | |
| H1 = | |
| H2 = | |
| Correction Factor = | |
| Height Change = | (H2) minus (H1) |
| Reduction Amount = | (Height Change) times (Correction Factor) |
| Height Change = | (H2) minus (Reduction Amount) |

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

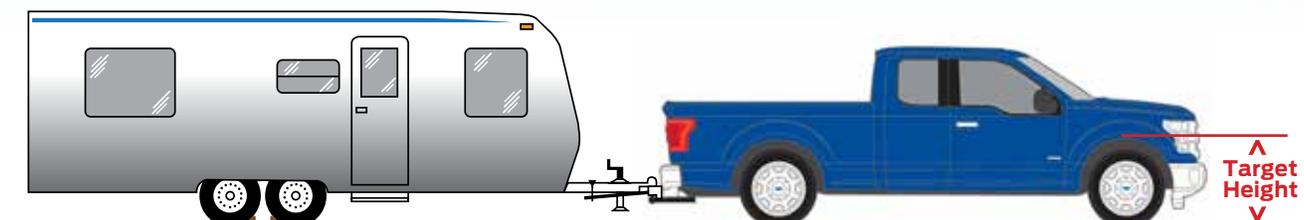
- 1 Load trailer similar to the way it will be loaded for the trip with 10% tongue load and park on level ground
- 2 Adjust trailer tongue jack to get trailer level or just slightly nose down
- 3 Load tow vehicle similar to the way it will be used for the trip and park vehicle on level ground
- 4 Adjust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



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



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



HITCH RECEIVER OPTIONS AND CAPACITIES.

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

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

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

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

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

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

Expedition/Navigator: Standard

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

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

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

- F-250/350 SRW – Standard for 15,000-lb. Maximum Trailer Capacity (N/A with 6.7L diesel with 176" wheelbase [F-350 DRW])
- F-250 with 6.7L diesel engine – Standard for 18,000-lb. Maximum Trailer Capacity (176" wheelbase only)
- F-350 SRW with 6.7L diesel engine – Standard for 18,000-lb. Maximum Trailer Capacity
- F-350 DRW – Standard for 16,700-lb. Maximum Trailer Capacity (except F-350 DRW with 6.7L diesel engine)
- F-350 DRW with 6.7L diesel engine – 21,000-lb. Maximum Trailer Capacity
- F-450 – Standard for 21,000-lb. Maximum Trailer Capacity

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

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

5th-Wheel and Gooseneck Hitch Recommendation

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

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

REAR STEP BUMPER/HITCH RECEIVER WEIGHT CAPACITY

The maximum weight capacities for the weight-distributing hitch receivers shown below may exceed the maximum loaded trailer weight for the vehicle specified. Refer to the Trailer Towing Selector charts on pages 18–30 for Maximum Loaded Trailer Weights for each vehicle.

| Vehicle | Weight-Carrying Max. Trailer Capacity (lbs.) ⁽¹⁾ | Max. Tongue Load (lbs.) | Weight-Distributing Max. Trailer Capacity (lbs.) ⁽¹⁾ | Max. Tongue Load (lbs.) |
|---|---|-------------------------|---|-------------------------|
| REAR STEP BUMPER | | | | |
| F-150 | 5,000 | 500 | – | – |
| HITCH RECEIVER | | | | |
| Transit Connect | 2,000 | 200 | – | – |
| Edge/Lincoln MKX | 3,500 | 350 | – | – |
| Escape | 3,500 | 350 | – | – |
| MKC | 3,000 | 300 | – | – |
| Flex/MKT | 2,000 | 200 | 4,500 | 450 |
| Explorer | 2,000 | 200 | 5,000 | 500 |
| Transit Van | 7,500 | 750 | – | – |
| Transit Wagon | 5,100 | 510 | – | – |
| Expedition | 6,000 | 600 | 9,300 | 930 |
| Navigator | 6,000 | 600 | 9,000 | 900 |
| Expedition EL | 6,000 | 600 | 9,200 | 920 |
| Navigator L | 6,000 | 600 | 8,500 | 850 |
| F-150 | 5,000 | 500 | 12,200 | 1,220 |
| F-250/F-350 Super Duty SRW | 15,000 | 1,500 | 15,000 ⁽²⁾ | 1,500 ⁽²⁾ |
| F-250/F-350 Super Duty SRW w/6.7L engine | 18,000 | 1,800 | 18,000 ⁽³⁾ | 1,800 ⁽³⁾ |
| F-350 Super Duty DRW w/6.2L engine | 16,700 | 1,670 | 16,700 | 1,670 |
| F-350 Super Duty DRW w/6.7L engine and F-450 Super Duty | 21,000 | 2,100 | 21,000 | 2,100 |

(1) Ford rear step bumpers and hitch receivers do not include a hitch ball or ball mounting. You are responsible for obtaining the proper hitch ball, ball mounting, weight-distributing equipment (i.e., equalizing arms and snap-up brackets, sway control system) and other appropriate equipment to tow both the trailer and its cargo load. (2) Not available with 6.7L diesel with 176" wheelbase. (3) Available only with 176" wheelbase.

Base Curb Weight

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

Cargo Weight

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

Payload

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

WEIGHTY INFO.



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

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 18–30 or your vehicle's Owner's Manual).

**Measuring Tongue Load With Commercial Scale**

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

Gross Vehicle Weight (GVW)

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

Gross Vehicle Weight Rating (GVWR)

is the maximum allowable weight of the fully-loaded vehicle (including passengers and cargo). This number – along with other weight limits, as well as tire, rim size and inflation pressure data – is shown on the vehicle's Safety Compliance Certification Label, located on the left front door lock facing or the door latch post pillar (see next page).

The GVW must never exceed the GVWR.

Gross Axle Weight (GAW)

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

Gross Axle Weight Rating (GAWR)

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

KNOW YOUR LIMITS.

Gross Combination Weight (GCW)

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

Gross Combination Weight Rating (GCWR)

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

Maximum Loaded Trailer Weight

(as shown in the Trailer Towing Selector charts pages 18–30) is the highest possible weight of a fully loaded trailer the vehicle can tow, based on a minimum towing vehicle GVW. It assumes a towing vehicle with any mandatory options, no cargo, tongue load of 10% (conventional trailer) or king pin weight of 15% (5th-wheel trailer), and driver only (150 lbs.). F-Series Super Duty® Chassis Cab models also assume a second-unit body weight of 1,000 lbs. Weight of additional options, passengers, cargo and hitch must be deducted from this weight.

Tongue Load or 5th-Wheel King Pin Weight

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

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

- For trailers up to 2,000 lbs., tongue load not to exceed 200 lbs.
- For conventional trailers over 2,000 lbs., tongue load 10% of loaded trailer weight.
- For 5th-wheel trailers, king pin weight 15% of loaded trailer weight.

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

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

*Refer to the chart on page 35 for tongue load recommendations with Ford factory-installed trailer hitch receivers.

How to Find Your Truck's Axle Ratio

If you do not know the axle ratio of your vehicle, check its Truck Safety Compliance Certification Label (located on the left front door lock facing or the door latch post pillar). Below the bar code, you will see the word AXLE and a two-digit code. Use this chart 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-250/350) | 3.31 | 31 | Not Available | 3H |
| | 3.55 | 35 | 3K | 3J |
| | 3.73 | 37 | 3L | 3E |
| | 4.10 | 41 | 4N/4W ⁽¹⁾ | Not Available |
| | 4.30 | Not Available | 4L | 4M |
| F-150 | 4.88 | 48 | 8L | Not Available |
| | 3.15 | 15 | Not Available | L5 |
| | 3.31 | 27 | Not Available | L3 |
| | 3.55 | 19 | Not Available | L9 |
| | 3.73 | 26 | Not Available | L6 |
| Expedition | 4.10 | Not Available | Not Available | L4 |
| | 3.15 | 10 | Not Available | Not Available |
| | 3.31 | 15 | Not Available | Not Available |
| | 3.73 | Not Available | 3L | Not Available |
| Navigator | 3.73 | Not Available | 3L | Not Available |
| | 4.10 | 41 | Not Available | Not Available |
| Transit | 3.31 | 31 | 3L | Not Available |
| | 3.73 | 73 | 7L | Not Available |
| | 4.10 | 41 | 4L | Not Available |
| E-Series Cutaway | 4.10 | 52/56 | E2/E6 | Not Available |
| | 4.56 | 58/83/85 | E8/F3/F5 | Not Available |
| Motorhome | 4.30 | 43 | Not Available | Not Available |
| | 5.38 | 53 | Not Available | Not Available |
| | 6.17 | 61 | Not Available | Not Available |
| Commercial Stripped Chassis | 4.30 | 43 | Not Available | Not Available |
| | 4.88 | 48 | Not Available | Not Available |
| | 5.38 | 53 | Not Available | Not Available |

(1) Wide rear axle on F-350 DRW Chassis Cab with Ambulance Package.

Sample Truck Safety Compliance Certification Label

(Refer to actual label on your vehicle)

The image shows a sample of a Truck Safety Compliance Certification Label. Annotations include:

- Front GAWR:** Points to the 'FRONT GAWR: 1531 KG (3375 LB)' field.
- Rear GAWR:** Points to the 'REAR GAWR: 1724 KG (3800 LB)' field.
- GVWR:** Points to the 'GVWR: 3175 KG (7000 LB)' field.
- Axle Code:** Points to the 'AXLE' field in the bottom section, which contains the code '19'.

Other visible text on the label includes: MFD. BY FORD MOTOR CO., DATE: 12/15, VIN: 1FTEW1EG9GFA77103, TYPE: Truck, and various tire and PSI specifications.

Axle Code

ACCESSORIZE.

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



FORD ACCESSORIES



Trailer Hitch Wiring Harnesses – 4-Pin

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

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

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

Base Part No. 15A416
Available for: Flex

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

Base Part No. 15A416
Available for: F-150



Trailer Hitch Assemblies

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

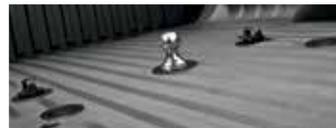
NOTE: Towing capacity could be limited by vehicle powertrain. See your dealer or Owner's Manual for details. Not available on Escape Hybrid.

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

5th-Wheel/Gooseneck Hitch Prep Package

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

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



Gooseneck Hitch Kit

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

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

Base Part No. 19F503
Available for: Super Duty F-250 and F-350



5th-Wheel Hitch Kits

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

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

Base Part No. 19D520
Available for: Super Duty F-250 and F-350



Trailer Hitch Drawbars – Square Shank

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

Base Part No. 19A282
Available for: Vehicles with 2-1/2" (6cm) receiver for Super Duty Vehicles with 2" (5cm) receiver for Escape, Edge, Lincoln MKX, Flex, Expedition/EL, Navigator/L, F-150 and E-Series

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



Trailer Hitch Ball

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

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



Trailer Brake Kit

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

Base Part No. 19H332
Available for: F-150



Neutral Tow Kit

This handy kit allows you to tow your Explorer or Sport Trac behind your motorhome – with all four wheels on the ground. Available for 2006–2010 Explorer 4.6L V8 or 2007–2010 Sport Trac 4.6L V8, 4WD and an automatic transmission. Dealer installation recommended. Not available for AWD vehicles.

Base Part No. 7H332



Telescoping Trailer Tow Mirrors

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

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

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

Base Part No. 17682 Passenger Side
Base Part No. 17683 Driver Side
Base Part No. 17696 Kit (Driver and Passenger Side)
Available for: F-150

TOWING SAFELY FOR ALL VEHICLES.

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

Weight Distribution

- For optimum handling and braking, the load must be properly distributed
- Keep center of gravity low for best handling
- Approximately 60% of the allowable cargo weight should be in the front half of the trailer and 40% in the rear (within limits of tongue load or king pin weight)
- Load should be balanced from side-to-side to optimize handling and tire wear
- Load must be firmly secured to prevent shifting during cornering or braking, which could result in a sudden loss of control

Before Starting

- Before setting out on a trip, practice turning, stopping and backing up your trailer in an area away from heavy traffic
- Know clearance required for trailer roof
- Check equipment (make a checklist)

Backing Up

- Back up slowly, with someone spotting near the rear of the trailer to guide you
- Place one hand at bottom of steering wheel and move it in the direction you want the trailer to go
- Make small steering inputs – slight movement of steering wheel results in much greater movement in rear of trailer

Turning

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

Braking

- Allow considerably more distance for stopping with trailer attached
- Remember, the braking system of the tow vehicle is rated for operation at the GVWR, not GCWR
- If your tow vehicle is a 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 your trailer starts to sway, apply brake pedal gradually. The sliding lever on the TBC should be used only for manual activation of trailer brakes when adjusting the gain. Misuse, such as application during trailer sway, could cause instability of trailer and/or tow vehicle

Towing On Hills

- Downshift the transmission to assist braking on steep downgrades and to increase power (reduce lugging) when climbing hills
- With TorqShift® transmission, select tow/haul mode to automatically eliminate unwanted gear search when going uphill and help control vehicle speed when going downhill

Parking With A Trailer

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

- Apply the foot service brakes and hold
- Have another person place the wheel chocks under the trailer wheels on the downgrade side
- Once the chocks are in place, release brake pedal, making sure the chocks will hold the vehicle and trailer
- Apply the parking brake
- Shift automatic transmission into park, or manual transmission into reverse
- With 4-wheel drive, make sure the transfer case is not in neutral (if applicable)

Starting Out Parked On A Grade

- Apply the foot service brake and hold
- Start the engine with transmission in park (automatic) or neutral (manual)
- Shift the transmission into gear and release the parking brake
- Release the brake pedal and move the vehicle uphill to free the chocks
- Apply the brake pedal while another person retrieves the chocks

Acceleration And Passing

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

- When passing a slower vehicle, be sure to allow extra distance. Remember, the added length of the trailer must clear the other vehicle before you can pull back in
- Signal and make your pass on level terrain with plenty of clearance
- If necessary, downshift for improved acceleration

Driving With An Automatic Overdrive Transmission

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

- To eliminate this condition and achieve steadier performance, overdrive can be locked out (see vehicle Owner's Manual)
- If excessive shifting does not occur, use overdrive to optimize fuel economy
- Overdrive may also be locked out to obtain engine braking on downgrades
- When available, select tow/haul mode to automatically eliminate unwanted gear search and help control vehicle speed when going downhill

Photography, illustrations and information presented herein were correct when approved for publishing. Ford Motor Company reserves the right to discontinue or change at any time the specifications or designs without incurring obligation. Some features shown or described are optional at extra cost. Some options are required in combination with other options. Consult your dealer for the latest, most complete information on models, features, prices and availability.

Many of the recreational vehicles shown in this brochure are modified or manufactured by companies other than Ford Motor Company. Ford assumes no responsibility for such modifications or manufacturing.

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.

Tire Pressure

- Underinflated tires get hot and may fail, leading to possible loss of vehicle control
- Overinflated tires may wear unevenly
- 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 the road tire as soon as possible).

On The Road

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

- Trailer hitch attachment
- Lights and electrical connections
- Trailer wheel lug nuts for tightness
- Engine oil – check regularly throughout trip

High Altitude Operation

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

Powertrain/Frontal Area Considerations

The charts in this Guide show the minimum engine size needed to move the GCW of tow vehicle and trailer.

- Under certain conditions, however, (e.g., when the trailer has a large frontal area that adds substantial air drag or when trailering in hilly or mountainous terrain) it is wise to choose a larger engine
- Selecting a trailer with a low-drag, rounded front design will help optimize performance and fuel economy

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

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