



2024 FORD SUPER DUTY® PICKUP

SUPER DUTY PICKUPS – CAPABLE, DURABLE, PRODUCTIVE

The 2024 Super Duty Pickups expand their role as the pinnacle of BUILT FORD TOUGH® with rugged durability and improved capability and productivity. Impressive powertrains, improved camera technologies and innovative connected features and services meet the needs of a multitude of commercial vocations and personal use towing customers. Super Duty Pickups are designed to handle your rugged jobs with Regular Cab, SuperCab and Crew Cab choices in both 4x2 and 4x4 configurations for maximum flexibility.



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

NEXT LEVEL POWER

6.8L Gas V8 – Workhorse Power

This 6.8L gas V8 workhorse, standard on XL models, raises the bar for entry-level performance with **405 horsepower and 445 lb.-ft. of torque**.¹ Naturally aspirated with port injection, the engine uses a cam-in-block and overhead valve architecture with variable valve timing and leverages the latest technology to deliver impressive power and torque to get heavy loads up to speed more quickly.

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

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

6.7L Power Stroke® Diesel – A Proven Performer

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

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

This available High Output Diesel engine incorporates a turbocharger with a cooled compressor and stainless-steel exhaust manifolds helping it deliver best maximum available diesel **500 horsepower** in the class and best-in-class maximum available **1,200 lb.-ft. of torque**.^{1,3}

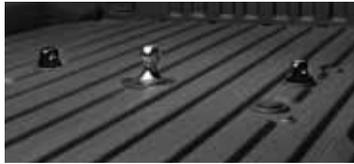
A 10-speed automatic transmission is standard on all models.

¹ Horsepower and torque ratings determined based upon testing requirements prescribed in SAE J1349. Your results may vary. Horsepower and torque are independent attributes and may not be achieved simultaneously. ² Max 430 horsepower and 485 lb.-ft. of torque based on 7.3L V8 gas engine. Class is Full-Size Pickups over 8,500 lbs. GVWR. ³ Max 500 horsepower and 1,200 lb.-ft. of torque based on 6.7L High Output Power Stroke V8 Turbo Diesel. Class is Full-Size Pickups over 8,500 lbs. GVWR.



2024 FORD SUPER DUTY® PICKUP

TOW TECHNOLOGY



5th-Wheel/Gooseneck Prep Package

Available on all models

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

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

Standard Trailer Sway Control

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

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

Standard Trailer Brake Controller (TBC)

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

Smart Trailer Tow Connector

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

Alerts/warnings are displayed within the instrument cluster

Available Onboard Scales with Smart Hitch

Estimates cargo weight in real-time and provides guidance on trailer tongue weight distribution directly on the center touchscreen and within the taillamps on Platinum and Limited models

Tow/Haul Mode with Integrated Engine-Exhaust Brake

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

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



Pro Trailer Backup Assist™ and Pro Trailer Hitch Assist

Pro Trailer Backup Assist makes parking your trailer as simple as turning a knob on the instrument panel left or right in the direction you want the trailer to go. Pro Trailer Hitch Assist controls throttle, braking and steering to automatically back the truck up and align the conventional hitch ball to the trailer receiver³



Trailer Reverse Guidance^{4,5}

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

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



360-Degree Camera Package

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

Includes BLIS® (Blind Spot Information System), with Cross Traffic Alert and Trailer Coverage, Rear Parking Sensors and Reverse Sensing System with Reverse Brake Assist⁵



Available BLIS with Trailer Coverage

Alerts you when a vehicle is spotted in your blind spots and when one is alongside the trailer. Helps ease lane-change anxiety – even with a conventional trailer (up to 33 feet long) in tow⁵

Turn Signal View with Trailer

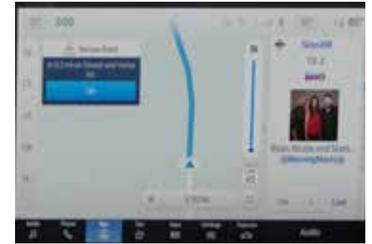
Camera view displays on center touchscreen showing truck and trailer when turn signal is activated

Digital Instrument Cluster

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

Trailer Profiles

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



Trailer Navigation

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

Power Tailgate

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



Available Head-Up Display

Important information (speed limit, driver-assist details and more) is projected onto the windshield in line of sight without being intrusive, allowing eyes to remain fixed on the road. Information displayed and location on windshield is customizable⁷

Trailer Theft Security

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

1. Remember that even advanced technology cannot overcome the laws of physics. It's always possible to lose control of a vehicle due to inappropriate driver input or improper trailer loading for the conditions. 2. See limited warranty for details. Ask your Ford Dealer for details. 3. Standard on XLT series and above. 4. Included with 360-Degree Camera on XL series and above. Not available on XL and XLT. 5. Driver-assist features are supplemental and do not replace the driver's attention, judgment and need to control the vehicle. It does not replace safe driving. See Owner's Manual for details and limitations. 6. Cameras only operate at speeds under 6 miles per hour. 7. Don't drive while distracted. See Owner's Manual for details and limitations.



2024 FORD SUPER DUTY® PICKUP



F-250 Tremor® Crew Cab in Darkened Bronze Metallic

TRAILER TOWING SELECTOR

F-250® SRW SUPER DUTY PICKUP

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

CONVENTIONAL TOWING

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

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

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

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

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



2024 FORD SUPER DUTY® PICKUP



F-250 LARIAT Crew Cab in Agate Black

TRAILER TOWING SELECTOR

F-250® SRW SUPER DUTY PICKUP

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

5TH-WHEEL/GOOSENECK TOWING

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

| Automatic Transmission | | | REGULAR CAB | | | | SUPERCAB | | | | | | | | CREW CAB | | | | | | | |
|---------------------------|------------|---------------------|----------------------|------------|----------------------------|------------|--------------------------|------------|----------------------------|------------|---|---|---|---|--------------------------|------------|---|----------------------------|---|---|---|---|
| | | | 4x2 141.6" WB 8' Box | | 4x4 141.6" WB 8' Box | | 4x2 148.0" WB 6-3/4' Box | | 4x2 164.2" WB 8' Box | | 4x4 148.0" WB 6-3/4' Box | | 4x4 164.2" WB 8' Box | | 4x2 159.8" WB 6-3/4' Box | | 4x2 176.0" WB 8' Box | | 4x4 159.8" WB 6-3/4' Box | | 4x4 176.0" WB 8' Box | |
| Engine | Axle Ratio | GCWR (lbs.) | 5th-Wheel | Goose-neck | 5th-Wheel | Goose-neck | 5th-Wheel | Goose-neck | 5th-Wheel | Goose-neck | 5th-Wheel | Goose-neck | 5th-Wheel | Goose-neck | 5th-Wheel | Goose-neck | 5th-Wheel | Goose-neck | 5th-Wheel | Goose-neck | 5th-Wheel | Goose-neck |
| 6.7L V8 Turbo Diesel | 3.31 | 23,500 | 16,300 | 16,500 | 15,900/15,800 ⁴ | 16,100 | | | 15,900/15,800 ⁴ | 16,100 | 14,600/15,700 ³ /14,000 ⁴ | 15,700/15,800 ³ /15,000 ³ | 13,900/14,900 ³ /13,200 ⁴ | 14,900/15,700 ³ /14,200 ⁴ | 16,000 | 16,100 | 15,000/15,700 ³ /14,400 ⁴ | 15,900/15,400 ⁴ | 14,200/13,600 ⁴ /15,600 ³ | 15,300/14,600 ⁴ /15,700 ³ | 12,100/11,500 ⁴ /15,300 ³ | 13,200/12,500 ⁴ /15,400 ³ |
| | | 30,000 ¹ | 22,300 | 22,900 | 21,700 | 22,500 | | | | | 20,500 | 21,500 | 20,600 | 21,600 | 20,900 | 22,000 | 20,200 | 21,200 | 20,500 | 21,600 | 19,300 | 20,300 |
| | | 3.55 | 30,000 ¹ | 22,300 | 22,900 | 21,700 | 22,500 | 21,000 | 22,000 | 20,900 | 22,000 | 20,500 | 21,500 | 20,600 | 21,600 | 20,900 | 22,000 | 20,200 | 21,200 | 20,500 | 21,600 | 19,300 |
| 6.7L V8 H.O. Turbo Diesel | 3.55E | 28,300 ² | | | | | | | | | | | | | | | | | 19,500 | 20,000 | | |
| | 3.31 | 31,000 ¹ | 22,300 | 23,000 | 21,700 | 22,700 | | | | | 20,400 | 21,400 | 20,600 | 21,600 | 20,900 | 22,000 | 20,200 | 21,200 | 20,500 | 21,600 | 19,900 | 20,900 |
| | 3.55 | 31,000 ¹ | 22,300 | 23,000 | 21,700 | 22,700 | 21,000 | 22,000 | 20,900 | 22,000 | 20,400 | 21,400 | 20,600 | 21,600 | 20,900 | 22,000 | 20,200 | 21,200 | 20,500 | 21,600 | 19,900 | 20,900 |
| 6.8L V8 | 3.73 | 21,000 | 14,600 | 14,800 | 14,100 | 14,300 | 14,300 | 14,500 | 14,200 | 14,300 | 13,900 | 14,000 | 13,800 | 13,900 | 14,300 | 14,400 | 14,000 | 14,200 | 13,900 | 14,100 | 13,600 | 13,800 |
| | 4.30 | 23,500 | 17,100 | 17,300 | 16,600 | 16,800 | 16,800 | 17,000 | 16,700 | 16,800 | 16,400 | 16,500 | 16,300 | 16,400 | 16,800 | 16,900 | 16,500 | 16,700 | 16,400 | 16,600 | 16,100 | 16,300 |
| 7.3L V8 | 3.73 | 23,500 | | | 16,600 | 16,700 | 16,700 | 16,900 | | | 16,300 | 16,500 | 16,200 | 16,400 | | | | | 16,300 | 16,500 | 16,000 | 16,200 |
| | 3.73E | 24,600 | 18,100 | 18,300 | 17,700 | 17,800 | 17,800 | 18,000 | | | 17,400 | 17,600 | 17,300 | 17,500 | 17,800 | 17,900 | 17,500 | 17,700 | 17,400 | 17,600 | 17,000/17,100 ³ | 17,300 |
| | 4.30 | 26,000 | 19,500 | 19,500 | 19,100 | 19,200 | 19,200 | 19,400 | | | 18,800/18,300 ⁴ | 19,000 | 18,300/18,700 ³ | 18,900 | 19,200 | 19,300 | 18,900 | 19,100 | 18,800/18,500 ² | 19,000/18,500 ² | 17,000/18,500 ³ | 18,100/18,700 ³ |

1. Requires F-250 High-Capacity Axle Upgrade Package (535). 2. Tremor® Off-Road Package (17Y). 3. 10,000 plus GVWR. 4. Fixed 9,900 GVWR.

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

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

TAILGATE CLEARANCE

Considerations When Towing a 5th-Wheel or Gooseneck Trailer

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

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

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

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



2024 FORD SUPER DUTY® PICKUP



F-350 LARIAT Sport Crew Cab in Oxford White

TRAILER TOWING SELECTOR

F-350® SRW SUPER DUTY PICKUP

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

CONVENTIONAL TOWING

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

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

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

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

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



2024 FORD SUPER DUTY® PICKUP



F-350 XLT Crew Cab 4x4 in Antimatter Blue

TRAILER TOWING SELECTOR

F-350® SRW SUPER DUTY PICKUP

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

5TH-WHEEL/GOOSENECK TOWING

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

| Automatic Transmission | | | REGULAR CAB | | | | SUPERCAB | | | | | | | | CREW CAB | | | | | | | | | | |
|---------------------------|------------|-------------|----------------------------|----------------------------|------------------------------|------------------------------|----------------------------|----------------------------|----------------------------|----------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|----------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|----------------------------|------------------------------|
| | | | 4x2 141.6" WB 8' Box | | 4x4 141.6" WB 8' Box | | 4x2 148.0" WB 6-3/4' Box | | 4x2 164.2" WB 8' Box | | 4x4 148.0" WB 6-3/4' Box | | 4x4 164.2" WB 8' Box | | 4x2 159.8" WB 6-3/4' Box | | 4x2 176.0" WB 8' Box | | 4x4 159.8" WB 6-3/4' Box | | 4x4 176.0" WB 8' Box | | | | |
| Engine | Axle Ratio | GCWR (lbs.) | 5th-Wheel | Goose-neck | 5th-Wheel | Goose-neck | 5th-Wheel | Goose-neck | 5th-Wheel | Goose-neck | 5th-Wheel | Goose-neck | 5th-Wheel | Goose-neck | 5th-Wheel | Goose-neck | 5th-Wheel | Goose-neck | 5th-Wheel | Goose-neck | 5th-Wheel | Goose-neck | | | |
| 6.7L V8 Turbo Diesel | 3.31 | 31,000 | 22,100/23,700 ¹ | 23,100/23,800 ¹ | 22,000/23,300 ^{1,2} | 23,000/23,400 ^{1,2} | | | | | | | 20,800/23,000 ^{1,2} | 21,900/23,200 ^{1,2} | 21,000/22,900 ^{1,2} | 22,100/23,100 ^{1,2} | 20,800/23,300 ¹ | 21,900/23,400 ¹ | 20,300/23,100 ¹ | 21,300/23,200 ¹ | 20,500/22,700 ¹ | 21,600/23,000 ^{1,2} | 20,100/22,500 ¹ | 21,100/22,700 ¹ | |
| | 3.55 | 31,000 | 22,100/23,700 ¹ | 23,100/23,800 ¹ | 22,000/23,300 ^{1,2} | 23,000/23,400 ^{1,2} | 21,400/23,500 ¹ | 22,500/23,600 ¹ | 21,400/23,300 ¹ | 22,500/23,500 ¹ | 20,800/23,000 ^{1,2} | 21,900/23,200 ^{1,2} | 21,000/22,900 ^{1,2} | 22,100/23,100 ^{1,2} | 20,800/23,300 ¹ | 21,900/23,400 ¹ | 20,300/23,100 ¹ | 21,300/23,200 ¹ | 20,500/22,700 ¹ | 21,600/23,000 ^{1,2} | 20,100/22,500 ¹ | 21,100/22,700 ¹ | 20,600/22,800 ² | 21,600/22,800 ² | |
| 6.7L V8 H.O. Turbo Diesel | 3.31 | 31,800 | 22,100/24,500 ¹ | 23,100/24,600 ¹ | 22,000/24,100 ¹ | 23,000/24,200 ^{1,2} | | | | | 20,800/23,800 ^{1,2} | 21,900/24,000 ^{1,2} | 21,000/23,000 ¹ | 22,100/23,900 ^{1,2} | 20,800/23,600 ¹ | 21,900/24,200 ¹ | 20,300/23,200 ¹ | 21,300/24,000 ¹ | 20,500/22,600 ¹ | 21,600/23,700 ¹ | 20,100/22,500 ¹ | 21,100/23,500 ^{1,2} | | | |
| | 3.55 | 31,200 | | | | | | | | | | | | | | | | | 23,000 ³ | 23,000 ³ | | | | | |
| | | 35,200 | 22,100/25,200 ¹ | 23,100/26,300 ¹ | 22,000/25,000 ¹ | 23,000/26,000 ¹ | | | 21,400/24,000 ¹ | 22,500/25,100 ¹ | 20,800/26,700 ² | 21,900/24,900 ¹ | 21,000/23,000 ¹ | 22,100/24,000 ¹ | | | 20,300/23,200 ¹ | 21,300/24,300 ¹ | 20,500/22,600 ¹ | 21,600/23,700 ¹ | 20,100/22,500 ¹ | 21,100/23,500 ¹ | 20,600/26,700 ² | | |
| 6.8L V8 | 3.73 | 21,000 | 14,400 ¹ | 14,600 ¹ | 14,100/14,000 ^{1,2} | 14,200/14,200 ^{1,2} | 14,300/14,200 ¹ | 14,400 | 14,100 | 14,300/14,200 ¹ | 13,800 | 14,000/13,900 ^{1,2} | 13,700 | 13,900/13,800 ^{1,2} | 14,100/14,000 ¹ | 14,300/14,200 ¹ | 13,900/13,800 ¹ | 14,000/14,000 ¹ | 13,700/13,600 ^{1,2} | 13,800 | 13,600/13,500 ^{1,2} | 13,700 | 13,700 | | |
| | 4.30 | 24,400 | 17,800 ¹ | 18,000 ¹ | 17,500/17,400 ^{1,2} | 17,600 | | | | | 17,200 | 17,400/17,300 ^{1,2} | 17,100 | 17,300/17,200 ^{1,2} | 17,500/17,400 ¹ | 17,700/17,600 ¹ | 17,300/17,200 ¹ | 17,400 | | | 17,000/16,900 ^{1,2} | 17,100 | | | |
| 7.3L V8 | 3.73 | 25,200 | 18,400 ¹ | 18,600 ¹ | 18,100/18,000 ^{1,2} | 18,200 | 18,400/18,300 ¹ | | | | 17,800 | 18,000/17,900 ^{1,2} | 17,700/17,600 ^{1,2} | 17,900/17,800 ^{1,2} | 18,100/18,000 ¹ | 18,200 | 17,900/17,800 ¹ | 18,000 | 17,700/17,600 ^{1,2} | 17,800 | 17,600/17,500 ^{1,2} | 17,700 | 17,700 | | |
| | 4.30 | 29,000 | 22,200 ¹ | 22,400 ¹ | 21,800 | 22,000 | 21,300/22,000 ¹ | 22,200/22,100 ¹ | | | | | | | 21,000/21,600 ^{1,2} | 21,800/21,700 ^{1,2} | 21,100/21,500 ¹ | 21,700/21,600 ^{1,2} | 20,800/21,800 ¹ | 21,900/22,000 ¹ | 20,600/21,600 ¹ | 21,600/21,800 ¹ | 20,600/21,400 ^{1,2} | 21,600 | 21,100/21,300 ^{1,2} |

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

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

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

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



2024 FORD SUPER DUTY® PICKUP



F-450 XL Regular Cab in Agate Black Metallic

TRAILER TOWING SELECTOR

F-350®/450® DRW SUPER DUTY PICKUPS

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

CONVENTIONAL TOWING

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

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

5TH-WHEEL/GOOSENECK TOWING

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

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

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

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

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

SUPER DUTY® PICKUP/CAMPER COMBINATION SELECTOR

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

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

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

CAMPER CENTER-OF-GRAVITY

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

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

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

SLIDE-IN CAMPER INSTALLATION

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

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

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

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

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

Rear stabilizer bar (SRW)

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

Slide-in camper certification

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

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

MAXIMUM CARGO WEIGHT WITH SLIDE-IN CAMPER

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

| F-250 Super Duty ¹ | Wheelbase | GVWR (lbs.) | | | | Maximum Cargo Weight Rating (lbs.) | | | |
|--|-----------|-------------|--------|---------------------|---------------------|------------------------------------|-----------------------------|-----------------------------|-----------------------------|
| | | 6.8L | 7.3L | 6.7L | 6.7L H.O. | 6.8L Std./Opt. ³ | 7.3L Std./Opt. ³ | 6.7L Std./Opt. ³ | 6.7L H.O./Opt. ³ |
| 4x2 Reg. Cab | 141.6" | 10,000 | 10,000 | 10,000 | 10,600 ² | 3,793/3,693 | 3,690/3,590 | 3,036/2,936 | 3,535/ - |
| 4x2 Reg. Cab | 141.6" | - | - | - | 10,600 ² | - / - | - / - | 3,550/ - | - / - |
| 4x2 Reg. Cab | 141.6" | - | - | 10,600 | - | - / - | - / - | 3,636/ - | - / - |
| 4x2 SuperCab | 148.0" | 10,000 | 10,000 | - | 10,700 ² | 3,046/2,946 | 2,962/2,862 | - / - | 2,898/ - |
| 4x2 SuperCab | 148.0" | 10,100 | 10,100 | - | - | 3,146/ - | 3,062/ - | - / - | - / - |
| 4x2 SuperCab | 164.2" | 10,000 | - | 10,000 | 11,000 ² | 2,937/2,837 | - / - | 2,170/2,070 | 3,069/ - |
| 4x2 SuperCab | 164.2" | - | - | 11,000 ² | - | - / - | - / - | 3,084/ - | 11,000 ² |
| 4x2 SuperCab | 164.2" | 10,400 | - | 10,600 | - | 3,337/ - | - / - | 2,770/ - | - / - |
| 4x2 Crew Cab | 159.8" | 10,000 | 10,000 | 10,000 | 10,800 ² | 3,000/2,900 | 2,916/2,816 | 2,206/2,106 | 2,905/ - |
| 4x2 Crew Cab | 159.8" | - | - | 10,800 ² | - | - / - | - / - | 2,920/ - | - / - |
| 4x2 Crew Cab | 159.8" | 10,100 | 10,200 | 10,600 | - | 3,106/ - | 3,116/ - | 2,806/ - | - / - |
| 4x2 Crew Cab | 176.0" | 10,000 | 10,000 | 10,000 | 11,100 ² | 2,777/2,677 | 2,693/2,593 | 1,959/1,859 | 2,958/ - |
| 4x2 Crew Cab | 176.0" | - | - | 11,100 ² | - | - / - | - / - | 2,973/ - | - / - |
| 4x2 Crew Cab | 176.0" | 10,400 | 10,500 | 10,600 | - | 3,177/ - | 3,193/ - | 2,559/ - | - / - |
| 4x4 Reg. Cab | 141.6" | 10,000 | 10,000 | 10,000 | 11,000 ² | 3,348/3,248 | 3,264/3,164 | 2,628/2,528 | 3,527/ - |
| 4x4 Reg. Cab | 141.6" | - | - | 11,000 ² | - | - / - | - / - | 3,542/ - | - / - |
| 4x4 Reg. Cab | 141.6" | 10,300 | 10,400 | 10,600 | - | 3,648/ - | 3,664/ - | 3,228/ - | - / - |
| 4x4 SuperCab | 148.0" | 10,000 | 10,000 | 10,000 | 11,000 ² | 2,631/2,531 | 2,548/2,448 | 1,906/1,806 | 2,805/ - |
| 4x4 SuperCab | 148.0" | - | - | 11,000 ² | - | - / - | - / - | 2,820/ - | - / - |
| 4x4 SuperCab | 148.0" | 10,400 | 10,400 | 10,600 | - | 3,031/ - | 2,948/ - | 2,506/ - | - / - |
| 4x4 SuperCab | 164.2" | 10,000 | 10,000 | 10,000 | 11,400 ² | 2,543/2,443 | 2,459/2,359 | 1,788/1,688 | 3,088/ - |
| 4x4 SuperCab | 164.2" | - | - | 11,200 ² | - | - / - | - / - | 2,903/ - | - / - |
| 4x4 SuperCab | 164.2" | 10,600 | 10,600 | 10,600 | - | 3,143/ - | 3,059/ - | 2,388/ - | - / - |
| 4x4 Crew Cab | 159.8" | 10,000 | 10,000 | 10,000 | 11,100 ² | 2,650/2,550 | 2,566/2,466 | 1,843/1,743 | 2,842/ - |
| 4x4 Crew Cab | 159.8" | - | - | 11,100 ² | - | - / - | - / - | 2,857/ - | - / - |
| 4x4 Crew Cab | 159.8" | 10,500 | 10,500 | 10,600 | - | 3,150/ - | 3,066/ - | 2,443/ - | - / - |
| 4x4 Crew Cab | 176.0" | 10,000 | 10,000 | 10,000 | 11,400 ² | 2,347/2,247 | 2,263/2,163 | 1,529/1,429 | 2,828/ - |
| 4x4 Crew Cab | 176.0" | - | - | 11,200 ² | - | - / - | - / - | 2,643/ - | - / - |
| 4x4 Crew Cab | 176.0" | 10,600 | 10,600 | 10,600 | - | 2,947/ - | 2,863/ - | 2,129/ - | - / - |
| F-350 SRW Super Duty ¹ | Wheelbase | 6.8L | 7.3L | 6.7L | 6.7L H.O. | 6.8L Std. | 7.3L Std. | 6.7L Std. | 6.7L H.O. |
| 17" Tires | | | | | | | | | |
| 4x2 Reg. Cab | 141.6" | - | - | 10,600 | 10,600 | - | - | 3,580 | 3,565 |
| 4x2 SuperCab | 148.0" | 10,100 | 10,100 | 10,700 | - | 3,116 | 2,933 | 3,011 | - |
| 4x2 SuperCab | 164.2" | 10,400 | - | 11,000 | 11,000 | 3,304 | - | 3,186 | 3,170 |
| 4x2 Crew Cab | 159.8" | 10,200 | 10,200 | 10,800 | 10,800 | 3,061 | 2,878 | 2,936 | 2,921 |
| 4x2 Crew Cab | 176.0" | 10,600 | 10,600 | 11,100 | 11,100 | 3,225 | 3,053 | 2,999 | 2,984 |
| 4x4 Reg. Cab | 141.6" | 10,400 | 10,400 | 11,000 | 11,000 | 3,688 | 3,506 | 3,566 | 3,551 |
| 4x4 SuperCab | 148.0" | 10,500 | 10,500 | 11,000 | 11,000 | 3,094 | 2,912 | 2,899 | 2,883 |
| 4x4 SuperCab | 164.2" | 10,800 | 10,800 | 11,300 | 11,300 | 3,287 | 3,104 | 3,073 | 3,058 |
| 4x4 Crew Cab | 159.8" | 10,600 | 10,600 | 11,200 | 11,200 | 3,050 | 2,868 | 2,917 | 2,901 |
| 4x4 Crew Cab | 176.0" | 10,900 | 10,900 | 11,499 | 11,499 | 3,235 | 3,053 | 2,939 | 2,923 |
| 18" All-Season Tires | | | | | | | | | |
| 4x2 Reg. Cab | 141.6" | 10,500 | 10,500 | 11,100 | 11,100 | 4,179 | 3,965 | 4,023 | 4,008 |
| 4x2 SuperCab | 148.0" | 10,600 | 10,600 | 11,200 | - | 3,586 | 3,373 | 3,454 | - |
| 4x2 SuperCab | 164.2" | 10,900 | - | 11,499 | 11,499 | 3,778 | - | 3,627 | 3,611 |
| 4x2 Crew Cab | 159.8" | 10,600 | 10,700 | 11,300 | 11,300 | 3,435 | 3,321 | 3,379 | 3,364 |
| 4x2 Crew Cab | 176.0" | 11,100 | 11,100 | 11,499 | 11,499 | 3,709 | 3,496 | 3,341 | 3,326 |
| 4x4 Reg. Cab | 141.6" | 10,900 | 10,900 | 11,499 | 11,499 | 4,162 | 3,949 | 4,008 | 3,993 |
| 4x4 SuperCab | 148.0" | 10,900 | 11,000 | 11,499 | 11,499 | 3,468 | 3,355 | 3,340 | 3,324 |
| 4x4 SuperCab | 164.2" | 11,300 | 11,300 | 11,499 | 11,499 | 3,761 | 3,547 | 3,215 | 3,200 |
| 4x4 Crew Cab | 159.8" | 11,000 | 11,100 | 11,499 | 11,499 | 3,424 | 3,311 | 3,159 | 3,143 |
| 4x4 Crew Cab | 176.0" | 11,300 | 11,300 | 12,000 | 12,000 | 3,608 | 3,395 | 3,355 | 3,339 |
| 18"/20" All-Terrain and 20" All-Season Tires | | | | | | | | | |
| 4x4 Reg. Cab | 141.6" | 11,400 | 11,400 | 12,000 | 12,000 | 4,657 | 4,444 | 4,504 | 4,489 |
| 4x4 SuperCab | 148.0" | 11,400 | 11,400 | 12,000 | 12,000 | 3,963 | 3,750 | 3,837 | 3,821 |
| 4x4 SuperCab | 164.2" | 11,800 | 11,800 | 12,300 | 12,300 | 4,256 | 4,042 | 4,011 | 3,996 |
| 4x4 Crew Cab | 159.8" | 11,499 | 11,499 | 12,000 | 12,000 | 3,918 | 3,705 | 3,655 | 3,639 |
| 4x4 Crew Cab | 176.0" | 11,900 | 11,900 | 12,400 | 12,400 | 4,203 | 3,990 | 3,792 | 3,776 |
| F-350 DRW Super Duty ¹ | Wheelbase | 6.8L | 7.3L | 6.7L | 6.7L H.O. | 6.8L Std. | 7.3L Std. | 6.7L Std. | 6.7L H.O. |
| 4x2 Reg. Cab | 141.6" | 14,000 | 14,000 | 14,000 | 14,000 | 7,344 | 7,236 | 6,558 | 6,542 |
| 4x2 SuperCab | 164.2" | - | - | 14,000 | 14,000 | - | - | 5,664 | 5,649 |
| 4x2 Crew Cab | 176.0" | - | - | 14,000 | 14,000 | - | - | 5,478 | 5,463 |
| 4x4 Reg. Cab | 141.6" | 14,000 | 14,000 | 14,000 | 14,000 | 6,903 | 6,807 | 6,129 | 6,114 |
| 4x4 SuperCab | 164.2" | 14,000 | 14,000 | 14,000 | 14,000 | 6,020 | 5,924 | 5,248 | 5,232 |
| 4x4 Crew Cab | 176.0" | 14,000 | 14,000 | 14,000 | 14,000 | 5,794 | 5,698 | 4,989 | 4,973 |
| F-450 DRW Super Duty ¹ | Wheelbase | 6.8L | 7.3L | 6.7L | 6.7L H.O. | 6.8L Std. | 7.3L Std. | 6.7L Std. | 6.7L H.O. |
| 4x2 Reg. Cab | 141.6" | - | - | 14,000 | 14,000 | - | - | 5,983 | 5,877 |
| 4x2 Crew Cab | 176.0" | - | - | 14,000 | 14,000 | - | - | 4,788 | 4,773 |
| 4x4 Reg. Cab | 141.6" | - | - | 14,000 | 14,000 | - | - | 5,497 | 5,482 |
| 4x4 Crew Cab | 176.0" | - | - | 14,000 | 14,000 | - | - | 4,488 | 4,473 |

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

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



2024 FORD SUPER DUTY® PICKUP

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.

F-250® Pickup

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

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

FRONTAL AREA LIMITATION

Frontal Area is the total area in square feet that a moving vehicle and trailer exposes to air resistance.

The maximum trailer frontal area that must be considered for an **F-250/F-350®/F-450® Super Duty Pickup**/trailer combination is **75 sq. ft. for all 5th-wheel and gooseneck applications** and **60 sq. ft. for all other applications**. Exceeding these limitations may significantly reduce the performance of your towing vehicle.

REAR AXLE RATIO CODES

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 | Non-Limited Slip | Limited Slip | Electronic Locking |
|------------|-----------------|------------------|---------------|--------------------|
| Super Duty | 3.31 | 31 | Not Available | 3H |
| | 3.55 | 25 | 3K | 3J |
| | 3.73 | 37 | 3L | 3E |
| | 4.10 | 41 | 4N | Not Available |
| | 4.30 | Not Available | 4L | 4M |

AVAILABLE TRAILER TOWING PACKAGE

| (Option Code) | F-250/F-350/F-450 Super Duty Pickup ¹ (535) | F-350/F-450 Super Duty Pickup (NOC) |
|-------------------------------------|--|-------------------------------------|
| 7-Wire Harness & 4-/7-Pin Connector | S | S |
| Hitch Receiver | S | S |
| Aux. Auto Trans. Oil Cooler | S | S |
| Smart Trailer Tow Connector | S | S ² |
| Tailer Brake Wiring/Feed Kit | S | S ³ |
| Upgraded Rear Axle | I | S ² |
| Increased GCV (6.7L) | I | S ² |
| Tow/Haul Mode | S | S |
| Tow Hooks, Front | S | S |
| Trailer Brake Controller | S | S ² |
| Trailer Sway Control | S | S |
| Trailer Reverse Guidance | S ⁴ | S ⁴ |
| 360-Degree Camera | S ⁵ | S ⁵ |
| Lane Keeping Alert | S ⁶ | S ⁶ |
| Pro Trailer Backup Assist™ | S ⁴ | S ⁴ |
| Pro Trailer Hitch Assist | S ⁴ | S ⁴ |
| Onboard Scales with Smart Hitch | S ⁶ | S ⁶ |

1. Requires 6.7L diesel engine. 2. F-350 DRW/F-450 only. 3. In-cab, no controller (SRW). 4. Standard on XLT and above. 5. Available across all trims. 6. Standard on King Ranch®, Platinum and Limited. Optional on XLT and LARIAT.

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

LEGEND

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

FACTORY-INSTALLED TRAILER HITCH RECEIVER OPTION

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

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

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

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

HITCH RECEIVER WEIGHT CAPACITY

Refer to the Trailer Towing Selector chart for Maximum Loaded Trailer Weight for these vehicles.

| | Weight-Carrying Max Trailer Capacity (lbs.) ⁷ | Max Tongue Load (lbs.) | Weight-Distributing Max Trailer Capacity (lbs.) ⁷ | Max Tongue Load (lbs.) |
|---------------------|--|------------------------|--|------------------------|
| F-250 | 22,000 | 2,200 | 22,000 | 2,200 |
| F-350 SRW | 25,000 | 2,500 | 25,000 | 2,500 |
| F-250/F-350 Tremor® | 18,200 | 1,820 | 18,200 | 1,820 |
| F-350 DRW | 28,000 | 2,800 | 28,000 | 2,800 |
| F-450 DRW | 30,000 | 3,000 | 30,000 | 3,000 |

7. Hitch receivers do not include a hitch ball or ball mounting. You are responsible for obtaining the proper hitch ball, ball mounting, and other appropriate equipment to tow both the trailer and its cargo load.

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

TOWING BASICS

Cargo And Weight Distribution

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

Keep center of gravity low for best handling

Cargo and load capacity limited by weight and weight distribution

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

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

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

Before Starting

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

Know clearance required for trailer roof

Check equipment (make a checklist)

Backing Up

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

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

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

Braking

Allow considerably more distance for stopping with trailer attached

Remember, the braking system of the tow vehicle is rated for operation at the Gross Vehicle Weight Rating (GVWR), not Gross Combination Weight Rating (GCWR)

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

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

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 of fun.

For the latest RV & Trailer Towing information, check out [Ford Pro | Manuals & Certificates](#).

Turning

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

Towing On Hills

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

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

Parking With A Trailer

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

Apply the foot service brakes and hold
Have another person place the wheel chocks under the trailer wheels on the downgrade side

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

Apply the parking brake

Shift automatic transmission into park, or manual transmission into reverse

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

Starting Out Parked On A Grade

Apply the foot service brake and hold

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

Shift the transmission into gear and release the parking brake

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

Apply the brake pedal while another person retrieves the chocks

Acceleration And Passing

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

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

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

If necessary, downshift for improved acceleration

Driving With An Automatic Overdrive Transmission

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

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

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

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

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

Driving With Cruise Control

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

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

Tire Pressure

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

Overinflated tires may wear unevenly and compromise traction and stopping capability

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

Spare Tire Use

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

On The Road

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

Trailer hitch attachment

Lights and electrical connections

Trailer wheel lug nuts for tightness

Engine oil – check regularly throughout your trip

High Altitude Operation

Your vehicle may have reduced performance when operating at high altitudes and when heavily loaded or towing a trailer. While driving at elevation, in order to match driving performance as perceived at sea level, reduce Gross Vehicle Weight (GVW) and Gross Combination Weight (GCW) by 2% per 1,000 ft. elevation

Powertrain/Frontal Area Considerations

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

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

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

Selecting A Trim Series

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

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