2026

RV LIFE

TRAILER TOWING GUIDE



Your Trusted Source for
Manufacturer-Approved Tow Ratings

OFFICIAL TOW RATINGS
FOR 2026'S MOST POPULAR VEHICLES

TRAILER TOWING 101
BASICS EVERY RVER SHOULD KNOW

GEAR UP
ESSENTIALS FOR TOW VEHICLES AND TRAILERS

TOW SMARTER. TRAVEL SAFER. RV BETTER.

WELCOME TO THE

RV LIFE 2026 TRAILER TOWING GUIDE

Whether you're hitching up for the first time or upgrading your current setup, the RV LIFE 2026 Trailer Towing Guide helps you tow smarter, safer, and with more confidence. This in-depth, easy-to-follow guide is packed with manufacturer-approved tow ratings, expert advice, practical tips, and exclusive product insights, all intended to take the guesswork out of towing a travel trailer or fifth-wheel.

We believe towing doesn't have to feel intimidating. With the right information, the right equipment, and a little practice, you'll be ready to roll in no time.

CONTENTS

Click on a section below to jump to that page

Meet the Experts 2
RV Towing Equipment 3
Tow Like a Pro 7
How to Use This Guide 10
2026 Tow Ratings 11
RV LIFE Forums 24

WHAT'S INSIDE

The RV LIFE 2026 Trailer Towing Guide covers every step of the towing experience, whether you're hauling a lightweight travel trailer, a pop-up tent camper, or a full-size fifth-wheel.

Inside, you'll find:

- Manufacturer-approved tow ratings for 2026 trucks, vans, and SUVs
- Clear explanations of hitch types, weight ratings, and towing capacity
- Detailed breakdowns of conventional and fifth-wheel towing setups
- Pro tips on trailer-sway control, loading, and leveling
- Ideas on upgrades to enhance comfort and towing performance

RV LIFE

RV LIFE
2600 E Southlake Blvd, Suite 120–361
Southlake, Texas 76092
888-447-8787 • support@rvlife.com

Copyright 2026 RV LIFE.
All rights reserved. The contents of this publication may not be produced in whole or in part without the express permission of the publisher.

Director of Brand Experience and Marketing Eileen Hubbard
Senior Content Editor Kristopher Bunker
Art Director Megan Jurvis
Contributors Donya Carlson, Tom Morr

facebook.com/rvlifepro • Instagram @rvlifepro
x.com/rvlife • pinterest.com/rvlifepro • #RVLIFE

MEET THE

EXPERTS BEHIND THE GUIDE

Our towing-guide team has decades of experience in hands-on towing, RV journalism, technical editing, and travel-trailer ownership. Their work has shaped many of the towing resources trusted by RVers nationwide.

KRISTOPHER BUNKER

Kris is a respected voice in the RV world, with more than 25 years of experience creating vehicle reviews and technical resources. He has helped develop multiple towing guides and has a deep knowledge of towing setups.

DONYA CARLSON

Donya is a veteran writer with extensive experience covering RVs. A longtime travel-trailer owner, she brings firsthand knowledge to every article, along with a strong background in technical editing and product testing.

EILEEN HUBBARD

With more than 20 years in RV media, Eileen has led the editorial teams behind some of the industry's most widely respected towing and RV buyer's guides.

TOM MORR

Tom has contributed buyer's guides, features, and technical articles to RV and automotive publications for more than 30 years. He specializes in translating complex information into clear, usable advice for real RVers.



The RV LIFE 2026 Trailer Towing Guide is your one-stop resource for towing confidence

Built by real RVers, for real RVers



GEAR UP FOR ADVENTURE

RV TOWING EQUIPMENT

How to make the proper connection safely and confidently when towing a trailer *By Donya Carlson*

Towing a travel trailer or fifth-wheel may be easier than you think, once you have the right equipment. You'll need to make sure your towing equipment is rated appropriately for your trailer's weight and your tow vehicle's maximum towing capacity, as listed by the manufacturer. Once you have that in place, as well as a bit of practice under your belt, you'll soon be cruising down the road in style and comfort.

To make the right connection, you'll need to know the trailer's gross vehicle weight rating (GVWR) and hitch weight. Accurately assessing the hitch weight is necessary for ensuring that the tow vehicle and hitch are properly rated to handle the load. There are lots of good products available from reliable towing-equipment manufacturers, so stick with well-known brands. And don't be shy about consulting with your RV dealer and the hitch manufacturers to steer you in the right direction.

Hitching Up

We spoke with Alex Walker from Blue Ox towing products, who pointed out that even though the hitch may seem like a small component, it's important to be very familiar with the hitch products you use in order to keep you safe and towing happily. Understanding the best procedures to hook and unhook is vital for your safety while towing, so follow the manufacturer's instructions. Creating a checklist for yourself with steps to follow while loading and hitching up your RV—and unloading and unhitching—will ensure that you don't miss any important steps.

Remember: Hitch manufacturers and RV dealerships are there for guidance, so ask for help if you're uncomfortable or unsure about any of the steps required for towing.

Brake Time

A brake controller in the cab of the tow vehicle is required by law in most cases when towing a trailer with electric brakes. Most new tow vehicles come so equipped, but you'll need to install one if you have an older vehicle. Federal law also requires trailers with brakes to have a breakaway (cable) system to prevent the trailer from accidental disconnection while towing.

Towing a Travel Trailer

Conventional or bumper-pull hitch receivers for towing a travel trailer are arranged into five classes determined by the maximum trailer weight and the hitch weight (see below). Hitch weight is the downward force the trailer coupler exerts on the hitch. Hitch weight is generally 10–12% of the trailer's total weight. A draw bar slides into the receiver and must be selected to fit the class of that receiver. Be sure the hitch pin is rated for the maximum capacity of the receiver as well. The hitch ball must be properly sized for the trailer's GVWR and hitch weight, and the shank (the hole the ball goes into) must be the correct size as well.

HITCH-CLASS RATINGS

- Class I: 2,000 lbs (WC)
- Class II: 3,500 lbs (WC)
- Class III: 8,000 lbs (WC)/ 12,000 lbs (WD)
- Class IV: 10,000 lbs (WC)/ 14,000 lbs (WD)
- Class V: 21,000 lbs

WC: Weight-carrying

WD: Weight-distributing

Weight ratings will vary based on the make and model. In the case of Class V hitches, the tube's diameter actually dictates the rating of the hitch. Contact the hitch manufacturer for specific ratings. Regardless of the capacity of the hitch, never exceed the tow or weight ratings for the vehicle.

CONVENTIONAL HITCH TYPES

Weight-Carrying Hitches. A weight-carrying (WC) hitch is when the trailer's coupler is pretty much dropped onto the hitch ball, putting all the trailer's A-frame weight onto the hitch ball. Since this puts all the weight on the tow vehicle's rear axle, it can cause a loss of traction on the front tires. That's why WC hitches should only be used for lightweight trailers.

Weight-Distributing Hitches. As the name implies, weight-distributing (WD) hitches evenly distribute the weight across the axles of the tow vehicle and trailer. WD hitches consist of the ball mount, hitch receiver, and spring bars and connect to brackets that attach to each side of the trailer's A-frame. The spring bars aid in forcing the trailer to stay in line with the tow vehicle. A WD hitch must be sized correctly and proper installation is imperative. That's why finding a professional to do the initial install is suggested. There are a variety of reliable WD hitches with integrated sway control on the market. Blue Ox's SwayPro and TrackPro; CURT's TruTrack; and Equal-i-zer's e2 are a few we like.

DROP HITCHES

If you have a tall truck, a drop hitch allows for the hitch ball and trailer's coupler height to match, making for a level and stable towing experience. The shank portion of the hitch fits into the tow vehicle's receiver, and the drop portion that hangs down has holes in it for easy height adjustments.

Because the number of folks towing a trailer with an electric vehicle (EV) is growing, a representative at GEN-Y Hitch said that the company has introduced smaller-rated drop hitches and a range of specialized accessories designed to enhance the towing experience for EV owners.

TRAILER SWAY

A number of things can cause trailer sway, which can be a scary situation. Sudden gusts of wind, the turbulence of a passing big rig, and an improperly loaded trailer are but a few. Other factors include traveling at an excessive speed, improper tire pressure, and incorrect towing equipment. One of the most important reasons to use a WD hitch is that the spring bars are continually working to keep the trailer centered behind the tow vehicle by using tension. That's a great way to reduce trailer sway.

Blue Ox's Walker pointed to the trend of larger trucks and SUVs towing lighter-weight trailers. Although they may be well within the truck's tow rating, they will still experience sway issues if they don't have the appropriate hitch.

Sway-control devices stiffen the coupling between the tow vehicle and trailer to resist side-to-side movement. If a friction-type sway control is really cranked down hard, it can resist the turning action of the trailer, so it may take some fine-tuning to get it right. If a friction-type control is overtightened, you may have to loosen it before backing up.

How to Handle Trailer Sway. If sway begins, don't panic. Ease off the accelerator, avoid oversteering, and use the brake controller's manual override to bring the trailer back into line. Products like CURT's True Course electronic Sway Control system automatically apply the trailer brakes when sway is detected. Systems like these are ideal for an emergency situation when the driver can't react fast enough.

Towing a Fifth-Wheel

For fifth-wheels, there's a bit more to take into consideration. Pin (or kingpin) weight is the downward force the kingpin exerts on the hitch. On a fifth-wheel, hitch weight is ideally 15–24% of the trailer's total weight.

Fifth-wheel hitches are generally bulky and heavy. As a result, they usually aren't something you want to take in and out of the truck bed on a regular basis. The hitch you choose needs to be rated for the overall GVWR and pin weight of the fifth-wheel. These hitches attach to a rail or puck system that's connected to the truck's frame with brackets under the truck's bed.

Another option for hitches that take up less space in the truck bed: gooseneck hitches. GEN-Y Hitch has a fifth-wheel–to–gooseneck replacement pin box with patented Torsion-Flex technology that utilizes a goose ball in the bed of the truck. Demco's Recon Stealth fifth-wheel hitch attaches to a goose ball in the truck bed and folds to allow bed access when not in use.

TURNING RADIUS

Since the turning radius will be affected when towing a fifth-wheel trailer, you'll need to know your truck's bed size. If it's a 5½-foot box (short bed), you'll need a sliding hitch. A sliding hitch is designed to keep the truck's cab from contacting the trailer during tight turns. Alex Walker at Blue Ox says this could even occur on trucks with a 6½-foot bed. Check the calculations within the fifth-wheel hitch instructions to help you understand your turning radius. This is especially important when navigating through fuel stations and pulling into campgrounds.

A representative for CURT towing products said that measuring truck-bed length and clearance is an important step before purchasing a sliding hitch, whether you're going for a manual one or an automatic sliding one. Auto-sliding hitches make life easier since you don't need to get out of the truck to move a lever before making a sharp turn, but they're pricier. Some of the companies that offer auto-sliding hitches include CURT, PullRite, and Reese.



THE RV TOWING EXPERIENCE

Luke Stump at GEN-Y Hitch pointed out that fifth-wheels typically tow (or track) better than bumper-pull (travel) trailers. That's because the fifth-wheel's connection is located over the rear axle of the truck. That leads to a superior distribution of trailer weight and sway reduction. It also means you can more easily tow a longer trailer because a portion of the trailer is right above the bed of the truck, therefore reducing the overall length of the combo.

Since fifth-wheels pivot around the center of the truck's bed, they require more steering input than a bumper-pull trailer. CURT's rep said that fifth-wheels pivot more tightly and can make sharper turns; travel trailers respond more quickly to steering inputs when backing up.

The best way to build confidence is through practice. Head to an empty parking lot or open space to get familiar with how your trailer tracks, turns, and backs up in different situations.

Leveling and Loading the Trailer

Trailer leveling from front to back is essential for safe towing. A level trailer helps to improve handling and braking, reduces tire wear, and prevents trailer sway. The CURT rep said that measuring the trailer's height when it's level and matching the hitch height accordingly is key.

Some people scrutinize every little thing they pack, while others bring everything including the kitchen sink. Regardless of your packing preferences, never exceed the trailer's GVWR. Proper weight distribution is essential. When packing up the trailer, distribute the load evenly, especially side to side.

If you're going to a campsite that has a freshwater hookup, you don't need to fill the freshwater tank. At 8.34 pounds per gallon, if you leave out 25 gallons of water, you've eliminated more than 200 pounds.

Backing up and Maneuvering Tips

Backup cameras are great, but using a spotter when backing up is even better. A reliable spotter is the best way to protect your trailer from unexpected damage, especially in tight spots. This is particularly important in campgrounds, where you might have to navigate around low-hanging branches, picnic tables, fire rings, or other obstacles.

Towing Comfort and Suspension Upgrades

Once an owner has been towing their trailer for a while, it can be a good idea to check out the various upgrades for RV towing equipment. Because the running gear is out of sight, it is often overlooked. There are a host of products available from reliable towing-equipment companies to protect the trailer from road shock. Upgraded suspension equalizers distribute weight evenly between trailer axles to help cushion road impacts. Manufacturers of quality equalizers include:

- CURT
- MORryde
- Roadmaster

There's a wide range of hitching components designed to improve your towing comfort and control.

- GEN-Y Hitch is known for its Torsion-Flex technology in its fifth-wheel pin-box upgrade and Traveller drop hitch
- CURT's Helux cushioned fifth-wheel pin box reduces chucking and absorbs road shock

And you're off! Enjoy your RV travels.



PRO TIPS FOR RV TOWING ADVENTURES

1. Stay on top of regular maintenance tasks (above and beyond oil changes).
2. Don't rush while on the road—build in extra travel time.
3. Stick to comfortable speeds.
4. Keep an open mind and ask for expert assistance when needed.



HOW TO TOW LIKE A PRO

RV towing is easy once you get the hang of it *By Donya Carlson*

We all know the RV lifestyle is the best way to enjoy quality time and the freedom of the outdoors. But don't be fooled; towing an RV trailer is serious business. It requires complete focus, but the rewards of exploring the country with an RV are priceless. Towing an RV trailer takes a different mindset, but it's something that can be learned over time. You'll become more skilled at it with practice.

KNOW BEFORE YOU GO

When planning a trip, read up on the maximum speed for RV towing for your route and educate yourself on the state's towing regulations. And remember to frequently check the tires on both the trailer and the tow vehicle.

WEIGH YOUR OPTIONS

For the best and safest RV towing experience, proper tow vehicle and trailer setup is imperative. You'll need to know the trailer's weight and the tow vehicle's towing capacity. The maximum weight a vehicle can safely tow is set by the manufacturer. The trailer's gross vehicle weight rating (GVWR) is the safe maximum weight of the trailer when loaded with water, fuel, and cargo. It's usually posted on the certification label affixed to the forward half of the trailer on the driver's side.

If you already own the tow vehicle, make sure you know the maximum weight the vehicle can safely tow as specified by the manufacturer before you start shopping for a trailer.

TIME TO GO SHOPPING!

If you're starting from scratch and in the market to buy both a trailer and a tow vehicle, you've got some decisions to make: Do you want a more compact RV towing setup for easier maneuvering and more campground options? Do you have a bigger-is-better mentality and want all the trimmings? Or maybe you're somewhere in-between? No matter what type of trailer-towing setup you choose, the choices are nearly endless.

When shopping for a vehicle for RV towing, do not rely on the vehicle salesperson to give you accurate information about the towing capacity. Do your own digging for information. If you're buying a vehicle from a dealer, it's best to go for the appropriate towing package from the factory. If the vehicle is not factory-equipped for towing, enlisting an RV dealer to do an aftermarket install may be the better choice. Consult with a reputable RV dealer to purchase towing products from well-known companies. Don't compromise safety by trying to save a few bucks by purchasing a cheap knock-off brand.

WEIGHTS AND MEASURES

Figuring out the "real" weight of a trailer takes some careful calculations. Don't go by what you find online or in a brochure. Instead, go by the label that is posted on the trailer. Trailers are typically weighed at the factory and the dry weight, or unloaded vehicle weight (UVW), will be on the trailer. That weight doesn't include dealer-added accessories. Next, water and propane weights need to be factored in. Our trailer, for instance, has a 50-gallon freshwater tank. Water weighs about 8.34 pounds per gallon, so if it's filled, that's an added 417 pounds. Then we add in the 6-gallon water-heater tank. Plus, each gallon of propane weighs about 4.2 pounds, so that total also needs to be factored in.

REMEMBER THE ACCESSORIES

Now start adding hoses, accessories for dumping wastewater, kitchenware, food, bedding, clothing, camp chairs, a portable barbecue, and so on. While they may not seem like much individually, these things add up. If you have a furry friend or two (we travel with our German shepherd), the weight of pets and their essentials needs to be added in.

The only way to get a true weight on a trailer for RV towing is to fully load it up for a trip and take it to a certified public scale or truck-stop scale. CAT scale locations can be found at the CAT Scale website. Since this likely happens only after you already own the trailer, it's important to run weight calculations carefully before plunking down money for your home on wheels. After getting the trailer, it's beneficial to take it to a scale to make sure it's within its GVWR.

STAY FOCUSED

When hitching up, don't get sidetracked. Often, a neighbor will find your hitch-up process the ideal time to open an involved discussion. But don't take the bait! Be sure to start and finish the process, and then double-check that you haven't left out a step. Important things to consider:

- Are the safety chains connected to the tow vehicle's frame, crossed under the trailer tongue, and do they have enough slack for turning without dragging on the ground?
- Is the breakaway switch attached? Is the jack raised up so as not to get damaged?
- Is the electrical connector hooked up?

Leaving out just one step can compromise safety. Put cellphones aside and focus only on the task at hand. And before rolling away, check to make sure the turn signals and brake lights are operating.

PRACTICE MAKES PERFECT

The best way to familiarize yourself with RV towing is to practice. Of course, this should be done in a safe environment. Find a large, vacant lot where you can get used to how the trailer tracks and backs up.

- If there are outlined parking spaces, use them for testing your backing-up skills by staying between the lines. Or you can set up some cones.
- Get used to using the side mirrors. Depending on the size of your trailer, the rear view may be blocked. When backing up, it's easier if the trailer starts out straight behind you. And when backing into a campsite, pull forward past the site to clear it and then back in.

PRO TIP: A simple method for backing a travel trailer is to place your hand at the bottom of the steering wheel, then move the steering wheel in the direction you want the trailer to go. Placing your hand at the bottom of the wheel helps keep you in control and also prevents oversteering.

Make gradual steering corrections; oversteering while backing up can cause the trailer to jackknife.

PLAN AHEAD

By researching and planning your route you'll be less likely to get yourself in a bind. RV LIFE Trip Wizard offers an RV Safe GPS for planning routes. Trip Wizard will customize routes based upon the length and height of your trailer. It also lists campgrounds, points of interest, and even fuel stops along the way.

WRONG TURN

A friend once took a wrong turn while RV towing a big trailer and ended up in a tiny neighborhood cul-de-sac. He could have backed up a long way, I suppose, but chose not to. The time and frustration to get out of that pickle was ridiculous. He was almost ready to abandon the trailer or set up camp there for the night. RV LIFE Trip Wizard's RV Safe GPS will give you an idea of the route and what to expect along the way. That will save you from bouncing along a one-lane dirt road bookended by boulders and sharp drop-offs in the dead of night.

tripwizard.rvlife.com

BE AWARE

Take it easy while RV towing. Plan lane changes, signal well in advance, and don't make abrupt turns. Try to anticipate what other drivers and traffic might do. Be ready for "being pushed" by the turbulence of that semitruck coming toward you in the opposite lane. Pay attention to road conditions and allow plenty of room for maneuvering around and out of challenging situations.

Check the weather forecast. Towing a trailer in high winds is potentially risky. That's because the high profile and large surface area of an RV trailer make it more susceptible to crosswinds and wind gusts. If high winds are predicted, it's best to wait it out. If that's not possible, take it slow, keep a firm grip on the steering wheel, and leave extra distance between your trailer and other vehicles.

YOU'VE ARRIVED

Many campgrounds have narrow one-way roads with overhanging tree branches and other obstacles, so be vigilant. Know your trailer's height, and be sure to include additions like a roof-mounted air conditioner, roof rack, or antenna. When backing into a campsite, take in the whole picture. Are there tree branches that can scrape the sides or roof of the trailer? Where is the picnic table? How about that low, wooden post that marks the campsite number?



GET A COMPLETE VIEW

We once watched an RVer back into one of those steel fire rings, while his wife was the spotter. She was on the opposite side of the RV and since both husband and wife were so focused on the RV power pedestal, and dodging low-hanging branches, the fire ring wasn't even on their radar.

FULL TILT

I have my own tale of woe. My husband was towing our trailer on a single-lane paved road within a campground. As he came around a right-hand turn, the trailer's wheels went off into the dirt. That's because the pavement had washed away right smack in the middle of that turn. The trailer tilted to the right just enough to smash the awning arm into a tree limb, bending the awning arm and ripping the fabric.

WATCH THIS!

You may have an audience when backing into a site at a campground. We've found this especially true when arriving during happy hour. That's the magical time of day when happy campers are relaxing in their camp chairs and enjoying cocktails. Watching a fellow RVer back into a site is a popular pastime. The good news is that if you get into a jam, most RVers will gladly jump in to help. And if you're doing it alone, you're almost guaranteed to find a spotter. This camaraderie is all a part of the trailer-towing experience.

PRO TIP: Some RVers adopt the 3-3-3 rule: Drive 300 miles or fewer on travel days, arrive at your destination before 3 p.m. and camp for at least three days. Some prefer a 2-2-2 rule. Whatever you choose, sticking to a non-rushed schedule allows for a better and safer towing experience. It also grants some wiggle room if something doesn't go as planned.

Now enough of the basics of towing a trailer. It's time to load up your RV and hit the road to explore new adventures!

RV TOWING 2026

HOW TO USE THIS GUIDE

Welcome to the 2026 tow ratings! The following pages feature the most comprehensive and easy-to-navigate listings of manufacturer-approved maximum trailer-weight ratings for 2026 RV tow vehicles. This guide includes trucks, SUVs, and vans that are rated to tow at least 2,000 pounds, organized alphabetically by model and configuration for quick reference.

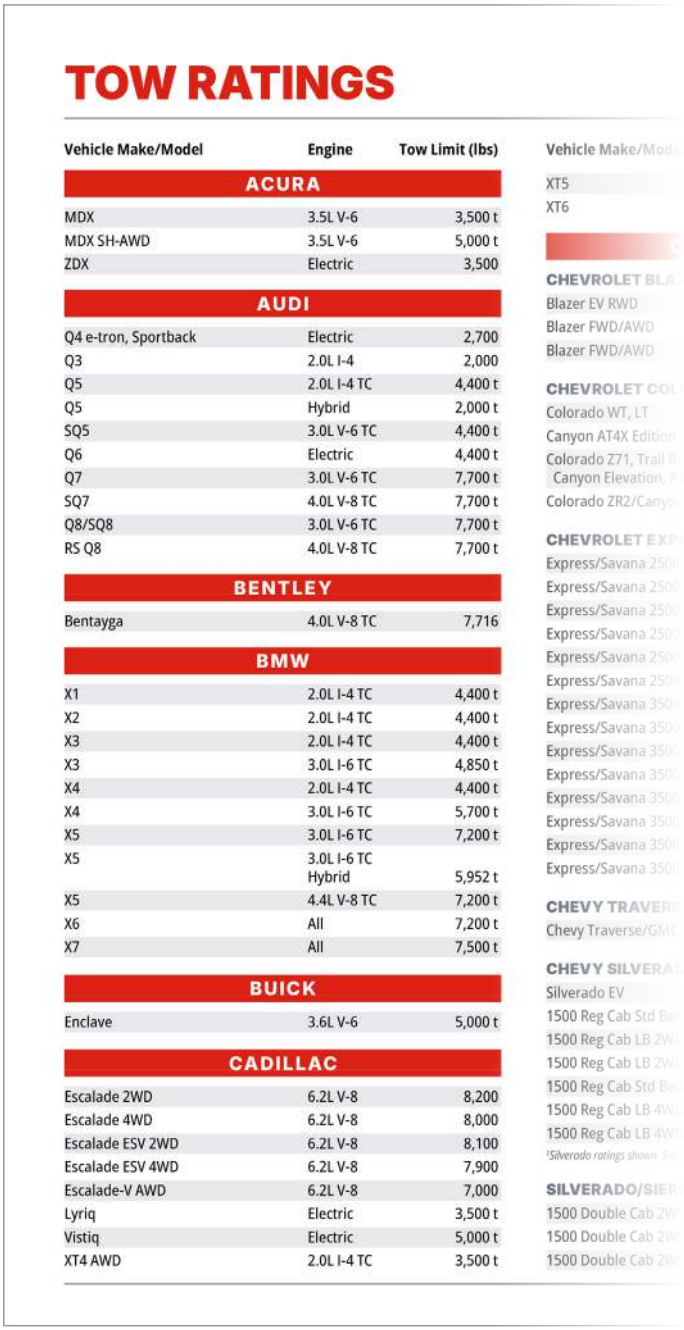
Since properly matching a tow vehicle and trailer is essential to overall safety and the lifespan of the tow vehicle, this comprehensive list will help RV owners find and choose the best fit. These tow ratings come straight from vehicle manufacturers (no AI or guesses here). But bear in mind that an occasional midyear specification (or rating) change is possible. That's why it's always best to double-check with the manufacturer before finalizing your purchase.

Some models are offered in more than one configuration. In these cases, footnotes are used to explain the distinctions as specified by the manufacturer. Examples include truck-cab sizes and bed lengths, engine types, transmissions, and final-drive ratios, to name a few. Other elements also factor in, such as suspension equipment, wheels, tires, and fluid coolers. Those may alter rigidity or torque or affect the gross vehicle weight.

The legend at the beginning of the listings section includes notes on the meaning of each letter and number. For example, (a) indicates automatic transmission; (a6) indicates automatic transmission, six speeds; and (t) indicates that a towing or HD package is required.

When making weight calculations for towing, don't forget to account for the weight of passengers as well as cargo and fuel (for both tow vehicle and trailer).

Armed with these tow ratings, you can truly journey with confidence. Now is the perfect time for your next RV adventure!



TOW RATINGS

Vehicle Make/Model	Engine	Tow Limit (lbs)
ACURA		
MDX	3.5L V-6	3,500 t
MDX SH-AWD	3.5L V-6	5,000 t
ZDX	Electric	3,500
AUDI		
Q4 e-tron, Sportback	Electric	2,700
Q3	2.0L I-4	2,000
Q5	2.0L I-4 TC	4,400 t
Q5	Hybrid	2,000 t
SQ5	3.0L V-6 TC	4,400 t
Q6	Electric	4,400 t
Q7	3.0L V-6 TC	7,700 t
SQ7	4.0L V-8 TC	7,700 t
Q8/SQ8	3.0L V-6 TC	7,700 t
RS Q8	4.0L V-8 TC	7,700 t
BENTLEY		
Bentayga	4.0L V-8 TC	7,716
BMW		
X1	2.0L I-4 TC	4,400 t
X2	2.0L I-4 TC	4,400 t
X3	2.0L I-4 TC	4,400 t
X3	3.0L I-6 TC	4,850 t
X4	2.0L I-4 TC	4,400 t
X4	3.0L I-6 TC	5,700 t
X5	3.0L I-6 TC	7,200 t
X5	3.0L I-6 TC Hybrid	5,952 t
X5	4.4L V-8 TC	7,200 t
X6	All	7,200 t
X7	All	7,500 t
BUICK		
Enclave	3.6L V-6	5,000 t
CADILLAC		
Escalade 2WD	6.2L V-8	8,200
Escalade 4WD	6.2L V-8	8,000
Escalade ESV 2WD	6.2L V-8	8,100
Escalade ESV 4WD	6.2L V-8	7,900
Escalade-V AWD	6.2L V-8	7,000
Lyriq	Electric	3,500 t
Vistiq	Electric	5,000 t
XT4 AWD	2.0L I-4 TC	3,500 t

2026 TOW RATINGS

Click on a manufacturer below to jump to that section.

ACURA
AUDI
BENTLEY
BMW
BUICK
CADILLAC
CHEVROLET/GMC
CHRYSLER
DODGE
FORD
GENESIS
HONDA
HYUNDAI
INFINITI
JAGUAR
JEEP
KIA
LAMBORGHINI
LAND ROVER/RANGE ROVER
LEXUS
LINCOLN
LUCID
MAZDA
MERCEDES-BENZ
MITSUBISHI
NISSAN
POLESTAR
PORSCHE
RAM
RIVIAN
ROLLS-ROYCE
SUBARU
TESLA
TOYOTA
VINFAST
VOLKSWAGEN
VOLVO

LEGEND

TRANSMISSIONS

A	Automatic transmission
A6	Automatic transmission, six speeds
A8	Automatic transmission, eight speeds
M	Manual transmission

FINAL-DRIVE RATIOS

c	3.15:1
d	3.21:1
f	3.31:1
h	3.55:1
i	3.73:1
j	3.92:1
k	4.10:1
l	4.30:1
m	4.44:1

PACKAGES

t	Towing and/or other heavier-duty package required

CONFIGURATIONS

FWD	Front-wheel drive
AWD	All-wheel drive
CC	Crew Cab
Ext	Extended Cab
SB	Short Bed (less than 6 feet)
Std Bed	Standard Bed (approximately 6 feet)
LB	Long Bed (8 feet)
RWB	Regular wheelbase*
SWB	Short wheelbase*
LWB	Long wheelbase*
LR	Low roof
MR	Medium roof
HR	High roof
DRW	Dual rear wheels
SRW	Single rear wheels

** Max tow package; secondary rating with standard tow package*

ENGINES

I-4	Inline four cylinder
I-6	Inline six cylinder
HO	High Output
TD	Turbodiesel
TC	Turbocharged
SC	Supercharged

NOTE

Forward slash (/) indicates either/or; comma indicates more than one footnote applies.

TOW RATINGS

Vehicle Make/Model	Engine	Tow Limit (lbs)
ACURA		
MDX	3.5L V-6	3,500 t
MDX SH-AWD	3.5L V-6	5,000 t
ZDX	Electric	3,500
AUDI		
Q4 e-tron, Sportback	Electric (HO)	2,650
Q5	2.0L I-4 TC	4,400 t
Q5	Hybrid	2,000 t
SQ5	3.0L V-6 TC	4,400 t
Q6	Electric	4,400 t
Q7	2.0L I-4 TC	4,400 t
Q7	3.0L V-6 TC	7,700 t
SQ7	4.0L V-8 TC	7,700 t
Q8/SQ8	3.0L V-6 TC	7,700 t
RS Q8	4.0L V-8 TC	7,700 t
BENTLEY		
Bentayga	3.0L V-6 TC Hybrid	3,500 t
Bentayga	4.0L V-8 TC	7,700 t
BMW		
iX	Electric	3,500 t
X1	2.0L I-4 TC	4,400 t
X2	2.0L I-4 TC	4,400 t
X3	2.0L I-4 TC	4,400 t
X3	3.0L I-6 TC	4,850 t
X4	2.0L I-4 TC	4,400 t
X4	3.0L I-6 TC	5,700 t
X5	3.0L I-6 TC	7,200 t
X5	3.0L I-6 TC Hybrid	5,952 t
X5	4.4L V-8 TC	7,200 t
X6	All	7,200 t
X7	All	7,500 t
BUICK		
Enclave	3.6L V-6	5,000 t
CADILLAC		
Escalade 2WD	6.2L V-8	8,100
Escalade 4WD	6.2L V-8	8,000
Escalade ESV 2WD	6.2L V-8	8,000
Escalade ESV 4WD	6.2L V-8	7,900
Escalade IQ	Electric	8,000
Escalade IQL	Electric	7,500
Escalade-V AWD	6.2L V-8	7,000

Vehicle Make/Model	Engine	Tow Limit (lbs)
Lyriq AWD	Electric	3,500 t
Vistiq	Electric	5,000 t
XT4 AWD	2.0L I-4 TC	3,500 t
XT5	3.6L V-6	3,500 t
XT6	3.6L V-6	4,000 t
CHEVROLET/GMC		
CHEVROLET BLAZER		
Blazer FWD/AWD	2.0L I-4 TC	3,250 t
Blazer FWD/AWD	3.6L V-6	4,500 t
CHEVROLET COLORADO/GMC CANYON		
Colorado WT, LT	2.7L I-4 TC	3,500
Canyon AT4X Edition 1	2.7L I-4 TC	5,500
Colorado Z71, Trail Boss/Canyon Elevation, AT4, Denali	2.7L I-4 TC	7,700
Colorado ZR2/Canyon AT4X	2.7L I-4 TC	6,000
CHEVROLET EXPRESS/GMC SAVANA		
Express/Savana 2500 SWB CV	4.3L V-6	7,400 t
Express/Savana 2500 SWB CV	6.6L V-8	10,000 t
Express/Savana 2500 LWB CV	4.3L V-6	7,100 t
Express/Savana 2500 LWB CV	6.6L V-8	10,000 t
Express/Savana 2500 SWB PV	4.3-L V-6	6,700 t
Express/Savana 2500 SWB PV	6.6L V-8	9,600 t
Express/Savana 3500 SWB CV	4.3L V-6	7,400 t
Express/Savana 3500 SWB CV	6.6L V-8	10,000 t
Express/Savana 3500 LWB CV	4.3L V-6	7,200 t
Express/Savana 3500 LWB CV	6.6L V-8	10,000 t
Express/Savana 3500 SWB PV	4.3L V-6	6,700 t
Express/Savana 3500 SWB PV	6.6L V-8	9,600 t
Express/Savana 3500 LWB PV	4.3L V-6	6,300 t
Express/Savana 3500 LWB PV	6.6L V-8	9,600 t
GMC HUMMER		
2X Pickup 4WD	Electric	12,100 t
3X Pickup	Electric	10,600 t
2X SUV	Electric	12,000 t
3X SUV	Electric	8,500 t
CHEVROLET TRAVERSE/GMC ACADIA		
Chevy Traverse/GMC Acadia	2.5L I-4 TC	5,000 t
CHEVROLET SILVERADO/GMC SIERRA 1500 REG CAB†		
Silverado EV	Electric	12,500
1500 Reg Cab Std Bed 2WD	2.7L I-4 TC	9,100
1500 Reg Cab LB 2WD	2.7L I-4 TC	9,500
1500 Reg Cab LB 2WD	5.3L V-8	9,900

TOW RATINGS

CHEVROLET/GMC (Continued)

CHEVROLET SILVERADO/GMC SIERRA 1500 REG CAB† (Continued)

Vehicle Make/Model	Engine	Tow Limit (lbs)
1500 Reg Cab Std Bed 4WD	2.7L I-4 TC	8,900
1500 Reg Cab LB 4WD	2.7L I-4 TC	9,300
1500 Reg Cab LB 4WD	5.3L V-8	9,600

†Silverado ratings shown. Sierra ratings may vary by 100 pounds or more.

CHEVROLET SILVERADO/GMC SIERRA DOUBLE CAB†

Vehicle Make/Model	Engine	Tow Limit (lbs)
1500 Double Cab 2WD	2.7L I-4 TC	9,200
1500 Double Cab 2WD	5.3L V-8	9,500
1500 Double Cab 2WD	5.3L V-8	11,300 t
1500 Double Cab 2WD	3.0L I-6 TD	9,400
1500 Double Cab 2WD	3.0L I-6 TD	11,300 t
1500 Double Cab 4WD	2.7L I-4 TC	9,000
1500 Double Cab 4WD	5.3L V-8	9,300
1500 Double Cab 4WD	5.3L V-8	11,000 t
1500 Double Cab 4WD	3.0L I-6 TD	9,100
1500 Double Cab 4WD	3.0L I-6 TD	13,000 t

†Silverado ratings shown. Sierra tow ratings may vary by 100 pounds or more.

CHEVROLET SILVERADO/GMC SIERRA 1500 CC SB†

Vehicle Make/Model	Engine	Tow Limit (lbs)
1500 CC Short Bed 2WD	2.7L I-4 TC	9,200
1500 CC Short Bed 2WD	5.3L V-8	9,500
1500 CC Short Bed 2WD	5.3L V-8	11,300 t
1500 CC Short Bed 2WD	3.0L I-6 TD	9,300
1500 CC Short Bed 2WD	3.0L I-6 TD	13,300 t
1500 CC Short Bed 4WD	2.7L I-4 TC	9,000
1500 CC Short Bed 4WD	5.3L V-8	9,300
1500 CC Short Bed 4WD	5.3L V-8	11,000 t
1500 CC Short Bed 4WD	6.2L V-8	9,200
1500 CC Short Bed 4WD	6.2L V-8	13,200 t
1500 CC Short Bed 4WD ZR2	6.2L V-8	8,800
1500 CC Short Bed 4WD	3.0L I-6 TD	9,000
1500 CC Short Bed 4WD	3.0L I-6 TD	13,000 t

†Silverado ratings shown. Comparable Sierra/Sierra Denali tow ratings may vary by 100 pounds or more.

CHEVROLET SILVERADO/GMC SIERRA CC STD BED†

Vehicle Make/Model	Engine	Tow Limit (lbs)
1500 CC Std Bed 2WD	2.7L I-4 TC	9,200
1500 CC Std Bed 2WD	5.3L V-8	9,500
1500 CC Std Bed 2WD	5.3L V-8	11,200 t
1500 CC Std Bed 4WD	2.7L I-4 TC	9,000
1500 CC Std Bed 4WD	5.3L V-8	9,200
1500 CC Std Bed 4WD	5.3L V-8	11,000 t
1500 CC Std Bed 4WD	6.2L V-8	9,100
1500 CC Std Bed 4WD	6.2L V-8	13,200 t
1500 CC Std Bed 4WD	3.0L I-6 TD	9,000
1500 CC Std Bed 4WD	3.0L I-6 TD	12,900 t

†Silverado ratings shown. Tow ratings for Sierra Denali models may vary by 100 pounds or more.

CHEVROLET SILVERADO/GMC SIERRA 2500HD REGULAR CAB CONVENTIONAL TOWING*

Vehicle Make/Model	Engine	Tow Limit (lbs)
2500HD Reg Cab LB 2WD	6.6L V-8	14,500
2500HD Reg Cab LB 2WD	6.6L V-8 TD	14,500
2500HD Reg Cab LB 4WD	6.6L V-8	14,500
2500HD Reg Cab LB 4WD	6.6L V-8 TD	14,500

CHEVROLET SILVERADO/GMC SIERRA 2500HD DOUBLE CAB CONVENTIONAL TOWING*

Vehicle Make/Model	Engine	Tow Limit (lbs)
2500HD DC Std Bed 2WD	6.6L V-8	14,500
2500HD DC Std Bed 2WD	6.6L V-8 TD	14,500
2500HD DC Std Bed 4WD	6.6L V-8	14,500
2500HD DC Std Bed 4WD	6.6L V-8 TD	14,500
2500HD DC LB 2WD	6.6L V-8	16,000
2500HD DC LB 2WD	6.6L V-8 TD	17,900
2500HD DC LB 4WD	6.6L V-8	16,000
2500HD DC LB 4WD	6.6L V-8 TD	17,600

CHEVROLET SILVERADO/GMC SIERRA 2500HD CREW CAB CONVENTIONAL TOWING*

Vehicle Make/Model	Engine	Tow Limit (lbs)
2500HD CC Std Bed 2WD	6.6L V-8	16,000
2500HD CC Std Bed 2WD	6.6L V-8 TD	20,000 t
2500HD CC Std Bed 4WD	6.6L V-8	16,000
2500HD CC Std Bed 4WD	6.6L V-8 TD	20,000 t
2500HD CC LB 2WD	6.6L V-8	16,000
2500HD CC LB 2WD	6.6L V-8 TD	20,000 t
2500HD CC LB 4WD	6.6L V-8	16,000
2500HD CC LB 4WD	6.6L V-8 TD	20,000 t

CHEVROLET SILVERADO/GMC SIERRA 3500HD REGULAR CAB CONVENTIONAL TOWING*

Vehicle Make/Model	Engine	Tow Limit (lbs)
3500HD Reg Cab SRW 2WD	6.6L V-8	14,500
3500HD Reg Cab SRW 2WD	6.6L V-8 TD	14,500
3500HD Reg Cab SRW 4WD	6.6L V-8	14,500
3500HD Reg Cab SRW 4WD	6.6L V-8 TD	14,500
3500HD Reg Cab DRW 2WD	6.6L V-8	18,400
3500HD Reg Cab DRW 2WD	6.6L V-8 TD	20,000
3500HD Reg Cab DRW 4WD	6.6L V-8	18,400
3500HD Reg Cab DRW 4WD	6.6L V-8 TD	20,000

CHEVROLET SILVERADO/GMC SIERRA 3500HD DOUBLE CAB CONVENTIONAL TOWING*

Vehicle Make/Model	Engine	Tow Limit (lbs)
3500HD DC LB SRW 2WD	6.6L V-8	16,000
3500HD DC LB SRW 2WD	6.6L V-8 TD	20,000
3500HD DC LB SRW 4WD	6.6L V-8	16,000
3500HD DC LB SRW 4WD	6.6L V-8 TD	20,000

TOW RATINGS

CHEVROLET/GMC (Continued)

CHEVROLET SILVERADO/GMC SIERRA 3500HD DOUBLE CAB CONVENTIONAL TOWING* (Continued)

Vehicle Make/Model	Engine	Tow Limit (lbs)
3500HD DC LB DRW 2WD	6.6L V-8	18,300
3500HD DC LB DRW 2WD	6.6L V-8 TD	20,000
3500HD DC LB DRW 4WD	6.6L V-8	18,000
3500HD DC LB DRW 4WD	6.6L V-8 TD	20,000

CHEVROLET SILVERADO/GMC SIERRA 3500HD CREW CAB CONVENTIONAL TOWING*

Vehicle Make/Model	Engine	Tow Limit (lbs)
3500HD CC Std Bed SRW 2WD	6.6L V-8	16,000
3500HD CC Std Bed SRW 2WD	6.6L V-8 TD	20,000
3500HD CC Std Bed SRW 4WD	6.6L V-8	16,000
3500HD CC Std Bed SRW 4WD	6.6L V-8 TD	20,000
3500HD CC LB SRW 2WD	6.6L V-8	16,000
3500HD CC LB SRW 2WD	6.6L V-8 TD	20,000
3500HD CC LB SRW 4WD	6.6L V-8	16,000
3500HD CC LB SRW 4WD	6.6L V-8 TD	20,000
3500HD CC LB DRW 2WD	6.6L V-8	18,200
3500HD CC LB DRW 2WD	6.6L V-8 TD	20,000
3500HD CC LB DRW 4WD	6.6L V-8	17,800
3500HD CC LB DRW 4WD	6.6L V-8 TD	20,000

CHEVROLET SILVERADO/GMC SIERRA 2500HD REGULAR CAB FIFTH-WHEEL/GOOSENECK TOWING*

Vehicle Make/Model	Engine	Tow Limit (lbs)
2500HD Reg Cab LB 2WD	6.6L V-8	18,700
2500HD Reg Cab LB 2WD	6.6L V-8 TD	22,430 t
2500HD Reg Cab LB 4WD	6.6L V-8	18,300
2500HD Reg Cab LB 4WD	6.6L V-8 TD	22,050 t

CHEVROLET SILVERADO/GMC SIERRA 2500HD DOUBLE CAB FIFTH-WHEEL/GOOSENECK TOWING*

Vehicle Make/Model	Engine	Tow Limit (lbs)
2500HD DC Std Bed 2WD	6.6L V-8	18,500
2500HD DC Std Bed 2WD	6.6L V-8 TD	18,200
2500HD DC Std Bed 4WD	6.6L V-8	18,200
2500HD DC Std Bed 4WD	6.6L V-8 TD	17,900
2500HD DC LB 2WD	6.6L V-8	18,400
2500HD DC LB 2WD	6.6L V-8 TD	18,000
2500HD DC LB 4WD	6.6L V-8	18,000
2500HD DC LB 4WD	6.6L V-8 TD	17,700

CHEVROLET SILVERADO/GMC SIERRA 2500HD CREW CAB FIFTH-WHEEL/GOOSENECK TOWING*

Vehicle Make/Model	Engine	Tow Limit (lbs)
2500HD CC Std Bed 2WD	6.6L V-8	18,500
2500HD CC Std Bed 2WD	6.6L V-8 TD	21,510 t
2500HD CC Std Bed 4WD	6.6L V-8	18,400
2500HD CC Std Bed 4WD	6.6L V-8 TD	21,600 t
2500HD CC LB 2WD	6.6L V-8	18,500
2500HD CC LB 2WD	6.6L V-8 TD	22,070 t
2500HD CC LB 4WD	6.6L V-8	18,370
2500HD CC LB 4WD	6.6L V-8 TD	21,510 t

CHEVROLET SILVERADO/GMC SIERRA 3500HD REGULAR CAB FIFTH-WHEEL/GOOSENECK TOWING*

Vehicle Make/Model	Engine	Tow Limit (lbs)
3500HD Reg Cab SRW 2WD	6.6L V-8	19,080
3500HD Reg Cab SRW 2WD	6.6L V-8 TD	22,430
3500HD Reg Cab SRW 4WD	6.6L V-8	18,700
3500HD Reg Cab SRW 4WD	6.6L V-8 TD	22,050
3500HD Reg Cab DRW 2WD	6.6L V-8	18,760
3500HD Reg Cab DRW 2WD	6.6L V-8 TD	36,000
3500HD Reg Cab DRW 4WD	6.6L V-8	18,380
3500HD Reg Cab DRW 4WD	6.6L V-8 TD	31,500

CHEVROLET SILVERADO/GMC SIERRA 3500HD DOUBLE CAB FIFTH-WHEEL/GOOSENECK TOWING*

Vehicle Make/Model	Engine	Tow Limit (lbs)
3500HD CC Std Bed SRW 2WD	6.6L V-8	18,620
3500HD CC Std Bed SRW 2WD	6.6L V-8 TD	21,900
3500HD CC Std Bed SRW 4WD	6.6L V-8	18,310
3500HD CC Std Bed SRW 4WD	6.6L V-8 TD	21,590
3500HD CC Std Bed DRW 2WD	6.6L V-8	18,300
3500HD CC Std Bed DRW 2WD	6.6L V-8 TD	31,580
3500HD CC Std Bed DRW 4WD	6.6L V-8	17,990
3500HD CC Std Bed DRW 4WD	6.6L V-8 TD	31,280

CHEVROLET SILVERADO/GMC SIERRA 3500HD CREW CAB FIFTH-WHEEL/GOOSENECK TOWING*

Vehicle Make/Model	Engine	Tow Limit (lbs)
3500HD CC Std Bed SRW 2WD	6.6L V-8	18,650
3500HD CC Std Bed SRW 2WD	6.6L V-8 TD	21,900
3500HD CC Std Bed SRW 4WD	6.6L V-8	18,300
3500HD CC Std Bed SRW 4WD	6.6L V-8 TD	21,600 t
3500HD CC LB SRW 2WD	6.6L V-8	18,510
3500HD CC LB SRW 2WD	6.6L V-8 TD	22,070
3500HD CC LB SRW 4WD	6.6L V-8	18,230
3500HD CC LB SRW 4WD	6.6L V-8 TD	21,510 t
3500HD CC LB DRW 2WD	6.6L V-8	18,240
3500HD CC LB DRW 2WD	6.6L V-8 TD	31,450
3500HD CC LB DRW 4WD	6.6L V-8	17,800
3500HD CC LB DRW 4WD	6.6L V-8 TD	31,000

**Tow ratings for Sierra Denali HD models may vary slightly. See your dealer for details.*

CHEVROLET TAHOE AND SUBURBAN; GMC YUKON, YUKON XL, AND YUKON XL DENALI*

Vehicle Make/Model	Engine	Tow Limit (lbs)
Tahoe/Yukon 2WD	5.3L V-8	7,900
Tahoe/Yukon 2WD	5.3L V-8	8,400 t
Tahoe/Yukon 2WD	6.2L V-8	7,800
Tahoe/Yukon 2WD	6.2L V-8	8,300 t
Tahoe/Yukon 2WD	3.0 I-6 TD	8,200
Tahoe/Yukon 4WD	5.3L V-8	7,700

TOW RATINGS

CHEVROLET/GMC (Continued)

CHEVROLET TAHOE AND SUBURBAN; GMC YUKON, YUKON XL, AND YUKON XL DENALI* (Continued)

Vehicle Make/Model	Engine	Tow Limit (lbs)
Tahoe/Yukon 4WD	5.3L V-8	8,200 t
Tahoe/Yukon 4WD	6.2L V-8	7,600
Tahoe/Yukon 4WD	6.2L V-8	8,100 t
Tahoe/Yukon 4WD	3.0 I-6 TD	8,100
Suburban/Yukon XL 2WD	5.3L V-8	7,700
Suburban/Yukon XL 2WD	5.3L V-8	8,200 t
Suburban/Yukon XL 2WD	6.2L V-8	7,500
Suburban/Yukon XL 2WD	6.2L V-8	8,000 t
Suburban/Yukon XL 2WD	3.0 I-6 TD	7,800 t
Suburban/Yukon XL 4WD	5.3L V-8	7,500
Suburban/Yukon XL 4WD	5.3L V-8	8,000 t
Suburban/Yukon XL 4WD	6.2L V-8	7,400
Suburban/Yukon XL 4WD	6.2L V-8	7,900 t
Suburban/Yukon XL 4WD	3.0 I-6 TD	7,800 t

**Ratings for Yukon and Yukon Denali models may vary slightly. See your dealer for details.*

CHRYSLER

Vehicle Make/Model	Engine	Tow Limit (lbs)
Pacifica	3.6L V-6	3,600
Voyager	3.6L V-6	3,600

DODGE

Vehicle Make/Model	Engine	Tow Limit (lbs)
Durango	3.6 V-6	6,200 t
Durango	5.7 V-8	7,400 t
Durango	6.4L V-8	8,700 t
Dodge Hornet	2.0L TC, Hybrid	2,000

FORD

BRONCO

Vehicle Make/Model	Engine	Tow Limit (lbs)
Most Models	2.3L I-4 TC, 2.7L V-6 TC	3,500 t
Bronco Raptor	3.0L V-6 TC	4,500
Bronco Sport	1.5L I-3 TC	2,200 t
Bronco Sport	2.0L I-4 TC	2,700 t

EDGE

Vehicle Make/Model	Engine	Tow Limit (lbs)
Edge AWD	2.0L I-4 TC	3,500 t
Edge ST	2.7L V-6 TC	3,500 t

ESCAPE

Vehicle Make/Model	Engine	Tow Limit (lbs)
Escape FWD/AWD	1.5L I-3	2,000
Escape FWD/AWD	2.0L I-4 TC	3,500 t

EXPEDITION

Vehicle Make/Model	Engine	Tow Limit (lbs)
Expedition 2WD	3.5L V-6 TC	6,000 c/f
Expedition 2WD	3.5L V-6 TC	9,300 i,t
Expedition 4WD	3.5L V-6 TC	6,000 f/i
Expedition 4WD	3.5L V-6 TC	9,200 i,t
Expedition Max 2WD	3.5L V-6 TC	6,300
Expedition Max 2WD	3.5L V-6 TC	9,000 t
Expedition Max 4WD	3.5L V-6 TC	6,000 f/i
Expedition Max 4WD	3.5L V-6 TC	9,000 i,t

EXPLORER

Vehicle Make/Model	Engine	Tow Limit (lbs)
Explorer	All	5,000 t

F-150*

Vehicle Make/Model	Engine	Tow Limit (lbs)
F-150 Reg Cab Std Bed 2WD	3.5L V-6 TC	10,900 f/h
F-150 Reg Cab Std Bed 2WD	3.5L V-6 TC	13,500 f/h*
F-150 Reg Cab Std Bed 2WD	2.7L V-6 TC	7,400 c/f
F-150 Reg Cab Std Bed 2WD	2.7L V-6 TC	7,300 c/f*
F-150 Reg Cab Std Bed 2WD	2.7L V-6 TC	8,400 i
F-150 Reg Cab Std Bed 2WD	2.7L V-6 TC	8,300 i*
F-150 Reg Cab Std Bed 2WD	5.0L V-8	8,300 c/f
F-150 Reg Cab Std Bed 2WD	5.0L V-8	8,800 i*
F-150 Reg Cab Std Bed 4WD	2.7L V-6 TC	7,500 c/h
F-150 Reg Cab Std Bed 4WD	2.7L V-6 TC	7,400 c/h*
F-150 Reg Cab Std Bed 4WD	2.7L V-6 TC	8,200 i
F-150 Reg Cab Std Bed 4WD	2.7L V-6 TC	8,100 i*
F-150 Reg Cab Std Bed 4WD	3.5L V-6 TC	11,000 f/h
F-150 Reg Cab Std Bed 4WD	3.5L V-6 TC	10,300 c/f*
F-150 Reg Cab Std Bed 4WD	5.0L V-8	9,400 i
F-150 Reg Cab Std Bed 4WD	5.0L V-8	8,400 i*
F-150 Reg Cab LB 2WD	5.0L V-8	10,200 i
F-150 Reg Cab LB 2WD	5.0L V-8	10,100 i*
F-150 Reg Cab LB 4WD	5.0L V-8	9,600 f
F-150 Reg Cab LB 4WD	5.0L V-8	10,400 i
F-150 Reg Cab LB 4WD	5.0L V-8	9,500 f*
F-150 Reg Cab LB 4WD	5.0L V-8	10,300 i*
F-150 SuperCab Std Bed 2WD	2.7L V-6 TC	7,500 c/h
F-150 SuperCab Std Bed 2WD	2.7L V-6 TC	8,200 i
F-150 SuperCab Std Bed 2WD	2.7L V-6 TC	7,500 c/f/i*
F-150 SuperCab Std Bed 2WD	3.5L V-6 TC	10,800 c/f
F-150 SuperCab Std Bed 2WD	3.5L V-6 TC	8,500 c/f*
F-150 SuperCab Std Bed 2WD	5.0L V-8	9,600 c/f
F-150 SuperCab Std Bed 2WD	5.0L V-8	10,400 i
F-150 SuperCab Std Bed 2WD	5.0L V-8	12,700 i,t
F-150 SuperCab Std Bed 4WD	2.7L V-6 TC	7,400 c/h
F-150 SuperCab Std Bed 4WD	2.7L V-6 TC	7,300 c/f*
F-150 SuperCab Std Bed 4WD	2.7L V-6 TC	8,000 i
F-150 SuperCab Std Bed 4WD	2.7L V-6 TC	7,500 i*
F-150 SuperCab Std Bed 4WD	3.5L V-6 TC	10,600 f/h
F-150 SuperCab Std Bed 4WD	3.5L V-6 TC	8,300 h*
F-150 SuperCab LB 2WD	5.0L V-8	9,600 c/f

TOW RATINGS

Vehicle Make/Model	Engine	Tow Limit (lbs)
FORD (Continued)		
F-150* (Continued)		
F-150 SuperCab LB 2WD	5.0L V-8	10,400 i
F-150 SuperCab LB 2WD	5.0L V-8	12,700 i,t
F-150 SuperCab LB 2WD	5.0L V-8	9,500 c/f*
F-150 SuperCab LB 2WD	5.0L V-8	10,300 i*
F-150 SuperCab LB 4WD	5.0L V-8	9,400 f
F-150 SuperCab LB 4WD	5.0L V-8	10,400 i
F-150 SuperCab LB 4WD	5.0L V-8	12,200 i,t
F-150 SuperCrew Std Bed 2WD	2.7L V-6 TC	7,600 c/h
F-150 SuperCrew Std Bed 2WD	2.7L V-6 TC	8,200 i
F-150 SuperCrew Cab Std Bed 2WD	2.7L V-6 TC	7,400 c/h/i*
F-150 SuperCrew Cab Std Bed 2WD	3.5L V-6 TC	10,600 f/h
F-150 SuperCrew Cab Std Bed 2WD	3.5L V-6 TC	12,800 h,t
F-150 SuperCrew Cab Std Bed 2WD	3.5L V-6 TC	8,200 f*
F-150 SuperCrew Cab Std Bed 2WD	5.0L V-8	9,500 c/f
F-150 SuperCrew Cab Std Bed 2WD	5.0L V-8	10,400 i
F-150 SuperCrew Cab Std Bed 2WD	5.0L V-8	12,700 i,t
F-150 SuperCrew Cab Std Bed 2WD	5.0L V-8	9,500 c/f*
F-150 SuperCrew Cab Std Bed 2WD	5.0L V-8	11,600 i*
F-150 SuperCrew Cab Std Bed 2WD	3.5L V-6 TC	10,100 h*
F-150 SuperCrew Cab Std Bed 4WD	2.7L V-6 TC	7,500 h
F-150 SuperCrew Cab Std Bed 4WD	2.7L V-6 TC	8,000 i
F-150 SuperCrew Cab Std Bed 4WD	2.7L V-6 TC	7,200 c/h/i*
F-150 SuperCrew Cab Std Bed 4WD	3.5L V-6 TC	10,400 f/h
F-150 SuperCrew Cab Std Bed 4WD	3.5L V-6 TC	13,100 h,t
F-150 SuperCrew Cab Std Bed 4WD	3.5L V-6 TC	8,800 f/h*
F-150 SuperCrew Cab Std Bed 4WD	3.5L V-6 TC	10,200 i
F-150 SuperCrew Cab Std Bed Raptor 4WD	3.5L V-6 TC H.O	8,200 k
F-150 SuperCrew Cab Std Bed 4WD	3.5L V-6 TC	7,900 i*
F-150 SuperCrew Cab Std Bed 4WD	3.5L V-6 TC	13,500 h,t
F-150 SuperCrew Cab Std Bed 4WD	3.5L V-6 TC Hybrid	11,200 i,t
F-150 SuperCrew Cab Std Bed 4WD	3.5L V-6 TC Hybrid	7,100 i*
F-150 SuperCrew Cab Long Bed 4WD	3.5L V-6 TC	8,300 f*
F-150 SuperCrew Cab Long Bed 4WD	3.5L V-6 TC	13,500 h,t
F-150 SuperCrew Cab Long Bed 4WD	3.5L V-6 TC	9,200 h*
F-150 SuperCrew Cab Long Bed 4WD	3.5L V-6 TC	10,400 c/h
F-150 SuperCrew Cab Long Bed 4WD	3.5L V-6 TC Hybrid	11,000 i,t
F-150 SuperCrew Cab Long Bed 4WD	3.5L V-6 TC Hybrid	10,800 i
F-150 SuperCrew Cab Long Bed 4WD	3.5L V-6 TC Hybrid	7,000 i*
F-150 SuperCrew Cab Std Bed 4WD	5.0L V-8	9,300 f
F-150 SuperCrew Cab Std Bed 4WD	5.0L V-8	10,300 i
F-150 SuperCrew Cab Std Bed 4WD	5.0L V-8	12,900 i,t
F-150 SuperCrew Cab Std Bed 4WD	5.0L V-8	9,200 f*
F-150 SuperCrew Cab Std Bed 4WD	5.0L V-8	10,300 i*
F-150 SuperCrew Cab Std Bed Raptor R 4WD	5.2L V-8 SC	8,700 k
F-150 SuperCrew Cab Long Bed 4WD	3.5L V-6 TC	8,300 f*
F-150 SuperCrew Cab Long Bed 4WD	5.0L V-8	9,200 f
F-150 SuperCrew Cab Long Bed 4WD	5.0L V-8	10,200 i
F-150 SuperCrew Cab Long Bed 4WD	5.0L V-8	12,800 i,t
F-150 SuperCrew Cab Long Bed 4WD	5.0L V-8	9,100 f*
F-150 SuperCrew Cab Long Bed 4WD	5.0L V-8	10,300 i*
F-150 Lightning Standard Range	Dual Motor Electric	7,700 t
F-150 Lightning Extended Range	Dual Motor Electric	10,000 t

**Gooseneck tow rating*

MANUFACTURER'S NOTE (1): F-150 towing capability will be reduced based on trim series, option content and payload. See dealer for details.

MANUFACTURER'S NOTE (2): Maximum loaded trailer weight assumes a towing vehicle with any mandatory options, no cargo, tongue load of 10% (conventional trailer) or kingpin weight of 15% (fifth-wheel trailer) and driver and passenger (150 pounds each). Weight of additional options, passengers, cargo and hitch must be deducted from this weight.

F-250 SUPER DUTY CONVENTIONAL TOWING, WEIGHT CARRYING/WEIGHT DISTRIBUTING

F-250 Reg Cab 2WD	6.7L V-8 TD	16,600 f
F-250 Reg Cab 2WD	6.7L V-8 TD	18,200 f/h,t
F-250 Reg Cab 2WD	6.8L V-8	14,800 i
F-250 Reg Cab 2WD	6.8L V-8	17,300 l
F-250 Reg Cab 2WD	7.3L V-8	18,200 i,l
F-250 Reg Cab 4WD	6.7L V-8 TD	16,200 f
F-250 Reg Cab 4WD	6.7L V-8 TD	20,000 f/h,t
F-250 Reg Cab 4WD	6.8L V-8	14,400 i
F-250 Reg Cab 4WD	6.8L V-8	16,900 l
F-250 Reg Cab 4WD	7.3L V-8	16,900 i
F-250 Reg Cab 4WD	7.3L V-8	18,000 i,t
F-250 Reg Cab 4WD	7.3L V-8	18,200 l
F-250 SuperCab Std Bed 2WD	6.7L V-8 TD	16,200 f
F-250 SuperCab Std Bed 2WD	6.7L V-8 TD	19,500 f/h,t
F-250 SuperCab Std Bed 2WD	6.8L V-8	14,500 i
F-250 SuperCab Std Bed 2WD	6.8L V-8	17,000 l
F-250 SuperCab Std Bed 4WD	6.7L V-8 TD	18,500 f
F-250 SuperCab Std Bed 4WD	6.7L V-8 TD	22,000 f/h,t
F-250 SuperCab Std Bed 4WD	6.8L V-8	14,100 i
F-250 SuperCab Std Bed 4WD	6.8L V-8	16,600 l
F-250 SuperCab Std Bed 4WD	7.3L V-8	16,600 i
F-250 SuperCab Std Bed 4WD	7.3L V-8	17,700 i,t
F-250 SuperCab Std Bed 4WD	7.3L V-8	18,200 l
F-250 Crew Cab Std Bed 2WD	6.7L V-8 TD	15,900 f
F-250 Crew Cab Std Bed 2WD	6.7L V-8 TD	19,500 f/h,t
F-250 Crew Cab Std Bed 2WD	6.8L V-8	14,300 i
F-250 Crew Cab Std Bed 2WD	6.8L V-8	16,800 l
F-250 Crew Cab Std Bed 2WD	7.3L V-8	17,900 i,t
F-250 Crew Cab Std Bed 2WD	7.3L V-8	18,200 l

TOW RATINGS

FORD (Continued)

F-250 SUPER DUTY CONVENTIONAL TOWING, WEIGHT CARRYING/WEIGHT DISTRIBUTING (Continued)

Vehicle Make/Model	Engine	Tow Limit (lbs)
F-250 Crew Cab Std Bed 4WD	6.7L V-8 TD	15,900 f
F-250 Crew Cab Std Bed 4WD	6.7L V-8 TD	22,000 f/h,t
F-250 Crew Cab Std Bed 4WD	6.8L V-8	14,100 i
F-250 Crew Cab Std Bed 4WD	6.8L V-8	16,600 l
F-250 Crew Cab Std Bed 4WD Tremor	7.3L V-8	18,200 l
F-250 Crew Cab Std Bed 4WD	7.3L V-8	16,700 i
F-250 Crew Cab Std Bed 4WD	7.3L V-8	17,800 i,t
F-250 Crew Cab LB 4WD	6.7L V-8 TD	15,500 f
F-250 Crew Cab LB 4WD	6.7L V-8 TD	21,900 f/h,t
F-250 Crew Cab LB 4WD	6.7L V-8 TD HO	22,000 f/h,t
F-250 Crew Cab LB 4WD	6.8L V-8	13,800 i
F-250 Crew Cab LB 4WD	6.8L V-8	16,300 l
F-250 Crew Cab LB 4WD	7.3L V-8	16,400 i
F-250 Crew Cab LB 4WD	7.3L V-8	17,500 i,t
F-250 Crew Cab LB 4WD	7.3L V-8	18,200 l

F-250 SUPER DUTY FIFTH-WHEEL/GOOSENECK TOWING

F-250 Reg Cab 2WD	6.7L V-8 TD	16,500 f
F-250 Reg Cab 2WD	6.7L V-8 TD	22,900 f/h,t
F-250 Reg Cab 2WD	6.7L V-8 TD HO	21,600 f/h,t
F-250 Reg Cab 2WD	6.8L V-8	14,800 i
F-250 Reg Cab 2WD	6.8L V-8	17,300 l
F-250 Reg Cab 2WD	7.3L V-8	18,400 i
F-250 Reg Cab 2WD	7.3L V-8	19,500 l
F-250 Reg Cab 4WD	6.7L V-8 TD	16,100 f
F-250 Reg Cab 4WD	6.7L V-8 TD	22,500 f/h,t
F-250 Reg Cab 4WD	6.7L V-8 TD HO	22,700 f/h,t
F-250 Reg Cab 4WD	6.8L V-8	14,400 i
F-250 Reg Cab 4WD	6.8L V-8	16,900 l
F-250 Reg Cab 4WD	7.3L V-8	16,900 i
F-250 Reg Cab 4WD	7.3L V-8	18,000 i
F-250 Reg Cab 4WD	7.3L V-8	19,400 l
F-250 SuperCab LB 2WD	6.7L V-8 TD HO	21,900 h,t
F-250 SuperCab LB 2WD	6.8L V-8	14,400 i
F-250 SuperCab LB 2WD	6.8L V-8	16,900 l
F-250 SuperCab LB 4WD	6.7L V-8 TD	15,700 f
F-250 SuperCab LB 4WD	6.7L V-8 TD	21,600 f,t
F-250 SuperCab LB 4WD	6.7L V-8 TD	21,600 h,t
F-250 SuperCab LB 4WD	6.7L V-8 TD HO	21,600 f/h,t
F-250 SuperCab LB 4WD	6.8L V-8	14,000 i
F-250 SuperCab LB 4WD	6.8L V-8	16,500 l
F-250 SuperCab LB 4WD	7.3L V-8	17,600 i
F-250 SuperCab LB 4WD	7.3L V-8	19,000 l
F-250 Crew Cab Std Box 2WD	6.7L V-8 TD	16,100 f
F-250 Crew Cab Std Box 2WD	6.7L V-8 TD	21,900 f/h,t
F-250 Crew Cab Std Box 2WD	6.7L V-8 TD HO	21,900 f/h,t
F-250 Crew Cab Std Box 2WD	6.8L V-8	14,400 i
F-250 Crew Cab Std Box 2WD	6.8L V-8	16,900 l
F-250 Crew Cab Std Box 2WD	7.3L V-8	18,000 i
F-250 Crew Cab Std Box 2WD	7.3L V-8	19,400 l
F-250 Crew Cab Std Box 4WD	6.7L V-8 TD	15,800 f
F-250 Crew Cab Std Box 4WD	6.7L V-8 TD	21,500 f/h,t
F-250 Crew Cab Std Box 4WD	6.7L V-8 TD HO	21,500 f/h,t
F-250 Crew Cab Std Box 4WD	6.8L V-8	14,100 i
F-250 Crew Cab Std Box 4WD	6.8L V-8	16,600 l
F-250 Crew Cab Std Box Tremor 4WD	7.3L V-8	18,200 l
F-250 Crew Cab Std Box 4WD	7.3L V-8	17,700 i
F-250 Crew Cab Std Box 4WD	7.3L V-8	19,100 l
F-250 Crew Cab LB 2WD	6.7L V-8 TD	15,900 f
F-250 Crew Cab LB 2WD	6.7L V-8 TD	21,200 f/h,t
F-250 Crew Cab LB 2WD	6.7L V-8 TD HO	21,200 f/h,t
F-250 Crew Cab LB 2WD	6.8L V-8	14,200 i
F-250 Crew Cab LB 2WD	6.8L V-8	16,700 l
F-250 Crew Cab LB 2WD	7.3L V-8	17,800 i
F-250 Crew Cab LB 2WD	7.3L V-8	19,200 l
F-250 Crew Cab LB 4WD	6.7L V-8 TD	15,400 f
F-250 Crew Cab LB 4WD	6.7L V-8 TD	20,400 f/h,t
F-250 Crew Cab LB 4WD	6.7L V-8 TD HO	20,800 f/h,t
F-250 Crew Cab LB 4WD	6.8L V-8	13,700 i
F-250 Crew Cab LB 4WD	6.8L V-8	16,200 l
F-250 Crew Cab LB 4WD	7.3L V-8	17,400 i
F-250 Crew Cab LB 4WD	7.3L V-8	18,800 l

Gooseneck tow rating shown. Fifth-wheel tow rating limited to fifth-wheel hitch rating of 18,800 pounds.

MANUFACTURER'S NOTE (1): F-250 towing capability will be reduced based on trim series, option content and payload. See dealer for details.

MANUFACTURER'S NOTE (2): Maximum loaded trailer weight assumes a towing vehicle with any mandatory options, no cargo, tongue load of 10% (conventional trailer) or kingpin weight of 15% (fifth-wheel trailer) and driver and passenger (150 pounds each). Weight of additional options, passengers, cargo and hitch must be deducted from this weight.

F-350 SUPER DUTY CONVENTIONAL TOWING, WEIGHT CARRYING/WEIGHT DISTRIBUTING

F-350 Reg Cab 2WD	6.7L V-8 TD, HO	20,000 f/h
F-350 Reg Cab 2WD	6.8L V-8	14,700 i
F-350 Reg Cab 2WD	6.8L V-8	18,100 l
F-350 Reg Cab 2WD	7.3L V-8	18,200 i/l
F-350 Reg Cab 4WD	6.7L V-8 TD, HO	20,000 f/h
F-350 Reg Cab 4WD	6.8L V-8	14,400 i
F-350 Reg Cab 4WD	6.8L V-8	17,800 l
F-350 Reg Cab 4WD	7.3L V-8	18,200 i
F-350 Reg Cab 4WD	7.3L V-8	19,500 l
F-350 SuperCab LB 2WD	6.7L V-8 TD, HO	23,000 h

TOW RATINGS

FORD (Continued)

F-350 SUPER DUTY CONVENTIONAL TOWING, WEIGHT CARRYING/WEIGHT DISTRIBUTING (Continued)

Vehicle Make/Model	Engine	Tow Limit (lbs)
F-350 SuperCab LB 2WD	6.8L V-8	14,400 i
F-350 SuperCab LB 4WD	6.7L V-8 TD	23,200 f/h
F-350 SuperCab LB 4WD	6.7L V-8 TD HO	23,900 f
F-350 SuperCab LB 4WD	6.7L V-8 TD HO	23,700 h
F-350 SuperCab LB 4WD	6.8L V-8	14,000 i
F-350 SuperCab LB 4WD	6.8L V-8	17,400 l
F-350 SuperCab LB 4WD	7.3L V-8	18,000 i
F-350 SuperCab LB 4WD	7.3L V-8	19,500 l
F-350 Crew Cab Std Bed 2WD	6.7L V-8 TD	23,000 f/h
F-350 Crew Cab Std Bed 2WD	6.8L V-8	14,400 i
F-350 Crew Cab Std Bed 2WD	6.8L V-8	17,800 l
F-350 Crew Cab Std Bed 2WD	7.3L V-8	18,200 i
F-350 Crew Cab Std Bed 2WD	7.3L V-8	19,500 l
F-350 Crew Cab LB 2WD	6.7L V-8 TD, HO	23,000 f/h
F-350 Crew Cab LB 2WD	6.8L V-8	14,200 i
F-350 Crew Cab LB 2WD	6.8L V-8	16,700 l
F-350 Crew Cab LB 2WD	7.3L V-8	18,200 i
F-350 Crew Cab LB 2WD	7.3L V-8	19,500 l
F-350 Crew Cab Std Bed 4WD	6.7L V-8 TD	23,200 f/h
F-350 Crew Cab Std Bed 4WD	6.7L V-8 TD HO	23,500 f/h
F-350 Crew Cab Std Bed 4WD	6.8L V-8	14,000 i
F-350 Crew Cab Std Bed 4WD	7.3L V-8	18,000 i
F-350 Crew Cab Std Bed 4WD	7.3L V-8	19,500 l
F-350 Crew Cab LB 4WD	6.7L V-8 TD	22,900 f/h
F-350 Crew Cab LB 4WD	6.7L V-8 TD HO	23,600 f
F-350 Crew Cab LB 4WD	6.7L V-8 TD HO	23,500 h
F-350 Crew Cab LB 4WD	6.8L V-8	13,800 i
F-350 Crew Cab LB 4WD	6.8L V-8	17,200 l
F-350 Crew Cab LB 4WD	7.3L V-8	17,800 i
F-350 Crew Cab LB 4WD	7.3L V-8	19,500 l

F-350 SRW FIFTH-WHEEL/GOOSENECK TOWING

F-350 Reg Cab 2WD	6.7L V-8 TD	23,800 f/h
F-350 Reg Cab 2WD	6.7L V-8 TD HO	24,600 f
F-350 Reg Cab 2WD	6.7L V-8 TD HO	25,800 h
F-350 Reg Cab 2WD	6.8L V-8	14,600 i
F-350 Reg Cab 2WD	6.8L V-8	18,000 l
F-350 Reg Cab 2WD	7.3L V-8	18,600 i
F-350 Reg Cab 2WD	7.3L V-8	22,400 l
F-350 Reg Cab 4WD	6.7L V-8 TD	23,400 f/h
F-350 Reg Cab 4WD	6.7L V-8 TD HO	24,200 f
F-350 Reg Cab 4WD	6.7L V-8 TD HO	27,600 h
F-350 Reg Cab 4WD	6.8L V-8	14,200 i
F-350 Reg Cab 4WD	6.8L V-8	17,700 l
F-350 Reg Cab 4WD	7.3L V-8	18,300 i
F-350 Reg Cab 4WD	7.3L V-8	22,100 l
F-350 SuperCab LB 2WD	6.7L V-8 TD	23,400 f/h
F-350 SuperCab LB 2WD	6.7L V-8 TD HO	25,900 h
F-350 SuperCab LB 2WD	6.8L V-8	14,300 i
F-350 SuperCab LB 4WD	6.7L V-8 TD	23,000 f/h
F-350 SuperCab LB 4WD	6.7L V-8 TD HO	23,800 f
F-350 SuperCab LB 4WD	6.7L V-8 TD HO	27,200 h
F-350 SuperCab LB 4WD	6.8L V-8	13,900 i
F-350 SuperCab LB 4WD	6.8L V-8	17,300 l
F-350 SuperCab LB 4WD	7.3L V-8	18,300 i
F-350 SuperCab LB 4WD	7.3L V-8	21,700 l
F-350 Crew Cab Std Bed 2WD	6.7L V-8 TD	23,400 f/h
F-350 Crew Cab Std Bed 2WD	6.8L V-8	14,300 i
F-350 Crew Cab Std Bed 2WD	6.8L V-8	17,700 l
F-350 Crew Cab Std Bed 2WD	7.3L V-8	18,200 i
F-350 Crew Cab Std Bed 2WD	7.3L V-8	22,100 l
F-350 Crew Cab Std Bed 4WD	6.7L V-8 TD	23,000 f/h
F-350 Crew Cab Std Bed 4WD	6.7L V-8 TD HO	23,800 f
F-350 Crew Cab Std Bed 4WD Tremor	6.7L V-8 TD HO	23,000 h
F-350 Crew Cab Std Bed 4WD	6.8L V-8	13,900 i
F-350 Crew Cab Std Bed 4WD	7.3L V-8	21,000 i
F-350 Crew Cab Std Bed 4WD	7.3L V-8	21,700 l
F-350 Crew Cab LB 2WD	6.7L V-8 TD	23,200 f/h
F-350 Crew Cab LB 2WD	6.7L V-8 TD HO	24,000 f/h
F-350 Crew Cab LB 2WD	6.8L V-8	14,100 i
F-350 Crew Cab LB 2WD	6.8L V-8	17,500 l
F-350 Crew Cab LB 2WD	7.3L V-8	18,100 i
F-350 Crew Cab LB 2WD	7.3L V-8	22,100 l
F-350 Crew Cab LB 4WD	6.7L V-8 TD	22,800 f/h
F-350 Crew Cab LB 4WD	6.7L V-8 TD HO	23,600 f
F-350 Crew Cab LB 4WD	6.7L V-8 TD HO	26,600 h
F-350 Crew Cab LB 4WD	6.8L V-8	13,700 i
F-350 Crew Cab LB 4WD	6.8L V-8	17,000 l
F-350 Crew Cab LB 4WD	7.3L V-8	17,700 i
F-350 Crew Cab LB 4WD	7.3L V-8	21,500 l

Gooseneck tow rating shown. Fifth-wheel tow rating limited to fifth wheel hitch rating of 18,800 pounds.

MANUFACTURER'S NOTE (1): F-350 towing capability will be reduced based on trim series, option content and payload. See dealer for details.

MANUFACTURER'S NOTE (2): Maximum loaded trailer weight assumes a towing vehicle with any mandatory options, no cargo, tongue load of 10% (conventional trailer) or kingpin weight of 15% (fifth-wheel trailer) and driver and passenger (150 pounds each). Weight of additional options, passengers, cargo and hitch must be deducted from this weight.

F-350/F-450 DRW CONVENTIONAL TOWING, WEIGHT CARRYING/WEIGHT DISTRIBUTING

F-350 Regular Cab 2WD	6.7L V-8 TD, HO	24,800 h/k
F-350 Regular Cab 2WD	6.8L V-8	18,700 l
F-350 Regular Cab 2WD	7.3L V-8	18,900 i

TOW RATINGS

FORD (Continued)

F-350/F-450 DRW CONVENTIONAL TOWING, WEIGHT CARRYING/WEIGHT DISTRIBUTING (Continued)

Vehicle Make/Model	Engine	Tow Limit (lbs)
F-350 Regular Cab 2WD	7.3L V-8	22,000 l
F-450 Regular Cab 2WD	6.7L V-8 TD	25,000 l
F-350 Regular Cab 4WD	6.7L V-8 TD, HO	24,800 h/k
F-350 Regular Cab 4WD	6.8L V-8	18,300 l
F-350 Regular Cab 4WD	7.3L V-8	18,500 i
F-350 Regular Cab 4WD	7.3L V-8	22,000 l
F-450 Regular Cab 4WD	6.7L V-8 TD	25,000 l
F-350 Crew Cab 2WD	6.7L V-8 TD	27,000 h/k
F-350 Crew Cab 2WD	6.7L V-8 TD HO	27,000 h
F-350 Crew Cab 2WD	6.7L V-8 TD HO	28,000 k
F-450 Crew Cab 2WD	6.7L V-8 TD, HO	30,000 l
F-350 Crew Cab 4WD	6.7L V-8 TD	27,000 h/k
F-350 Crew Cab 4WD	6.7L V-8 TD HO	27,000 h
F-350 Crew Cab 4WD	6.7L V-8 TD HO	28,000 k
F-350 Crew Cab 4WD	6.8L V-8	17,700 l
F-350 Crew Cab 4WD	7.3L V-8	17,900 i
F-350 Crew Cab 4WD	7.3L V-8	21,700 l
F-450 Crew Cab 4WD	6.7L V-8 TD, HO	30,000 l

F-350/F-450 DRW FIFTH-WHEEL/GOOSENECK TOWING

Vehicle Make/Model	Engine	Tow Limit (lbs)
F-350 Reg Cab 2WD	6.7L V-8 TD	32,600 h,t
F-350 Reg Cab 2WD	6.7L V-8 TD	36,500 k,t
F-350 Reg Cab 2WD	6.7L V-8 TD HO	32,900 h
F-350 Reg Cab 2WD	6.7L V-8 TD HO	38,000 k
F-350 Reg Cab 2WD	6.8L V-8	18,900 l,t
F-350 Reg Cab 2WD	7.3L V-8	18,800 i
F-350 Reg Cab 2WD	7.3L V-8	22,500 l
F-450 Reg Cab 2WD	6.7L V-8 TD	38,600 l
F-450 Reg Cab 2WD	6.7L V-8 TD HO	40,000 l
F-350 Reg Cab 4WD	6.7L V-8 TD	32,000 h
F-350 Reg Cab 4WD	6.7L V-8 TD	35,900 l
F-350 Reg Cab 4WD	6.7L V-8 TD HO	32,500 h
F-350 Reg Cab 4WD	6.7L V-8 TD HO	37,600 k
F-350 Reg Cab 4WD	6.8L V-8	18,200 l
F-350 Reg Cab 4WD	7.3L V-8	18,400 i
F-350 Reg Cab 4WD	7.3L V-8	22,200 l
F-450 Reg Cab 4WD	6.7L V-8 TD	37,200 l
F-450 Reg Cab 4WD	6.7L V-8 TD HO	37,100 l
F-350 Crew Cab 2WD	6.7L V-8 TD	31,800 h
F-350 Crew Cab 2WD	6.7L V-8 TD	35,700 k
F-350 Crew Cab 2WD	6.7L V-8 TD HO	32,300 h
F-350 Crew Cab 2WD	7.3L V-8	22,500 k
F-450 Crew Cab 2WD	6.7L V-8 TD, HO	37,400 k
F-350 Crew Cab 4WD	6.7L V-8 TD	31,400 h
F-350 Crew Cab 4WD	6.7L V-8 TD	35,300 k
F-350 Crew Cab 4WD	6.7L V-8 TD HO	31,800 h
F-350 Crew Cab 4WD	6.7L V-8 TD HO	35,900 k
F-350 Crew Cab 4WD	6.8L V-8	17,600 l
F-350 Crew Cab 4WD	7.3L V-8	17,800 i
F-350 Crew Cab 4WD	7.3L V-8	21,600 l
F-450 Crew Cab 4WD	6.7L V-8 TD	33,000 l
F-450 Crew Cab 4WD	6.7L V-8 TD HO	32,900 l

Gooseneck tow rating shown. Fifth-wheel tow\rating limited to fifth-wheel hitch rating of 35,000 pounds (max tow package; secondary rating with standard tow package)

MANUFACTURER'S NOTE (1): F-350/F-450 towing capability will be reduced based on trim series, option content and payload. See dealer for details.

MANUFACTURER'S NOTE (2): Maximum loaded trailer weight assumes a towing vehicle with any mandatory options, no cargo, tongue load of 10% (conventional trailer) or kingpin weight of 15% (fifth-wheel trailer) and driver and passenger (150 pounds each). Weight of additional options, passengers, cargo and hitch must be deducted from this weight.

MAVERICK

Vehicle Make/Model	Engine	Tow Limit (lbs)
Maverick SuperCrew Cab AWD	2.0L I-4	2,000
Maverick SuperCrew Cab AWD	2.0L I-4	4,000 t
Maverick SuperCrew Cab	2.5L I-4 Hybrid	2,000
Maverick SuperCrew Cab AWD	2.5L I-4 Hybrid	4,000 t

RANGER

Vehicle Make/Model	Engine	Tow Limit (lbs)
SuperCrew 2WD, 4WD	2.3L I-4 TC	7,500 i,t
SuperCrew 4WD	2.7L V-6 TC	7,500 i,t
SuperCrew Raptor 4WD Auto	3.0L V-6 TC	5,510 l,t

TRANSIT CARGO VAN, 150/250/350

Vehicle Make/Model	Engine	Tow Limit (lbs)
Transit SWB LR RWD	3.5L V-6	5,200 i
Transit SWB LR RWD	3.5L V-6	6,300 k
Transit SWB LR RWD	3.5L V-6 TC	6,900 i
Transit SWB LR AWD	3.5L V-6	5,000 i
Transit SWB LR AWD	3.5L V-6	6,100 k
Transit SWB LR AWD	3.5L V-6 TC	6,700 i
Transit RWB MR RWD	3.5L V-6	5,000 i
Transit RWB MR RWD	3.5L V-6	6,100 k
Transit RWB MR RWD	3.5L V-6 TC	6,600 i
Transit RWB MR AWD	3.5L V-6	4,800 i
Transit RWB MR AWD	3.5L V-6	5,900 k
Transit RWB MR AWD	3.5L V-6 TC	6,400 k
Transit 350HD RWB MR 2WD	3.5L V-6	6,100 k
Transit 350HD RWB MR 2WD	3.5L V-6 TC	6,600 i
Transit 350HD RWB MR AWD	3.5L V-6	5,900 k
Transit 350HD RWB MR AWD	3.5L V-6 TC	6,400 i
Transit RWB LR RWD	3.5L V-6	5,100 i
Transit RWB LR RWD	3.5L V-6	6,200 k
Transit RWB LR RWD	3.5L V-6 TC	6,800 i
Transit RWB LR AWD	3.5L V-6	4,900 i
Transit RWB LR AWD	3.5L V-6	6,000 k

TOW RATINGS

Vehicle Make/Model	Engine	Tow Limit (lbs)
FORD (Continued)		
TRANSIT CARGO VAN, 150/250/350 (Continued)		
Transit RWB LR AWD	3.5L V-6 TC	6,600 i
Transit 350HD RWB LR RWD	3.5L V-6	6,200 k
Transit 350HD RWB LR RWD	3.5L V-6 TC	6,800 i
Transit 350HD RWB LR AWD	3.5L V-6	6,000 k
Transit 350HD RWB LR AWD	3.5L V-6 TC	6,600 i
Transit 250/350 RWB HR RWD	3.5L V-6	4,900 i
Transit 250/350 RWB HR RWD	3.5L V-6	6,000 k
Transit 250/350 RWB HR RWD	3.5L V-6 TC	6,500 i
Transit 250/350 RWB HR AWD	3.5L V-6	4,700 i
Transit 250/350 RWB HR AWD	3.5L V-6	5,800 k
Transit 250/350 RWB HR AWD	3.5L V-6 TC	6,300 i
Transit 350HD RWB HR 2WD	3.5L V-6	6,000 k
Transit 350HD RWB HR 2WD	3.5L V-6 TC	6,500 i
Transit 350HD RWB HR AWD	3.5L V-6	5,800 k
Transit 350HD RWB HR AWD	3.5L V-6 TC	6,300 i
Transit 250/350 RWB HR Ext RWD	3.5L V-6	5,800 k
Transit 250/350 RWB HR Ext RWD	3.5L V-6 TC	6,300 i
Transit 250/350 RWB HR Ext AWD	3.5L V-6	5,600 k
Transit 250/350 RWB HR Ext RWD	3.5L V-6 TC	6,100 i
Transit 350HD RWB HR Ext RWD	3.5L V-6	5,700 k
Transit 350HD RWB HR Ext RWD	3.5L V-6 TC	6,700 i
Transit 350HD RWB HR Ext AWD	3.5L V-6	5,500 k
Transit 350HD RWB HR Ext AWD	3.5L V-6 TC	6,500 i
Transit 350HD RWB HR Ext 2WD DRW	3.5L V-6	5,600 k
Transit 350HD RWB HR Ext 2WD DRW	3.5L V-6 TC	6,500 i
Transit 350HD RWB HR Ext AWD DRW	3.5L V-6	5,300 k
Transit 350HD RWB HR Ext AWD DRW	3.5L V-6 TC	6,200 i
TRANSIT PASSENGER VAN, 350		
Transit 350 RWB LR RWD	3.5L V-6	4,200 i
Transit 350 RWB LR RWD	3.5L V-6	4,500 k
Transit 350 RWB LR RWD	3.5L V-6 TC	4,400 i
Transit 350 RWB LR AWD	3.5L V-6	4,000 i
Transit 350 RWB LR AWD	3.5L V-6	4,300 k
Transit 350 RWB LR AWD	3.5L V-6 TC	4,200 i
Transit 350 RWB MR RWD	3.5L V-6	4,100 i
Transit 350 RWB MR RWD	3.5L V-6	4,400 k
Transit 350 RWB MR RWD	3.5L V-6 TC	4,300 i
Transit 350 RWB MR AWD	3.5L V-6	3,900 i,t
Transit 350 RWB MR AWD	3.5L V-6	4,200 k,t
Transit 350 RWB MR AWD	3.5L V-6 TC	4,100 i
Transit 350 RWB HR RWD	3.5L V-6	3,900 i
Transit 350 RWB HR RWD	3.5L V-6	4,200 k
Transit 350 RWB HR RWD	3.5L V-6 TC	4,200 i
Transit 350 RWB HR AWD	3.5L V-6	3,700 i
Transit 350 RWB HR AWD	3.5L V-6	4,000 k
Transit 350 LWB HR AWD	3.5L V-6 TC	3,900 i
Transit 350 HR Ext RWD	3.5L V-6	3,700 k
Transit 350 HR Ext RWD	3.5L V-6 TC	3,600 i
Transit 350 HR Ext AWD	3.5L V-6 TC	3,400 i
GENESIS		
GV60	Electric	2,000 t
GV70	All	3,500 t
GV80	All	6,000 t
HONDA		
Odyssey	3.5L V-6	3,500 t
Passport	3.5L V-6	5,000 t
Pilot 2WD	3.5L V-6	3,500 t
Pilot AWD	3.5L V-6	5,000 t
Ridgeline	3.5L V-6	5,000 t
HYUNDAI		
Palisade	3.5L V-6	5,000 t
Palisade Hybrid	2.5L I-4 TC	4,000 t
Santa Fe	2.5L I-4 TC	3,500
Santa Fe Hybrid	1.6L I-4 HEV TC	2,000 t
Santa Fe XRT AWD	2.5L I-4 TC	4,500
Tucson	Hybrid	2,000
Tucson	2.5L I-4 TC	2,750 t
Santa Cruz FWD	2.5L I-4	3,500
Santa Cruz AWD	2.5L I-4 TC	5,000 t
INFINITI		
QX50	2.0L I-4 TC	3,000 t
QX60	3.5L V-6	6,000 t
QX80	5.6L V-8	8,500 t
JAGUAR		
E-Pace	2.0L I-4	3,968 t
F-Pace	All	5,291 t
JEEP		
Compass 4WD	2.0L I-4	2,000
Gladiator Big Bear, Nighthawk, Sport, Willys	3.6L V-6	6,000
Gladiator Mojave, Rubicon	3.6L V-6	7,000
Grand Cherokee 4xe 4WD	2.0L I-4 TC Hybrid	6,000
Grand Cherokee 2WD/4WD	3.6L V-6	6,200
Grand Wagoneer/Wagoneer 4WD	3.0L I-6 TC	10,000

TOW RATINGS

Vehicle Make/Model	Engine	Tow Limit (lbs)
JEEP (Continued)		
Wagoneer S	Electric	3,400
Wagoneer 2WD	3.0L I-6 TC	5,890
Wagoneer 4WD	3.0L I-6 TC	6,120
Wrangler 2-door	3.6L V-6	2,000
Wrangler 4-door	2.0L I-4 TC, 3.6L V-6	3,500
KIA		
Carnival	1.6L I-4 TC Hybrid	2,500 t
Carnival	3.5L V-6	3,500 t
EV9 Land/GT-Line/GT	Electric	5,000 t
Sorento AWD	2.5L TC	4,500 t
Sportage FWD/AWD	2.5L I-4	2,500 t
Sportage Hybrid/PHEV	1.6L I-4 TC	2,000
Telluride	3.8L V-6	5,000
LAMBORGHINI		
Urus	4.0L V-8 TC	7,000
LAND ROVER/RANGE ROVER		
Land Rover Defender	2.0L I-4 TC	7,716 t
Land Rover Defender	3.0L I-6, 5.0L V-8 SC	8,200 t
Land Rover Discovery	2.0L I-4 TC	5,952 t
Land Rover Discovery	3.0L I-6	8,200 t
Range Rover Evoque	2.0L I-4 TC	3,968 t
Range Rover Sport Autobiography, SV	4.4L V-8 TC	8,200 t
Range Rover Sport SE	3.0L I-6 TC	7,716 t
Range Rover Velar	2.0L I-4 TC	5,291 t
Range Rover Velar	3.0L V-6 SC	5,511 t
LEXUS		
RX 350	2.4L I-4 TC	3,500 t
RX 350h/500h/450h+ AWD	2.4L I-4 TC	3,500 t
GX 550	3.4L V-6 TC	9,096 t
LX 600	3.4L V-6 TC	8,000
NX	2.4L I-4 TC	2,000 t
TX 350	2.4L I-4 TC	5,000 t
TX 500h Hybrid/Plug-In Hybrid	2.4L I-4 TC	5,000 t
LINCOLN		
Aviator	3.0L V-6 TC	5,000 t
Corsair	All	3,000 t
Navigator	3.5L V-6 TC	8,700 t

Vehicle Make/Model	Engine	Tow Limit (lbs)
LUCID		
Gravity	Electric	6,000
MAZDA		
CX-5	2.5L I-4	2,000
CX-50	2.5L I-4	2,000
CX-50	2.5L I-4 TC	3,500
CX-70	2.5L I-4 PHEV	3,500 t
CX-70	3.3L I-6 TC	5,000 t
CX-90	2.5L I-4 PHEV	3,500 t
CX-90	3.3L I-6 TC MHEV	5,000 t
MERCEDES-BENZ		
GLC	All	3,500
GLE	All	7,700
GLS	All	7,700
G-Class SUV	All	7,716
Sprinter	2.0L TDI	5,000*
Sprinter	2.0L TDI HO	7,500*

**Maximum tow ratings shown. See dealer to determine the tow rating of a specific model/ configuration.*

MITSUBISHI		
Outlander 2WD/4WD	2.5L I-4	2,000
NISSAN		
Armada	3.5L V-6 TC	8,500
Frontier S CC 2WD	3.8L V-6	7,070
Frontier S KC 2WD	3.8L V-6	7,150
Frontier SV CC 2WD	3.8L V-6	7,000
Frontier SV KC 2WD	3.8L V-6	7,130
Frontier SV CC LWB 2WD	3.8L V-6	6,930
Frontier S CC 4WD	3.8L V-6	6,390
Frontier S KC 4WD	3.8L V-6	7,000
Frontier SV CC 4WD	3.8L V-6	6,880
Frontier SV CC LWB 4WD	3.8L V-6	6,760
Frontier SV KC 4WD	3.8L V-6	7,000
Frontier SL CC 2WD	3.8L V-6	6,920
Frontier SL CC 2WD LWB	3.8L V-6	7,150
Frontier SL CC 4WD	3.8L V-6	6,810
Frontier SL CC 4WD LWB	3.8L V-6	6,710
Frontier Pro-4X CC 2WD	3.8L V-6	6,910
Frontier Pro-4X CC 4WD	3.8L V-6	6,680
Frontier Pro-4X CC 4WD LWB	3.8L V-6	6,310
Pathfinder	3.5L V-6	6,000

Maximum ratings shown. Ratings may vary depending on the specific model and equipment selected. See dealer for details.

TOW RATINGS

Vehicle Make/Model	Engine	Tow Limit (lbs)
POLESTAR		
Polestar 2	Electric	2,000
Polestar 3	Electric	3,500
Polestar 4	Electric	3,500
PORSCHE		
Cayenne	4.0L V-8 TC, Hybrid	7,716
Cayenne Turbo E-Hybrid	Hybrid	6,614
Cayenne	Electric	7,716
Macan	Turbo Electric	5,512
Macan	2.0L I-4 TC	4,409
RAM		
ProMaster (all)	3.6L V-6	6,910 t
ProMaster City Cargo	2.4L I-4	2,000
1500 QUAD CAB STANDARD BED		
1500 Quad Cab Std Bed 2WD	3.6L V-6	6,720 d
1500 Quad Cab Std Bed 2WD	3.6L V-6	8,110 h
1500 Quad Cab Std Bed 2WD	3.0L I-6	8,480 d*
1500 Quad Cab Std Bed 2WD	3.0L I-6	11,610 j
1500 Quad Cab Std Bed 4WD	3.6L V-6	6,480 d
1500 Quad Cab Std Bed 4WD	3.6L V-6	7,480 h
1500 Quad Cab Std Bed 4WD	3.0L I-6	8,350 h
1500 Quad Cab Std Bed 4WD	3.0L I-6	11,450 j
1500 CREW CAB SHORT BED		
1500 CC SB 2WD	3.6L V-6	6,580 d
1500 CC SB 2WD	3.6L V-6	7,580 h
1500 CC SB 2WD	3.0L I-6	8,410 d
1500 CC SB 2WD	3.0L I-6	11,510 j
1500 CC SB 4WD	3.6L V-6	6,370 d
1500 CC SB 4WD	3.6L V-6	7,370 h
1500 CC SB 4WD	3.0L I-6	8,240 h
1500 CC SB 4WD	3.0L I-6	11,340 j
1500 CC SB 4WD	3.0L I-6 HO	9,340 j
1500 CREW CAB STANDARD BED		
1500 CC Std Bed 2WD	3.0L I-6	8,380 d
1500 CC Std Bed 2WD	3.0L I-6	11,480 j
1500 CC Std Bed 4WD	3.0L I-6	8,160 h
1500 CC Std Bed 4WD	3.0L I-6	11,260 j
1500 CC Std Bed 4WD	3.0L I-6 HO	9,920 j

**High Fuel Efficiency (HFE) model.*

Note: Ratings shown are maximum weights for Tradesman model. Higher trim grades may have a reduced tow rating. See your dealer for details and to determine the tow rating of your selected model.

Vehicle Make/Model	Engine	Tow Limit (lbs)
2500 REGULAR CAB		
2500 Reg Cab 2WD	6.4L V-8	15,500 i
2500 Reg Cab 2WD	6.4L V-8	17,750 k
2500 Reg Cab 4WD	6.4L V-8	15,240 i
2500 Reg Cab 4WD	6.4L V-8	17,440 k
2500 Reg Cab 4WD	6.7L I-6 TD	19,900 f
2500 CREW CAB SHORT BED		
2500 Crew Cab SB 2WD	6.4L V-8	15,220 i
2500 Crew Cab SB 2WD	6.4L V-8	17,420 k
2500 Crew Cab SB 2WD	6.7L I-6 TD	19,960 f
2500 Power Wagon Crew Cab SB 4WD	6.4L V-8	10,530 k
2500 Crew Cab SB 4WD	6.4L V-8	14,930 i
2500 Crew Cab SB 4WD	6.4L V-8	17,130 k
2500 Crew Cab SB 4WD	6.7L I-6 TD	19,970 f
2500 CREW CAB LONG BED		
2500 Crew Cab LB 2WD	6.4L V-8	15,080 i
2500 Crew Cab LB 2WD	6.4L V-8	17,280 k
2500 Crew Cab LB 2WD	6.7L I-6 TD	20,000 f
2500 Crew Cab LB 4WD	6.4L V-8	14,730 i
2500 Crew Cab LB 4WD	6.4L V-8	16,930 k
2500 Crew Cab LB 4WD	6.7L I-6 TD	18,230 f
2500 MEGA CAB		
2500 Mega Cab 4WD	6.7L I-6 TD	15,680 f
3500 REGULAR CAB SRW		
3500 Regular Cab SRW 2WD	6.4L V-8	15,490 i
3500 Regular Cab SRW 2WD	6.4L V-8	17,730 k
3500 Regular Cab SRW 4WD	6.4L V-8	15,100 i
3500 Regular Cab SRW 4WD	6.4L V-8	17,330 k
3500 Regular Cab SRW 4WD	6.7L I-6 TD	26,080 f
3500 REGULAR CAB DRW		
3500 Regular Cab DRW 2WD	6.4L V-8	15,750 i
3500 Regular Cab DRW 2WD	6.4L V-8	18,110 k
3500 Regular Cab DRW 4WD	6.4L V-8	15,360 i
3500 Regular Cab DRW 4WD	6.4L V-8	17,760 k
3500 Regular Cab DRW 4WD	6.7L I-6 TD	36,610 f
3500 CREW CAB SHORT BED		
Ram 3500 Crew Cab SB SRW 2WD	6.4L V-8	15,100 i
Ram 3500 Crew Cab SB SRW 2WD	6.4L V-8	17,340 k
Ram 3500 Crew Cab SB SRW 2WD	6.7L I-6 TD	23,950 f
Ram 3500 Crew Cab SB SRW 4WD	6.4L V-8	14,770 i
Ram 3500 Crew Cab SB SRW 4WD	6.4L V-8	17,010 k
Ram 3500 Crew Cab SB SRW 4WD	6.7L I-6 TD	23,550 f

TOW RATINGS

Vehicle Make/Model	Engine	Tow Limit (lbs)
RAM (Continued)		
3500 CREW CAB LONG BED SRW		
3500 Crew Cab LB SRW 2WD	6.4L V-8	14,930 i
3500 Crew Cab LB SRW 2WD	6.4L V-8	17,170 k
3500 Crew Cab LB SRW 2WD	6.7L I-6 TD	25,490 f
3500 Crew Cab LB SRW 4WD	6.4L V-8	14,560 i
3500 Crew Cab LB SRW 4WD	6.4L V-8	16,800 k
3500 CREW CAB LONG BED DRW		
3500 Crew Cab LB DRW 2WD	6.4L V-8	15,150 i
3500 Crew Cab LB DRW 2WD	6.4L V-8	17,550 k
3500 Crew Cab LB DRW 4WD	6.4L V-8	14,800 i
3500 Crew Cab LB DRW 4WD	6.7L I-6 TD	33,890 f
3500 MEGA CAB		
3500 Mega Cab SRW 4WD	6.7L I-6 TD	24,080 f
3500 Mega Cab DRW 4WD	6.7L I-6 TD	32,880 f
RIVIAN		
R1S	All	7,700 t
R1T	Dual-Motor	7,700 t
R1T	Dual-Motor Max, Tri-Motor	11,000 t
ROLLS-ROYCE		
Cullinan	6.7L V-12 TC	5,952
SUBARU		
Ascent	2.4L I-4 TC	5,000 t
Forester Wilderness	2.5L I-4	3,500 t
Outback	2.5L I-4	2,700 t
Outback XT, Wilderness	2.4L I-4 TC	3,500 t
TESLA		
Cybertruck RWD	Single Motor	7,500
Cybertruck AWD, Cyberbeast	Dual Motor	11,000
TOYOTA		
4Runner (all)	2.4L I-4 TC	6,000
Grand Highlander Hybrid	2.5L I-4	3,500
Grand Highlander Hybrid Max	2.4L I-4 TC	5,000
Highlander	2.4L I-4 TC	5,000
Highlander Hybrid	2.5L I-4	3,500
Land Cruiser	2.4L I-4 TC	6,000
Sienna	2.5L I-4 Hybrid	3,500 t
Sequoia SR5 2WD	3.5L V-6 TC	9,520
Sequoia SR5 4WD	3.5L V-6 TC	9,120
Sequoia 1794 4WD	3.5L V-6 TC	9,020
Sequoia Limited 2WD	3.5L V-6 TC	9,300
Sequoia Limited 4WD	3.5L V-6 TC	9,020
Sequoia Platinum 2WD	3.5L V-6 TC	9,310
Sequoia Platinum 4WD	3.5L V-6 TC	9,010
Sequoia TRD Pro 4WD	3.5L V-6 TC	9,020
Sequoia Capstone 4WD	3.5L V-6 TC	9,280
Tacoma XtraCab 2WD	2.4L I-4 TC	6,500
Tacoma Double Cab 2WD	2.4L I-4 TC	6,400
Tacoma XtraCab 4WD	2.4L I-4 TC	6,500
Tacoma Double Cab 4WD	2.4L I-4 TC	6,400
Tacoma Double Cab 4WD	2.4L I-4 TC Hybrid	6,000
Tundra Double Cab 2WD	3.4L V-6 TC	12,000 t
Tundra Double Cab 4WD	3.4L V-6 TC	11,200
Tundra CrewMax 2WD	3.4L V-6 TC	12,000 t
Tundra CrewMax 2WD	3.4L V-6 TC Hybrid	11,380
Tundra CrewMax 4WD	3.4L V-6 TC	11,170
Tundra CrewMax 4WD	3.4L V-6 TC Hybrid	11,175
VINFAST		
VF8	Electric	3,968 t
VF9	Electric	3,968 t
VOLKSWAGEN		
Atlas AWD, FWD	2.0L I-4 TC	5,000 t
ID.4 RWD	Electric	2,200 t
ID.4 AWD	Electric	2,700 t
ID.Buzz RWD	Electric	2,600 t
ID.Buzz AWD	Electric	3,500 t
VOLVO		
EX30 RWD	Single Motor	2,000 t
EX30 AWD	Twin Motor	2,000 t
EX40 RWD	Single Motor	2,000 t
EX40 AWD	Twin Motor	2,000 t
EX90	Twin Motor	4,850 t
S60	All	2,000 t
S90 T8 AWD	2.0L I-4 TC/SC Hybrid	4,850 t
V60	All	2,000 t
V90 B6 AWD	2.0L I-4 TC/SC Hybrid	3,500 t
XC60 B5 AWD	2.0L I-4 TC Hybrid	3,500 t
XC60 T8	2.0L I-4 TC/SC Hybrid	3,500 t
XC90 AWD	All	5,000 t

Maximum ratings shown. Ratings may vary depending on the specific model and equipment selected. See dealer for details.

RV LIFE FORUMS

Get Connected With **RV LIFE**

Now that you've explored the RV LIFE 2026 Trailer Towing Guide and reviewed the verified listings, bookmarked essential towing tips, and considered equipment upgrades, you may still have questions about the trailer-towing process. And we know that when it comes to RV towing, firsthand knowledge from fellow RVers is truly invaluable.

The RV LIFE online community offers a wealth of information through its active forums, where members discuss everything from towing setups and safety practices to troubleshooting and on-the-road experiences. Engaging with these forums allows you to tap into collective expertise, ask specific questions, and share your own insights. Whether you're seeking advice or looking to connect with others who share your passion for RVing, these online communities are an excellent resource for anyone seeking to master the towing process.

Explore the following RV LIFE forums to deepen your understanding and become part of a supportive, friendly, and knowledgeable RV community.

5thWheelForums.com is a dedicated community for owners and enthusiasts of fifth-wheel trailers, offering technical advice, modification discussions, and ownership experiences. Members share insights on towing, maintenance, and living in fifth-wheels with RVers of all experience levels.

AirForums.com serves the Airstream community with a vast archive of discussions related to Airstream restoration, travel, and ownership. The forum is a key destination for Airstream owners seeking peer advice, troubleshooting help, and design inspiration.

ClassBForum.com is a forum for enthusiasts and owners of Class B motorhomes, providing a space to discuss maintenance and travel experiences. It offers expert advice, product recommendations, and support for new and seasoned Class B RV owners.

DutchmenOwners.org supports owners of Dutchmen RVs with model-specific technical assistance, user reviews, and modification tips. The forum fosters a helpful environment for troubleshooting and enhancing the RV ownership experience.

EscapeForum.org is the online gathering place for Escape Trailer owners, emphasizing the popular lightweight travel trailers and their customization. Users exchange advice on maintenance, towing setups, and boondocking experiences.

FiberglassRV.com specializes in molded fiberglass trailers, offering a focused platform for fans of brands like Casita, Escape, Oliver, and Scamp. It's a go-to resource for discussions on these compact trailers, from restoration projects to travel tips.

ForestRiverForums.com is one of the most comprehensive resources for Forest River RV owners, covering all product lines from travel trailers to motorhomes. Members share technical knowledge, recall updates, and campground recommendations.

FunFinderClub.com caters to owners of Cruiser RV's Fun Finder line, with content focused on repairs, upgrades, and user reviews. The forum encourages community sharing of trip photos, mods, and product feedback.

GSOwners.com is a niche forum for owners of Gulf Stream RVs, providing support on RV maintenance, warranty issues, and travel experiences. It enables collaboration among Gulf Stream users across various product lines.

HiLoTrailerForum.com supports enthusiasts of Hi-Lo travel trailers, which feature a unique telescoping design. The community helps with parts sourcing, raising/lowering mechanisms, and maintaining vintage models.

iRV2.com is one of the largest general-purpose RV forums, covering all RV types, brands, and lifestyles. With active subforums and expert contributions, it's a central hub for technical support and community interaction.

JaycoOwners.com focuses on all Jayco RV models, from pop-ups to Class A motorhomes, offering owners peer support on maintenance, upgrades, and travel. The forum fosters a sense of brand loyalty and user advocacy.

KeystoneForums.com serves as a hub for owners of Keystone RV products, offering threads on maintenance, modifications, and factory updates. The community shares in-depth discussions on every model series under the Keystone umbrella.

MontanaOwners.com is a brand-specific forum for Keystone Montana fifth-wheel owners, offering a collaborative space to discuss specific models, customization, and long-term RV living. It's rich in user guides, how-tos, and mod galleries.

MyGrandRV.com is THE owners' forum for Grand Design RVs, supporting a loyal user base with towing tips, troubleshooting, and brand news. The site also plays a major role in connecting users to factory representatives and dealer support.

OpenRangeOwners.com offers a space for Open Range trailers and other Highland Ridge RV owners to connect over travel, maintenance, and modifications. The forum fosters community through active meetups, DIY projects, and brand-specific advice.

RVForum.net is a longstanding and diverse online community for RVers of all types, with forums on general maintenance, boondocking, solar systems, towing setups, and more. It's valued for its technical depth and veteran user contributions.

SportsmobileForum.com is an active community centered around Sportsmobile van conversions and similar vehicles. It features discussions on modifications, trip reports, and technical troubleshooting, making it a valuable resource for Sportsmobile owners and van life enthusiasts.

SunlineClub.com is a forum for the now-defunct and highly sought-after Sunline RV brand, preserving knowledge and support for owners of these discontinued travel trailers. Members help each other maintain and restore their vintage RVs.

ThorForums.com is a comprehensive community for owners of Thor's wide range of RVs, including motorhomes, travel trailers, and fifth-wheels. The forum is active in sharing warranty tips, recalls, and upgrade projects. It is also home to the towable forums formerly known as CrossRoads Owners and Redwood Owners.

TNTTT.com Teardrops 'n Tiny Travel Trailers (TNTTT) is a creative forum dedicated to DIY teardrop and tiny trailer builds, offering blueprints, materials advice, and build logs. It's a great space for RVers who value minimalist and handcrafted travel solutions.

TrailManorOwners.com focuses on the unique TrailManor folding trailer, which combines hard-wall construction with a collapsible design. Owners share advice on setup, storage, and mechanical systems maintenance.

TruckConversion.net is a specialized forum for those interested in converting commercial trucks into custom motorhomes. Members share build projects, technical guidance, and additional resources, fostering a friendly, collaborative environment.

WinnieOwners.com is the community home for Winnebago RV enthusiasts, covering everything from vintage Class C's to modern diesel pushers and towables. Users discuss brand news, share maintenance logs, and organize rallies.





15,000+ RVs

Largest selection of America's premium brands.

SELECT RVs

50% OFF†

1,000+ SERVICE BAYS

The most RVTI certified technicians.

10% OFF

SERVICE OR RETAIL STORE PURCHASE*

PROMO CODE
WS925





EVERY RV COMES WITH PEACE OF MIND GUARANTEED

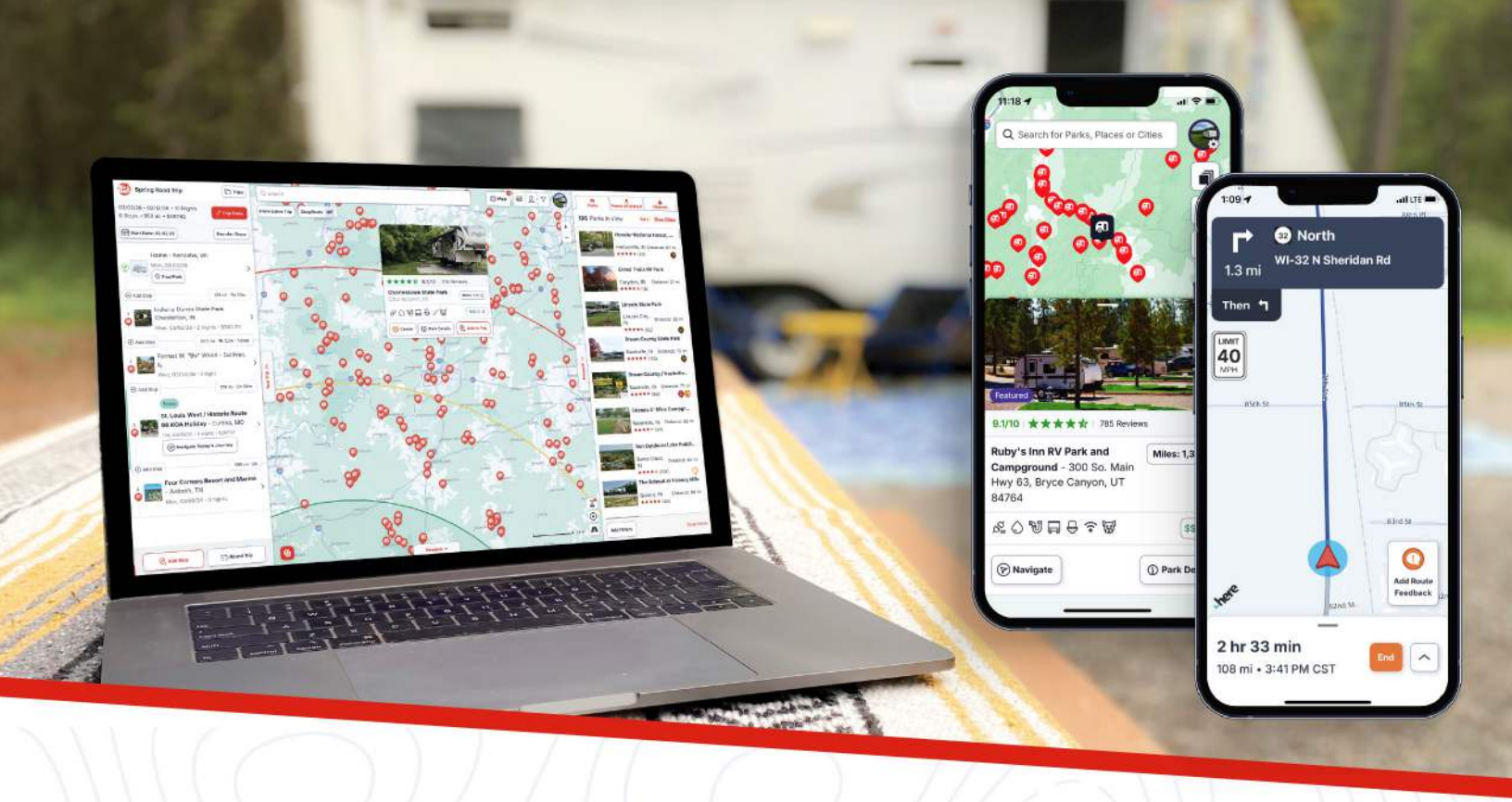
- *Unlimited towing*
- *1-Year camping pass*
- *Gas & propane discounts*

And more

BlueCompassRV.com

Visit One of Our 100+ Locations Coast-to-Coast

*Coupon must be presented at time of purchase. Discount is based on the pre-tax total of parts and labor costs, maximum purchase amount of $500 eligible. Sales tax, shipping and handling do not qualify for a discount. Maximum savings is $50 per repair order. May not be combined with any other coupons, discounts, or offers. Void if altered, copied, transferred, auctioned, or sold. Offer valid on in-stock items only and not valid on prior purchases. Other restrictions may apply. Cash value 1/10¢. Expires 07/31/26. †Offer on select units. Quantities are limited, 50% off units may not be available at every Blue Compass RV location. 50% off example: Similar units available at similar discounts. 2026 Forest River Aurora Light 15RBX, STK#133-T137312. MSRP $31,798. Sale Price $15,995. Savings $15,803. All advertised prices exclude government fees and taxes, any finance charges, any dealer document processing charge, any electronic filing charge, and any emission testing charge. Offer expires 07/31/26. See dealer for details.



Plan and Take Your Perfect RV Trip with RV LIFE Pro

Ultimate RV Trip Planner

Map your route and customize every stop based on your preferences

Best RV-Safe GPS

Avoid low clearances, steep grades, and restricted roads so you can get there safely

Most Trusted Campground Finder

Research with confidence knowing photos, reviews, and tips are from real RVers who've been there

25% OFF

1-year subscription to RV LIFE Pro, plus a 7-day free trial

Scan QR code or CLICK HERE

RV LIFE PRO

RVLIFE.com