2020

FORD RV & TRAILER TOWING GUIDE

EQUIPMENT | WEIGHTS | TECHNOLOGY | CAPABILITY

READY. SET. TOW. HAUL. **EXCEL!**

The 2020 F-Series have the most advanced powertrain lineup ever, so it's no surprise that F-150's impressive torque and capability features come right along with it. Whether carrying a serious payload or towing the heaviest of trailers, F-150 and F-Series Super Duty® trucks are designed to excel at conquering the toughest of jobs.

F-Series – America's trucks, bringing decades of RV and towing experience for every configuration!

BUILT Ford PROUD

F-250 Super Duty
Crew Cab King Ranch 4x4

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SAE TOWING STANDARD

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

The following vehicles are not recommended for trailer towing: Fusion Hybrid, Fusion Plug-in Hybrid, Shelby GT350/GT350R Mustang, and Mustang GT500 Shelby.

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F-150 – BUILT TO GET IT DONE.

The 2020 F-150 is a workhorse designed and Built Ford Tough® to get the job done. A high-strength steel fully boxed ladder frame and high-strength, military-grade, aluminum alloy body save weight and add capability, helping F-150 tow up to 13,200 lbs. and deliver a best-in-class payload rating of 3,270 lbs. The staggered rear outboard shocks help provide additional driving stability. Exceptional space, power and towing capacity make F-150 the preferred choice for towing and hauling.

IMPRESSIVE ENGINE OPTIONS – MORE WAYS TO PACK A PUNCH.

With 6 different engine choices, only F-150 offers you many options – to meet diverse job applications. The available 3.5L High-Output EcoBoost® engine provides 450 horsepower and 510 lb.-ft. of torque, both best-in-class[1], to conquer the toughest of jobs. With optimized gear spacing, including 3 overdrive gears, the innovative 10-speed, automatic transmission helps maximize shift points and gear ratios to optimize power, low-rpm torque and fuel efficiency. The entire F-150 engine lineup has been extensively tested to meet the highest durability and reliability standards. So you can confidently pick the engine that best fits your towing needs.

[1] Class is Full-Size Pickups under 8,500 lbs. GVWR, based on Ford segmentation.

Engine	HP @ rpm	Torque @ rpm	Maximum Towing (lbs.)	Maximum Payload (lbs.)
3.3L Ti-VCT V6	290 @ 6,500	265 lb.-ft. @ 4,000	7,700	1,990
2.7L EcoBoost V6	325 @ 5,000	400 lb.-ft. @ 2,750	9,000	2,470
3.5L EcoBoost V6	375 @ 5,000	470 lb.-ft. @ 3,500	13,200	3,230
5.0L Ti-VCT V8	395 @ 5,750	400 lb.-ft. @ 4,500	11,500	3,270
3.0L Turbo Diesel V6	250 @ 3,250	440 lb.-ft. @ 1,750	11,500	2,020
3.5L EcoBoost H.O. V6	450 @ 5,000	510 lb.-ft. @ 3,500	8,000[2]/11,100[3]	1,200[2]/1,520[3]

[2]Raptor only. [3]Limited only.

TOWING CAPABILITY
13,200 lbs.[4]

CARGO BOX VOLUME
77.4 cu. ft.
(8' BOX)
62.3 cu. ft.
(6.5' BOX)
52.8 cu. ft.
(5.5' BOX)

PAYLOAD CAPACITY
AVAILABLE BEST-IN-CLASS
3,270 lbs.[5]

F-150 XLT SuperCrew® 4x4

F-150 TOWING FEATURES

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

STANDARD TOW/HAUL MODE
reduces gear hunting, improves power delivery. Especially useful with hauling or towing a heavy load

STANDARD HILL START ASSIST
helps prevent rolling back on a grade by momentarily maintaining brake pressure until the engine delivers enough torque to move the truck up the hill

AVAILABLE TRAILER BRAKE CONTROLLER
uses braking input, vehicle speed and ABS logic to balance the performance of the truck brakes and electric trailer brakes. Fully integrated into the instrument panel and vehicle's onboard computer

AVAILABLE TECHNOLOGY PACKAGE
includes 360-degree camera with split-view display, dynamic hitch assist and active park assist (Standard on Limited)

AVAILABLE PRO TRAILER BACKUP ASSIST™
improves driver confidence by letting the driver steer the trailer instinctively while controlling the accelerator and brakes – the truck takes care of the rest

BLIS® (BLIND SPOT INFORMATION SYSTEM)
with cross traffic alert and trailer tow monitoring alerts the driver if something is detected in the trailer's blind spot (Standard on Lariat, King Ranch, Platinum and Limited; available on XLT and Raptor)

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

[4] Max towing on 2020 F-150 XLT SuperCrew, 6.5' box, 3.5L EcoBoost engine, 4x2 and Max Trailer Tow Package with 20" tires. Not shown. [5] Max payload on 2020 F-150 XL Regular Cab, 8' box, 5.0L engine, 4x2, Heavy-Duty Payload Package and 18" heavy-duty wheels. Not shown. Class is full-size pickups under 8,500-lb. GVWR based on Ford segmentation.

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

SUPER DUTY® PICKUPS
AMERICA'S HARDEST WORKING TRUCKS.

The 2020 Super Duty reinforces the long tradition of F-Series toughness and continues to meet the needs of a multitude of commercial vocations, as well as personal use towing customers. Within the toughest industries, Super Duty pickups provide tough-as-nails work capability as well as SuperCab and Crew Cab configurations in both 4x2 and 4x4 drivetrains for added flexibility.

6.7L V8 POWER STROKE® TURBO DIESEL

Available on all models and cab configurations.

HORSEPOWER	TORQUE
475 hp @ 2,600 rpm	**1,050 lb.-ft. @ 1,600 rpm**

Horsepower and torque are independent attributes and may not be achieved simultaneously.

F-450 Limited Crew Cab 4x4 with 6.7L V8 Turbo Diesel

NEXT LEVEL POWER

Third-Generation 6.7L Power Stroke – The Diesel Leader

Super Duty's third-generation 6.7-liter Power Stroke includes a new 36,000-psi fuel injection system with all-new injectors that precisely meter and spray up to eight times per stroke to control noise levels and optimize combustion. New steel pistons provide higher firing pressure capability and less friction – meaning improved performance and more horsepower and torque than ever. (Compared with previous-generation Super Duty.)

New 7.3L Gas V8 – Most Powerful In Its Class

The available all-new 7.3L gas V8 engine provides high performance in a compact package, with available best-in-class gas V8 output of 430 horsepower, available best-in-class gas torque of 475 lb.-ft., and expanded towing and payload capability for the toughest of jobs.[1] Port injection with variable-valve timing optimizes the intake and exhaust to match performance with workloads. Oil jets cool the pistons under heavy loads.

6.2L 2-Valve Gas V8 – Leads The Class

This available 6.2L V8 workhorse eases your heavy-duty workload with 385 hp and 430 lb.-ft. torque. The engine's stiff SOHC valvetrain with roller-rocker shafts enables an intake- and exhaust-port layout that optimizes airflow, helping it produce plenty of torque down low.

[1]Class is Full-Size Pickups over 8,500 lbs. GVWR based of Ford segmentation.

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

SUPER DUTY® SMART TECHNOLOGY

5TH-WHEEL/GOOSENECK PREP PACKAGE

Available on all models

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

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

SMART TRAILER TOW CONNECTOR

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

Alerts/warnings are displayed in the message center on the 4.2" screen in the center instrument cluster

Included in all optional towing packages

STANDARD TRAILER SWAY CONTROL

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

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

The added software measures the yaw motion of the vehicle to determine if the trailer is swaying and then responds to eliminate the sway condition[1]

STANDARD HILL START ASSIST

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

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

TRAILER BRAKE CONTROLLER (TBC)

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

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

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

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

Fully integrated into the truck's brake system

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

Standard on F-350 DRW/F-450; optional on F-250/F-350 SRW

Factory-installed and warranted by Ford Motor Company[2]

TOW/HAUL MODE WITH INTEGRATED ENGINE-EXHAUST BRAKE

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

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

TRAILER REVERSE GUIDANCE

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

Included with the Ultimate Trailer Tow Camera System

ULTIMATE TRAILER TOW CAMERA SYSTEM WITH PRO TRAILER BACKUP ASSIST

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

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

Trailer Reverse Guidance functions with all trailers, including gooseneck and 5th-wheel applications

Optional on XL, XLT and Lariat; Standard on King Ranch®, Platinum and Limited

[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 dealer for details.

SUPER DUTY® CHASSIS CABS
NEXT LEVEL PERFORMANCE.

F-450 XL Crew Cab 4x4

The 2020 Super Duty Chassis Cab models continue the Built Ford Tough heritage of raising the bar with next-level capability, power and technology. New and updated engines, an all-new heavy-duty 10-speed automatic transmission and available driver-assist technologies[1] make the upgraded F-350/F-450/F-550 and the new F-600 Super Duty Chassis Cabs smarter and more capable than ever. They continue to handle hard-line towing jobs and aggressive payloads and are designed to conquer even the most challenging jobs.

[1] Driver-assist features are supplemental and do not replace the driver's attention, judgment and the need to control the vehicle.

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

- Selectable Drive Modes (Normal, Tow/Haul, Eco and Deep Sand/Snow)
- SelectShift® capability and Progressive Range Select
- Live-Drive power takeoff (PTO) provision with mobile mode and up to 300 lb.-ft. of torque – standard on diesel models

CNG/Propane Gaseous Engine Prep Package is available for 6.2L V8 and 7.3L V8 engines. Package includes hardened valves and valve seats to help ready your Super Duty for alternative-fuel upfits. (Delayed Availability)

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

FORD RANGER . . . ADVENTURE-READY.

2020 Ranger is equipped and ready to carry some serious gear.

A proven 2.3-liter EcoBoost® engine delivers outstanding levels of torque while towing and climbing trails.

Impressive engine towing capability of 7,500 pounds[2], with available tow package, makes Ranger more than ready for getting campers to their sites and boats to the slip.

Ranger XLT and Lariat come standard with Ford Co-Pilot360™ [3] – driver-assist technologies[4] to help you navigate increasingly crowded roads and highways with greater confidence. Features included are BLIS® (Blind Spot Information System) with Cross-Traffic Alert and coverage for both the truck and trailer, Lane-Keeping System, Pre-Collision Assist with Automatic Emergency Braking, Auto High-Beam Headlamps and Rear View Camera.

Lariat SuperCrew® 4x2

[2] Max towing varies based on cargo, vehicle configuration, accessories and number of passengers. [3] Optional on Ranger XL. [4] Driver-assist features are supplemental and do not replace the driver's attention, judgment and the need to control the vehicle. Lane-Keeping System does not control steering.

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FORD POWER AND STRENGTH.

FEATURES

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

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

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

7.3L OHV V8 gas engine (350 hp/468 lb.-ft. of torque)

6-speed automatic transmission

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

19.5-inch steel wheels and tires included with 16,000/18,000/20,500-lb. GVWR; 19.5-inch wheels and tires optional with 22,000-lb. GVWR

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

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

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

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

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

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

Hill start assist

Fleet Telematics Modem

Electronic stability control available

High-capacity front axle system

80-gallon fuel tank, aft axle

Heavy-duty shock absorbers

Air Conditioning Prep Package

240-amp Extra/Extra Heavy-Duty alternator available

CNG/LPG Gaseous Fuel Prep Package available

CLASS A
MOTORHOME CHASSIS

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

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BUILT FOR BUSINESS.

COMMERCIAL
STRIPPED CHASSIS

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

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

FEATURES

Five wheelbase choices: 158/168[1]/178/190/208-inch

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

Four Gross Combination Weight Ratings (GCWRs): 23,000/26,000/27,200[1]/29,700[1] lbs.

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

7.3L OHV V8 gas engine (350 hp/468 lb.-ft. of torque)

6-speed automatic transmission

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

19.5-inch steel wheels and tires

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

Fleet Telematics Modem

40-gallon fuel tank capacity, aft of axle

Front and rear stabilizer bars

Driver's steering column positioned for easy ingress and egress

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

Low load floor height for ease of cargo loading

Heavy-duty Sachs shock absorbers

Traction Control

Hill Start Assist

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

Air Conditioning Prep Packages available

Available Driver-Assist Packages[2]

240-amp Extra/Extra Heavy-Duty alternator available

CNG/LPG Gaseous Fuel Prep Package available

[1]Only available with Parcel Delivery Package.
[2]Driver-assist features are supplemental and do not replace the driver's attention, judgment and the need to control the vehicle.

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2021 E-SERIES – THE CHASSIS OF CHOICE.

FEATURES

Three wheelbase choices: 138/158/176-inch

Up to 14,500 lbs. GVWR and 22,000 lbs. GCWR[1]

7.3L V8 premium engine replaces 6.8L V10 engine, 7.3L V8 economy engine replaces 6.2L V8 engine

6-speed automatic transmission

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

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

Fleet Telematics Modem

Driver and front passenger airbags[2]

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

Steel ladder-type truck frame with seven cross members

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

Van-like driver position with updated ergonomic instrument panel and controls

Available Driver-Assist Packages[3]

Electronic stability control

Traction control

Hill Start Assist

CNG/Propane Gaseous Fuel Prep Package available

[1]22,000-lb. GCWR requires electrical connector heat shield on all E-450 Cutaways. [2]Always wear your safety belt. [3]Driver-assist features are supplemental and do not replace the driver's attention, judgment and the need to control the vehicle.

E-450 Cutaway DRW

CLASS C
MOTORHOME CHASSIS

MOTORHOME **Customer Care**

Customer Assistance Center

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

The nearest appropriate service location

Assistance in scheduling a service appointment

Service assistance for motorhome customers and RV dealers in resolving Ford chassis-related concerns

In-Dealership Service Support

Over 1,900 Ford dealerships in the U.S. and Canada provide Class C motorhome service support

Certified service technicians backed by computerized diagnostics and national technical hotline support

Verification of available owner notification and recall information affecting motorhomes

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

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TRANSIT – BUILT FORD TOUGH®.

FEATURES

Three wheelbase choices: 138/156/178-inch

Up to 11,000 lbs. GVWR and 15,000 lbs. GCWR

Three engine choices: 3.5L PFDI V6 gas, 3.5L EcoBoost® V6 and 2.0L I4 diesel

10-speed automatic transmission with SelectShift®

Available All-Wheel-Drive (AWD)

Co-Pilot360™ Technologies

Driver and front passenger airbags[1]

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

AdvanceTrac® with Roll Stability Control™ (RSC®)

Independent MacPherson strut front suspension and stabilizer bar

Leaf spring rear suspension with heavy-duty shock absorbers

25-gallon fuel tank capacity; 31-gallon available

Frame rail extension adapters

Available Trailer Brake Controller (TBC)

Available tow/haul mode with Trailer Wiring Provisions

[1]*Always wear your safety belt.*

CLASS C
MOTORHOME CHASSIS

2019 model shown

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

F-150 PICKUP **SLIDE-IN CAMPERS**

MAXIMUM CARGO WEIGHT WITH SLIDE-IN CAMPER

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

		GVWR (lbs.)		Maximum Cargo Weight Rating (lbs.)	
F-150[1]	Wheelbase	3.5L GTDI	5.0L	3.5L GTDI Std.	5.0L Std.
18" Tires					
4x2 Reg. Cab	141.1"	7,850	7,850	2,812	2,852
4x2 SuperCab	163.7"	7,850	7,850	2,079	2,198
4x2 SuperCrew	156.8"	7,850	7,850	2,001	2,060
4x4 Reg. Cab	141.1"	7,850	7,850	2,622	2,735
4x4 SuperCab	163.7"	7,850	7,850	1,864	1,900
4x4 SuperCrew	156.8"	7,850	7,850	1,822	1,844

[1]Requires Heavy-Duty Payload Package option.

If you intend to pull a trailer in addition to carrying your camper, see the F-150 Pickup Trailer Towing Selector charts on pages 18 and 19.

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

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

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

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

2019 model shown

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

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

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

18" silver aluminum heavy-duty wheels

Upgraded springs

9.75" gear set with 3.73 electronic-locking rear axle

36-gallon fuel tank

Available on XL, XLT Base, and XLT Mid. Requires 5.0L V8 or 3.5L V6 EcoBoost gas engine. Trailer Tow Package (53A) required when ordered with 5.0L engine. Max Trailer Tow Package (53C) required with 3.5L V6 EcoBoost engine.

SLIDE-IN CAMPER INSTALLATION

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

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

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

Maximum payload and towing capabilities are for properly equipped base vehicles with required equipment and a 150-lb. driver and vary based on cargo, vehicle configuration, accessories and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. 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

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

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

Rear stabilizer bar (SRW)

Rear auxiliary springs (F-250)

Slide-in camper certification

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

If you intend to pull a trailer in addition to carrying your camper, see the Super Duty Pickup Trailer Towing Selector charts on pages 22, 24 and 26.

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

[1]Requires Camper Package option. [2]With Trailer Tow Package. [3]With optional 9,900-lb. GVWR Package. [4]With optional 10,000-lb. GVWR Package. [5]With optional 13,000-lb. GVWR Package. [6]Tremor Package.

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

MAXIMUM CARGO WEIGHT WITH SLIDE-IN CAMPER

Note: The following chart lists GVWRs and Maximum Cargo Weights (with minimum equipment) by engine for each approved pickup model: 6.2L V8, 7.3L V8 and 6.7L Power Stroke® Turbo Diesel V8.

		GVWR (lbs.)			Maximum Cargo Weight Rating (lbs.)		
F-250 Super Duty[1]	**Wheelbase**	**6.2L**	**7.3L**	**6.7L**	**6.2L Std./Opt.[3]**	**7.3L Std./Opt.[3]**	**6.7L Std./Opt.[3]**
4x2 Reg. Cab	141.5"	10,000	10,000	10,000	3,816/3,716	3,710/3,610	3,010/2,910
4x2 Reg. Cab	141.5"	–	–	10,600[2]	– / –	– / –	3,542/ –
4x2 SuperCab	147.9"	10,000	10,000	10,000	3,091/2,991	2,985/2,885	2,291/2,191
4x2 SuperCab	147.9"	–	–	10,700[2]	– / –	– / –	2,923/ –
4x2 SuperCab	164.1"	10,000	10,000	10,000	2,979/2,879	2,874/2,774	2,159/2,059
4x2 SuperCab	164.1"	–	–	10,800[2]	– / –	– / –	2,893/ –
4x2 Crew Cab	159.7"	10,000	10,000	10,000	2,991/2,891	2,886/2,786	2,171/2,071
4x2 Crew Cab	159.7"	–	–	10,800[2]	– / –	– / –	2,905/ –
4x2 Crew Cab	175.9"	10,000	10,000	10,000	2,762/2,662	2,657/2,557	1,942/1,842
4x2 Crew Cab	175.9"	–	–	10,800[2]	– / –	– / –	2,676/ –
4x4 Reg. Cab	141.5"	10,000	10,000	10,000	3,385/3,285	3,280/3,180	2,597/2,497
4x4 Reg. Cab	141.5"	–	–	10,800[2]	– / –	– / –	3,330/ –
4x4 SuperCab	147.9"	10,000	10,000	10,000	2,672/2,572	2,566/2,466	1,894/1,794
4x4 SuperCab	147.9"	–	–	10,800[2]	– / –	– / –	2,626/ –
4x4 SuperCab	164.1"	10,000	10,000	10,000	2,580/2,480	2,474/2,374	1,773/1,673
4x4 SuperCab	164.1"	–	–	10,800[2]	– / –	– / –	2,507/ –
4x4 Crew Cab	159.7"	10,000	10,000	10,000	2,584/2,484	2,478/2,378	1,784/1,684
		–	10,000	9,900	– / –	2,102[6]/2,045[6]	– /1,333[6]
4x4 Crew Cab	159.7"	–	–	10,800[2]	– / –	– / –	2,518/ –
		–	–	10,800	– / –	– / –	2,233[6]/ –
4x4 Crew Cab	175.9"	10,000	10,000	10,000	2,328/2,228	2,222/2,122	1,508/1,408
4x4 Crew Cab	175.9"	–	–	10,800[2]	– / –	– / –	2,242/ –
F-350 SRW Super Duty[1]	**Wheelbase**	**6.2L**	**7.3L**	**6.7L**	**6.2L Std./Opt.[4]**	**7.3L Std./Opt.[4]**	**6.7L Std./Opt.[4]**
17" Tires							
4x2 Reg. Cab	141.5"	10,100	10,100	10,600	3,725/3,625	3,691/3,591	3,537/2,937
4x2 SuperCab	147.9"	10,100	10,100	10,700	3,027/2,927	2,993/2,893	2,960/2,260
4x2 SuperCab	164.1"	10,400	10,400	11,000	3,214/2,814	3,180/2,780	3,133/2,133
4x2 Crew Cab	159.7"	10,200	10,200	10,800	2,966/2,766	2,932/2,732	2,879/2,079
4x2 Crew Cab	175.9"	10,600	10,600	11,100	3,139/2,539	3,105/2,505	2,941/1,841
4x4 Reg. Cab	141.5"	10,400	10,400	11,000	3,603/3,203	3,568/3,168	3,519/2,519
4x4 SuperCab	147.9"	10,500	10,500	11,000	3,001/2,501	2,967/2,467	2,843/1,843
4x4 SuperCab	164.1"	10,800	10,800	11,300	3,192/2,392	3,158/2,358	3,016/1,716
4x4 Crew Cab	159.7"	10,600	10,600	11,200	2,951/2,351	2,917/2,317	2,864/1,664
		–	10,000	10,000	– / –	2,042[6]/ –	1,379[6]/ –
4x4 Crew Cab	175.9"	10,900	10,900	11,500	3,018/2,118	2,984/2,084	2,882/1,382
18" Tires							
4x2 Reg. Cab	141.5"	10,500	10,500	11,100	4,098/ –	4,064/ –	3,980/ –
4x2 SuperCab	147.9"	10,600	10,600	11,200	3,497/ –	3,463/ –	3,403/ –
4x2 SuperCab	164.1"	10,900	10,900	11,500	3,688/ –	3,654/ –	3,575/ –
4x2 SuperCab	164.1"	–	–	11,400	– / –	– / –	3,533/ –
4x2 Crew Cab	159.7"	10,700	10,700	11,300	3,440/ –	3,406/ –	3,322/ –
4x2 Crew Cab	175.9"	11,100	11,100	11,500	3,613/ –	3,579/ –	3,284/ –
4x2 Crew Cab	175.9"	–	–	11,400	– / –	– / –	3,241/ –
4x4 Reg. Cab	141.5"	10,900	10,900	11,500	4,077/ –	4,042/ –	3,962/ –
4x4 SuperCab	147.9"	11,000	11,000	11,500	3,475/ –	3,441/ –	3,285/ –
4x4 SuperCab	164.1"	11,300	11,300	11,500	3,666/ –	3,632/ –	3,159/ –
4x4 Crew Cab	159.7"	11,100	11,100	11,500	3,425/ –	3,391/ –	3,107/ –
4x4 Crew Cab	175.9"	11,300	11,300	12,000	3,391/ –	3,357/ –	3,356/ –
18"/20" All-Terrain and 20" All-Season Tires							
4x4 Reg. Cab	141.5"	11,400	11,400	11,500	4,572/ –	4,537/ –	3,957/ –
4x4 Reg. Cab	141.5"	–	–	11,400	– / –	– / –	3,919/ –
4x4 SuperCab	147.9"	11,300	11,300	11,500	3,770/ –	3,736/ –	3,281/ –
4x4 SuperCab	147.9"	–	–	11,400	– / –	– / –	3,243/ –
4x4 SuperCab	164.1"	11,500	11,800	11,500	3,861/ –	4,067/ –	3,154/ –
4x4 SuperCab	164.1"	11,400	11,500	11,400	3,823/ –	3,827/ –	3,116/ –
4x4 SuperCab	164.1"	–	11,400	–	– / –	3,789/ –	– / –
4x4 Crew Cab	159.7"	11,300	11,300	11,500	3,620/ –	3,586/ –	3,102/ –
		–	11,300	11,500	– / –	3,373[6]/ –	2,910[6]/ –
4x4 Crew Cab	159.7"	–	–	11,400	– / –	– / –	3,064/ –
		–	–	11,400	– / –	– / –	2,810[6]/ –
4x4 Crew Cab	175.9"	11,500	11,900	12,400	3,586/ –	3,892/ –	3,751/ –
4x4 Crew Cab	175.9"	11,400	11,500	11,400	3,549/ –	3,552/ –	2,813/ –
4x4 Crew Cab	175.9"	–	11,400	–	– / –	3,515/ –	– / –
F-350 DRW Super Duty[1]	**Wheelbase**	**6.2L**	**7.3L**	**6.7L**	**6.2L Std./Opt.[5]**	**7.3L Std./Opt.[5]**	**6.7L Std./Opt.[5]**
4x2 Reg. Cab	141.5"	14,000	14,000	14,000	7,278/6,278	7,274/6,274	6,556/5,556
4x2 SuperCab	164.1"	14,000	14,000	14,000	6,359/5,359	6,363/5,363	5,653/4,653
4x2 Crew Cab	175.9"	14,000	14,000	14,000	6,133/5,133	6,137/5,137	5,422/4,422
4x4 Reg. Cab	141.5"	14,000	14,000	14,000	6,833/5,833	6,837/5,837	6,123/5,123
4x4 SuperCab	164.1"	14,000	14,000	14,000	5,940/4,940	5,944/4,944	5,232/4,232
4x4 Crew Cab	175.9"	14,000	14,000	14,000	5,708/4,708	5,712/4,712	4,967/3,967
F-450 DRW Super Duty[1]	**Wheelbase**	**6.2L**	**7.3L**	**6.7L**	**6.2L Std./Opt.**	**7.3L Std./Opt.**	**6.7L Std./Opt.**
4x2 Reg. Cab	141.5"	–	–	14,000	– / –	– / –	5,838/ –
4x4 Reg. Cab	141.5"	–	–	14,000	– / –	– / –	5,538/ –
4x2 Crew Cab	175.9"	–	–	14,000	– / –	– / –	4,818/ –
4x4 Crew Cab	175.9"	–	–	14,000	– / –	– / –	4,513/ –

FOUR-WHEEL-DOWN TOWING

Many motorhome owners prefer the practicality of having another vehicle along when they travel. In fact, towing another vehicle behind the motorhome has become more and more popular in recent years. Furthermore, many of those who want to tow another vehicle prefer one that can be easily towed without a dolly or trailer. The car and truck models shown in the chart at right can be towed with all four wheels down. For safe operation, towed vehicles (or dollies or trailers carrying them) should be equipped with a separate functional brake system. *See pages 36 and 44 for additional brake information.*

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

Individual vehicles have different restrictions and towing procedures. Contact your dealer for complete details.

FOUR-WHEEL-DOWN AVAILABILITY

2020 FORD CARS	Manual Transmission	Automatic Transmission
Mustang – All Models	No	No
Shelby GT350/GT350R	No	–
Shelby GT500	–	No
Fusion 1.5L EcoBoost®/2.0L EcoBoost/2.5L	–	No
2020 FORD ELECTRIFIED VEHICLES		
Fusion Hybrid	–	Yes[1,2,4]
Fusion Plug-in Hybrid	–	Yes[1,2,4]
2020 FORD CUVS/SUVS		
Transit Connect	–	No
EcoSport	–	No
Escape	–	No
Escape Hybrid	–	Yes[1,3,4]
Escape Plug-in Hybrid	–	Yes[1,3,4]
Edge	–	No
Edge ST	–	Yes[5,6,7,8]
Explorer	–	No
Expedition/Expedition MAX 4x2	–	No
Expedition/Expedition MAX 4x4	–	Yes[9,10]
2020 FORD TRUCKS		
Ranger 4x2	–	No
Ranger 4x4	–	Yes[10]
F-150 4x2	–	No
F-150 4x4	–	Yes[10]
F-150 Raptor	–	Yes[11]
F-250/350/450/550/600 Super Duty® 4x2	–	No
F-250/350/450/550/600 Super Duty 4x4	–	Yes[10]
Transit	–	No
2021 E-Series Cutaway/Stripped Chassis	–	No

[1]Maximum speed with hybrid transmission is 70 mph. [2]Select "Stay In Neutral" mode – refer to owner's manual transmission and towing sections to follow procedures. [3]Select "Neutral Tow" mode – refer to owner's manual transmission and towing sections to follow procedures. [4]Start the engine and allow it to run for one (1) minute at the beginning of each day and every six (6) hours thereafter. [5]Intelligent all-wheel-drive (AWD)/4WD vehicles cannot be towed on a dolly. [6]Maximum speed with automatic transmission is 65 mph. [7]Start the engine and allow it to run for five (5) minutes at the beginning of each day and every six (6) hours thereafter. [8]Activate Manual Park Release (MPR) – refer to owner's manual to follow procedures. [9]Requires 2-speed transfer case. [10]Place the transfer case in the neutral position to engage the four-wheel-down towing feature – refer to owner's manual to follow procedure. [11]Refer to Raptor Supplement.

TOW-DOLLY FLEXIBILITY

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

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

TOW-DOLLY AVAILABILITY

2020 FORD VEHICLES	FWD	RWD	AWD/4WD[1]
Mustang	N/A	No	N/A
Fusion	Yes	N/A	No
Fusion Hybrid	Yes	N/A	N/A
Fusion Plug-in Hybrid	Yes	N/A	N/A
Transit Connect	Yes	N/A	N/A
EcoSport	Yes	N/A	No
Escape	Yes	N/A	No
Escape Hybrid	Yes	N/A	No
Escape Plug-in Hybrid	Yes	N/A	N/A
Edge	Yes	N/A	No
Explorer	N/A	No	No
Expedition	N/A	No	No
Ranger	N/A	No	No
F-150	N/A	No	No
Super Duty® Pickup/Chassis Cab	N/A	No	No
Transit	N/A	No	No
2021 E-Series Cutaway/Stripped Chassis	N/A	No	N/A

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

Before towing with a tow-dolly, read the tow-dolly manufacturer's instructions.

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

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It is essential that your vehicle includes any optional equipment needed to best perform its expected towing tasks.

This equipment falls into two categories: **Required and Recommended.**

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

TOWING EQUIPMENT

REQUIRED EQUIPMENT

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

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

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

Edge
For trailers over 1,500 pounds – Class II Trailer Tow Package and AWD

Escape
For trailers over 2,000 pounds – Class II Trailer Tow Package and 2.0L EcoBoost® engine

Explorer
For trailers over 3,000 pounds – Class III Trailer Tow Package

Expedition
For trailers over 6,000 pounds – Class IV Heavy-Duty Trailer Tow Package

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

Ranger
For trailers over 3,500 pounds – Trailer Tow Package

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

F-250
For 20,000-pound conventional tow rating – Heavy-Duty Trailer Tow Package with 18" All-Season or 20" All-Terrain Tires

F-450/F-550 Chassis Cab
For 37,000/40,000-pound GCWR on F-550; 35,000-pound GCWR on F-450 – High-Capacity Trailer Tow Package

RECOMMENDED EQUIPMENT
(where not required)

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

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

FRONTAL AREA CONSIDERATIONS

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

Vehicle	Frontal Area Limitations/ Considerations	With
Mustang	12 sq. ft.	All Applications
EcoSport	20 sq. ft.	All Applications
Fusion	20 sq. ft.	2.5L I4 Engine, 1.5L EcoBoost I4 Engine and 2.0L EcoBoost I4 Engine
Transit Connect	20 sq. ft.	All Applications
Edge	20 sq. ft.*	Without Class II Trailer Tow Package
	30 sq. ft.	With Class II Trailer Tow Package
Escape	20 sq. ft.*	Without Class II Trailer Tow Package
	30 sq. ft.	With Class II Trailer Tow Package
Explorer	30 sq. ft.*	Without Class III Trailer Tow Package
	55 sq. ft.	With Class III Trailer Tow Package
Expedition	55 sq. ft.**	Without Heavy-Duty Trailer Tow Package
	60 sq. ft.	With Heavy-Duty Trailer Tow Package
Transit Cargo Van/Passenger Van	55 sq. ft.	All Applications
Transit Cutaway/Chassis Cab	72 sq. ft.	All Applications
E-Series Cutaway	60 sq. ft.	All Applications
Ranger	30 sq. ft.*	Without Trailer Tow Package
	55 sq. ft.	With Trailer Tow Package
F-150	55 sq. ft.	Any Powertrain with Trailer Towing Package or Payload Package and Trailer Towing Ratings Between 5,001 and 7,700 lbs.
	60 sq. ft.	Any Powertrain with Trailer Towing Package or Payload Package and Trailer Towing Ratings 7,701 lbs. and Greater
	75 sq. ft.	All 5th-Wheel and Gooseneck Applications with Any Powertrain with Trailer Towing Package or Payload Package
F-250/F-350/F-450/F-550/F-600 Super Duty®	75 sq. ft.	All 5th-Wheel and Gooseneck Applications
	60 sq. ft.	All Other Applications

*****Base vehicle frontal area. ******Base trailer frontal area.

Note: All vehicles calculated with SAE J2807® method except Chassis Cab models.

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

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

Gooseneck

- Super Duty® Pickup [37,000
- Super Duty Chassis Cab [34,500

5th-Wheel

- Super Duty Pickup [32,500
- Super Duty Chassis Cab [32,500
- F-150 Pickup [11,900

Conventional

- Super Duty Pickup [24,200
- Super Duty Chassis Cab [18,500
- F-150 Pickup [13,200
- Expedition [9,300
- Transit Cargo Van [7,500
  - Passenger Van [4,600
- Ranger [7,500
- Explorer [5,600
- Escape [3,500
- Edge [3,500
- Fusion [2,000
- Transit Connect [2,000
- EcoSport [2,000
- Mustang [1,000

CUV/SUV/TRUCK
TOWING EQUIPMENT & TRAILER TOWING PACKAGES

Model (Option Code)	Transit Connect Van/Wagon (53T)	Edge (53G)[2]	Escape[3]	Explorer (52T)	Expedition (536)	Transit (53B)	Ranger (53R)	F-150 (Std.)	F-150 Raptor (Std.)	F-150 (53B)	F-150 (53A)	F-150 (53C)	F-250/ F-350/F-450 Super Duty Pickup (Std.)	F-250 Super Duty Pickup[10] (535)	F-250 Super Duty Pickup[10] (53Q)	F-350/F-450/ F-550/F-600 Super Duty Chassis Cab (Std.)	F-350/ F-450/F-550 Super Duty Chassis Cab (531)[12]	F-450/F-550 Super Duty Chassis Cab (535)[10]
7-Wire Harness & 4-/7-Pin Connector	–	–	–	X	(Std.)	X[5]	X	–	X	X	X	X	X	(Std.)	(Std.)	–	–	–
7-Wire Harness (Blunt Cut) with Relays	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	X	(Std.)	(Std.)
Trailer Wiring Harness (4-Pin)	X	X	X	–	–	–	(Std.)	X	–	–	–	–	–	–	–	–	–	–
Trailer Module	X	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Trailer Wiring Provision	–	–	–	–	–	X	–	–	–	–	–	–	–	–	–	–	–	–
Hitch Receiver (See chart on page 39)	X	X	X	X	(Std.)	X	X	–	X	X	X	X	X	(Std.)	(Std.)	–	–	–
Aux. Auto Trans. Oil Cooler	–	–	X	–	–	–	–	–	X	–	X[14]	–	–	–	–	–	–	–
Radiator Upgrade	–	–	–	–	X	–	–	–	X	X[6]	X[6]	X[6]	–	–	–	–	–	–
Higher-Power Cooling Fans[1]	–	–	–	–	–	–	–	–	–	X	X	X	–	–	–	–	–	–
Smart Trailer Tow Connector	–	–	–	–	–	–	–	–	X	X	X	X	X[8]	–	–	–	–	–
Electronic Traction Assist (eLSD)	–	–	–	–	X	–	–	–	–	–	–	–	–	–	–	–	–	–
Upgraded Front Stabilizer Bar	–	–	–	–	–	–	–	–	X	–	X	X	–	–	–	–	–	–
Trailer Brake Wiring/Feed Kit	–	–	–	–	–	–	–	–	–	–	–	–	X[9]	(Std.)	(Std.)	–	X	X[13]
Upgraded Rear Axle	–	–	–	–	X	–	–	–	–	–	–	X	X[8]	X	X	–	–	X
Increased GCW (6.7L)	–	–	–	–	–	–	–	–	–	–	–	–	X[8]	X	X	–	–	X
Upgraded Rear Bumper	–	–	–	–	–	–	–	–	–	–	–	X	–	–	–	–	–	–
Cargo Area Management System	–	–	–	X	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Tow/Haul Mode	–	–	–	(Std.)	(Std.)	X	X	X	X	(Std.)	(Std.)	(Std.)	X	(Std.)	(Std.)	X	(Std.)	(Std.)
2-Speed Automatic 4WD	–	–	–	–	X[4]	–	–	–	–	–	–	–	–	–	–	–	–	–
Ultimate Trailer Tow Camera System	–	–	–	–	–	–	–	–	–	–	–	–	–	–	X	–	–	–
Trailer Brake Controller	–	–	–	–	X	–	–	–	–	–	–	X	X[8]	(Std.)[11]	(Std.)[11]	–	–	–
Trailer Sway Control	X	X	X	X	(Std.)	–	(Std.)	X	–	(Std.)	(Std.)	(Std.)	X	(Std.)	(Std.)	X	(Std.)	(Std.)
Engine Oil Cooler	–	–	–	X	–	–	–	–	X	–	X[1]	X[1]	–	–	–	–	–	–
Tailgate LED	–	–	–	–	–	–	–	–	–	–	X	–	–	–	–	–	–	–
Pro Trailer Backup Assist	–	–	–	–	X	–	–	–	–	–	X[7]	X[7]	–	–	X	–	–	–
36-Gallon Fuel Tank	–	–	–	–	–	–	–	–	–	–	–	X	–	–	–	–	–	–

[1]Not available on 3.3L V6 engine. [2]Available with twin-scroll 2.0L EcoBoost® I4 only and AWD only. Standard on ST. [3]Included with 2.0L EcoBoost I4 only. [4]4x4 only. [5]Includes relay system for backup/B+/running lights. [6]2.7L EcoBoost V6 and 3.5L EcoBoost V6 engines only. [7]Not included on XL 100A. [8]F-350 DRW/F-450 only. [9]In-cab, no controller (SRW). [10]Requires 6.7L diesel engine. [11]Required on XL. [12]XL model only. [13]Not included if Trailer Brake Controller is ordered. [14]Included with 3.3L V6 engine only.

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

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

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TRAILER TOWING SELECTOR

F-150 and Super Duty®

Select the F-Series cab design and drive system (4x2 or 4x4) you prefer. (See pages 18–30.) Read down the column to find the trailer weight that can be towed with engine/axle ratio combinations listed. GCWR column shows maximum allowable combined weight of vehicle, trailer and cargo (including passengers) for each engine/axle ratio combination. **Maximum Loaded Trailer Weight** assumes a towing vehicle with any mandatory options, no cargo, tongue load of 10% (conventional trailer) or king pin weight of 15% (5th-wheel trailer) and driver and passenger (150 lbs. each). Weight of additional options, passengers, cargo and hitch must be deducted from this weight. Also check Required and Recommended Equipment on page 15.

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

F-150

CONVENTIONAL TOWING

F-150 XL SuperCrew 4x4

MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1]

Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, reference the Towing Basics information on page 44 of this towing guide.

See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing"

AUTOMATIC TRANSMISSION			REGULAR CAB				SUPERCAB				SUPERCREW®			
			4x2		4x4		4x2		4x4		4x2		4x4	
Engine	Axle Ratio	GCWR (lbs.)	122" WB	141" WB	122" WB	141" WB	145" WB	164" WB	145" WB	164" WB	145" WB	157" WB	145" WB	157" WB
3.3L PFDI V6	3.55	9,600	5,100	–	–	–	–	–	–	–	–	–	–	–
		9,700	–	5,100	–	–	–	–	–	–	–	–	–	–
		9,800	–	–	5,000	–	–	–	–	–	–	–	–	–
		9,900	–	–	–	–	5,000	–	–	–	–	–	–	–
		10,000	–	–	–	–	–	–	–	–	5,000	–	–	–
	3.73	12,200	7,700	–	–	–	–	–	–	–	–	–	–	–
		12,300	–	7,700	7,500	7,400	7,400	–	–	–	–	–	–	–
		12,400	–	–	–	–	–	–	–	–	7,400	–	–	–
		12,500	–	–	–	–	–	–	7,400	–	–	–	–	–
		12,600	–	–	–	–	–	–	–	–	–	–	7,400	–
5.0L 4-Valve V8	3.15	13,100	8,400	–	–	–	–	–	–	–	–	–	–	–
		14,000	–	9,200	–	–	–	–	–	–	–	–	–	–
		14,200	–	–	–	–	9,200	–	–	–	9,100	9,100	–	–
		14,300	–	–	–	–	–	9,100	–	–	–	–	–	–
	3.31	13,100	8,400	–	–	–	–	–	–	–	–	–	–	–
		13,300	–	–	8,300	–	–	–	–	–	–	–	–	–
		14,000	–	9,200	–	–	–	–	–	–	–	–	–	–
		14,200	–	–	–	9,100	9,200	–	–	–	9,100	9,100	–	–
		14,300	–	–	–	–	–	9,100	–	–	–	–	–	–
		14,400	–	–	–	–	–	–	9,100	9,000	–	–	9,000	9,000
	3.55	13,300	–	–	8,300	–	–	–	–	–	–	–	–	–
		13,900	9,200	–	–	–	–	–	–	–	–	–	–	–
		14,200	–	–	–	9,100	–	–	–	–	–	–	–	–
		14,400	–	–	–	–	–	–	9,100	–	–	–	–	–
		14,500	–	–	–	–	–	–	–	–	–	–	9,100	9,100
		14,600	–	–	–	–	–	–	–	9,100	–	–	–	–
		15,000	–	10,200	–	–	–	–	–	–	–	–	–	–
		15,200	–	–	–	–	10,200	–	–	–	10,100	10,100	–	–
		15,300	–	–	–	–	–	10,100	–	–	–	–	–	–
	3.73	14,700	–	–	9,700	–	–	–	–	–	–	–	–	–
		16,000[2]	–	11,000[4]	–	–	–	–	–	–	–	–	–	–
		16,200[2]	–	–	–	11,100[4]	–	11,000[4]	–	10,700[4]	–	–	–	–
		16,300	–	–	–	11,200	–	–	–	–	–	10,900[2,4]	10,900	10,700[2,4]
		16,600	–	–	–	–	–	–	11,300	11,200	–	–	–	–
		16,900	–	–	–	–	–	–	–	–	–	–	–	11,500
3.0L Turbo Diesel V6	3.31	15,700	–	–	–	–	10,100	–	–	–	–	–	–	–
		15,900	–	–	–	–	–	–	–	–	10,200	10,100	–	–
		16,000	–	–	–	–	–	–	10,200[3]/ 10,100[5]	–	–	–	–	–
		16,100	–	–	–	–	–	–	–	–	–	–	10,300[3]/ 10,100[5]	10,300[3]/ 10,100[5]
	3.55	16,000	–	–	–	–	–	–	10,200[3]/ 10,100[5]	–	–	–	–	–
		16,100	–	–	–	–	–	–	–	–	–	–	10,300[3]/ 10,100[5]	10,300[3]/ 10,100[5]
		17,100	–	–	–	–	11,500	–	11,300[3]/ 11,200[5]	–	11,200	–	11,300[3]/ 10,900[5]	11,300[3]/ 11,100[5]
		17,200	–	–	–	–	–	–	–	–	–	11,400	–	–

[1]Maximum loaded trailer weight requires weight-distributing hitch. See page 39 for additional information. [2]Requires Heavy-Duty Payload Package (627). [3]Electronic Shift-On-The-Fly transmission. [4]Includes 18" tires and wheels. [5]2-speed automatic 4WD transmission.

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

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

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

F-150

F-150 Limited SuperCrew 4x4

CONVENTIONAL TOWING

MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1]

Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, reference the Towing Basics information on page 44 of this towing guide.

See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing"

Automatic Transmission			REGULAR CAB				SUPERCAB				SUPERCREW®			
			4x2		4x4		4x2		4x4		4x2		4x4	
Engine	Axle Ratio	GCWR (lbs.)	122" WB	141" WB	122" WB	141" WB	145" WB	164" WB	145" WB	164" WB	145" WB	157" WB	145" WB	157" WB
2.7L GTDI V6	3.55	12,300	7,600	7,600	–	–	–	–	–	–	–	–	–	–
		12,500	–	–	7,600	–	–	–	–	–	–	–	–	–
		12,600	–	–	–	7,600	–	7,500	–	–	–	–	–	–
		12,700	–	–	–	–	7,700	–	–	–	–	–	–	–
		12,800	–	–	–	–	–	–	–	–	7,700	7,700	–	–
		12,900	–	–	–	–	–	–	7,600	–	–	–	7,600	–
	3.73	13,200	8,500	8,500	–	–	–	–	–	–	–	–	–	–
		13,300	–	–	8,400	8,300	8,300/8,300[2]	8,200	8,000	–	8,200/8,100[2]	8,200	8,000	–
		13,400	–	8,500[2]	–	–	–	–	–	–	–	–	–	–
		14,100	–	–	–	9,000[2]	–	–	–	–	–	9,000[2]	–	–
		14,200	–	–	–	–	–	9,000[2]	–	–	–	–	–	–
		14,300	–	–	–	–	–	–	9,000[2]	–	–	–	8,900[2]	–
3.5L GTDI V6	3.15	15,500	–	10,500	–	–	–	–	–	–	–	–	–	–
		15,800	–	–	–	–	10,500	–	–	–	–	–	–	–
		15,900	–	–	–	–	–	10,400	–	–	10,500	10,500	–	–
	3.31	15,900	–	–	–	10,600	–	–	–	–	–	–	–	–
		16,100	–	–	–	–	–	–	10,500	–	–	–	–	–
		16,200	–	–	–	–	–	–	–	10,500	–	–	10,500	10,500
	3.55	15,500	–	10,500	–	–	–	–	–	–	–	–	–	–
		15,800	–	–	–	–	10,500	–	–	–	–	–	–	–
		15,900	–	–	–	10,600	–	10,400	–	–	10,500	10,500	–	–
		16,100	–	–	–	–	–	–	10,500	–	–	–	–	–
		16,200	–	–	–	–	–	–	–	10,500	–	–	10,500	10,500
		16,700[3]	–	–	–	–	–	–	–	–	11,100	–	9,300	–
		17,000[4]	–	12,000	–	–	–	–	–	–	–	–	–	–
		17,100[4]	–	–	–	11,800	11,800	11,600	11,500	11,400	–	–	–	–
		17,900[4]	–	–	–	–	–	–	–	–	12,500[9]	–	–	–
		18,200[4]	–	–	–	–	–	–	–	–	–	–	12,500[9]	–
		18,600[4]	–	–	–	–	–	–	–	–	–	13,200[9]	–	12,700[9]
	3.73	17,100[5,4]	–	11,900[6]	–	11,700[6]	–	11,600[6]	–	11,300[6]	–	11,500[6]	–	11,300[6]
	4.10	12,050[7]	–	–	–	–	–	–	6,000[8]	–	–	–	–	–
		14,250[7]	–	–	–	–	–	–	–	–	–	–	8,000[10]	–

[1]Maximum loaded trailer weight requires weight-distributing hitch. See page 39 for additional information. [2]Requires 2.7L EcoBoost® Payload Package (622). [3]Limited model only. [4]Requires Max Trailer Tow Package (53C). [5]Requires Heavy-Duty Payload Package (627). [6]Includes 18" tires and wheels. [7]Raptor model only. [8]134.2" wheelbase. [9]Requires 20" tires and wheels. [10]146" wheelbase.

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

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

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

F-150 Limited SuperCrew 4x2

F-150

5TH-WHEEL TOWING[1,2]

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, reference the Towing Basics information on page 44 of this towing guide.

See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing"

Automatic Transmission			REGULAR CAB				SUPERCAB				SUPERCREW®			
			4x2		4x4		4x2		4x4		4x2		4x4	
Engine	Axle Ratio	GCWR (lbs.)	122" WB	141" WB	122" WB	141" WB	145" WB	164" WB	145" WB	164" WB	145" WB	157" WB	145" WB	157" WB
3.3L PFDI V6	3.55	9,600	5,000	–	–	–	–	–	–	–	–	–	–	–
		9,700	–	5,000	–	–	–	–	–	–	–	–	–	–
		9,800	–	–	5,000	–	–	–	–	–	–	–	–	–
		9,900	–	–	–	–	5,000	–	–	–	–	–	–	–
		10,000	–	–	–	–	–	–	–	–	5,000	–	–	–
	3.73	12,200	7,600	–	–	–	–	–	–	–	–	–	–	–
		12,300	–	7,600	7,500	7,400	7,400	–	–	–	–	–	–	–
		12,400	–	–	–	–	–	–	–	–	7,400	–	–	–
		12,500	–	–	–	–	–	–	7,300	–	–	–	–	–
		12,600	–	–	–	–	–	–	–	–	–	–	7,300	–
5.0L 4-Valve V8	3.15	13,100	8,400	–	–	–	–	–	–	–	–	–	–	–
		14,000	–	9,200	–	–	–	–	–	–	–	–	–	–
		14,200	–	–	–	–	9,100	–	–	–	9,000	9,000	–	–
		14,300	–	–	–	–	–	9,100	–	–	–	–	–	–
	3.31	13,100	8,400	–	–	–	–	–	–	–	–	–	–	–
		13,300	–	–	8,300	–	–	–	–	–	–	–	–	–
		14,000	–	9,200	–	–	–	–	–	–	–	–	–	–
		14,200	–	–	–	9,100	9,100	–	–	–	9,000	9,000	–	–
		14,300	–	–	–	–	–	9,100	–	–	–	–	–	–
		14,400	–	–	–	–	–	–	9,100	8,900	–	–	9,000	8,900
	3.55	13,300	–	–	8,300	–	–	–	–	–	–	–	–	–
		13,900	9,200	–	–	–	–	–	–	–	–	–	–	–
		14,200	–	–	–	9,100	–	–	–	–	–	–	–	–
		14,400	–	–	–	–	–	–	9,000	–	–	–	–	–
		14,500	–	–	–	–	–	–	–	–	–	–	9,100	9,000
		14,600	–	–	–	–	–	–	–	9,100	–	–	–	–
		15,000	–	10,200	–	–	–	–	–	–	–	–	–	–
		15,200	–	–	–	–	10,100	–	–	–	10,000	10,000	–	–
		15,300	–	–	–	–	–	10,100	–	–	–	–	–	–
	3.73	14,700	–	–	9,400	–	–	–	–	–	–	–	–	–
		16,000[3]	–	10,900[4]	–	–	–	–	–	–	–	–	–	–
		16,200[3]	–	–	–	11,000[4]	–	10,900[4]	–	10,600[4]	–	–	–	–
		16,300	–	–	–	11,200	–	–	–	–	–	10,900[3,4]	10,500	10,700[3,4]
		16,600	–	–	–	–	–	–	11,000	10,200	–	–	–	–
		16,900	–	–	–	–	–	–	–	–	–	–	–	10,700
3.0L Turbo Diesel V6	3.31	15,700	–	–	–	–	9,300	–	–	–	–	–	–	–
		15,900	–	–	–	–	–	–	–	–	9,000	8,600	–	–
		16,000	–	–	–	–	–	–	8,200[5]/ 7,700[6]	–	–	–	–	–
		16,100	–	–	–	–	–	–	–	–	–	–	8,000[5]/ 7,300[6]	8,000[5]/ 7,200[6]
	3.55	16,000	–	–	–	–	–	–	8,200[5]/ 7,700[6]	–	–	–	–	–
		16,100	–	–	–	–	–	–	–	–	–	–	8,000[5]/ 7,300[6]	8,000[5]/ 7,200[6]
		17,100	–	–	–	–	9,300	–	8,200[5]/ 7,700[6]	–	9,000	–	8,000[5]/ 7,300[6]	8,000[5]/ 7,200[6]
		17,200	–	–	–	–	–	–	–	–	–	8,600	–	–

[1]Vehicles equipped with 5.5' box will accept a 5th-wheel hitch, but current 5th-wheel trailer designs are not compatible with this model (145" wb. SuperCrew). [2]5th-wheel towing requires Trailer Tow Package (53A) or Max Trailer Tow Package (53C). [3]Requires Heavy-Duty Payload Package (627). [4]Includes 18" tires and wheels. [5]Electronic Shift-On-The-Fly transmission. [6]2-speed automatic 4WD transmission.

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

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

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

F-150

F-150 Lariat SuperCrew 4x4

5TH-WHEEL TOWING[1,2]

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, reference the Towing Basics information on page 44 of this towing guide.

See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing"

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

[1]Vehicles equipped with 5.5' box will accept a 5th-wheel hitch, but current 5th-wheel trailer designs are not compatible with this model (145" wb. SuperCrew). [2]5th-wheel towing requires Trailer Tow Package (53A) or Max Trailer Tow Package (53C). [3]Requires 2.7L EcoBoost® Payload Package (622). [4]Requires Heavy-Duty Payload Package (627). [5]Includes 18" tires and wheels. [6]Requires Max Trailer Tow Package (53C). [7]Limited model only. [8]Requires 20" tires and wheels.

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

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

F-250 SRW Super Duty® Pickup

F-250 Crew Cab with Tremor Package

CONVENTIONAL TOWING

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, reference the Towing Basics information on page 44 of this towing guide.

See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing"

Automatic Transmission			REGULAR CAB				SUPERCAB								CREW CAB							
			4x2 142" WB 8' Box		4x4 142" WB 8' Box		4x2 148" WB 6-3/4' Box		4x2 164" WB 8' Box		4x4 148" WB 6-3/4' Box		4x4 164" WB 8' Box		4x2 160" WB 6-3/4' Box		4x2 176" WB 8' Box		4x4 160" WB 6-3/4' Box		4x4 176" WB 8' Box	
Engine	Axle Ratio	GCWR (lbs.)	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing
6.2L V8	3.73	19,500	13,000	13,300	12,900	12,900	13,000	13,000	12,900	12,900	12,600	12,600	12,500	12,500	12,900	12,900	12,700	12,700	12,500	12,500	12,300	12,300
	4.30	22,000	13,000	14,000	14,000	15,000	13,000	14,000	14,000	15,000	14,000	15,000	15,000	15,000	14,000	15,000	15,000	15,000	15,000	15,000	14,800	14,800
6.7L V8 Turbo Diesel	3.31	23,500	14,000	15,000	14,000	15,000	14,000	15,000	15,000	15,000	14,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000
		30,000[1]	14,000	15,200	14,000	15,000	14,000	15,200	15,200	15,200	14,000	15,000	20,000[3]	20,000[3]	15,200	15,200	18,200	18,200	20,000[3]/	20,000[3]/	20,000[3]	20,000[3]
	3.55	30,000[1]	14,000	15,200	14,000	15,000	14,000	15,200	15,200	15,200	14,000	15,000	20,000[3]	20,000[3]	15,200	15,200	18,200	18,200	20,000[3]/ 15,000[2]	20,000[3]/ 15,000[2]	20,000[3]	20,000[3]
7.3L V8	3.55	21,800	13,000	14,000	14,000	15,000	13,000	14,000	14,000	15,000	14,000	14,800	14,700	14,700	14,000	15,000	14,900	14,900	14,700	14,700	14,500	14,500
	4.30	24,900[2]	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	15,000	15,000	–	–
		26,000	13,000	14,000	14,000	15,000	13,000	14,000	14,000	15,000	14,000	15,000	15,000	15,000	14,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000

[1]Requires F-250 High-Capacity Trailer Tow Package (535).
[2]Tremor Off-Road Package (17Y).
[3]Requires 18" All-Season or 20" All-Terrain Tires.

Notes:
- Calculated with SAE J2807® method.
- Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel and gooseneck towing) of total loaded trailer weight. Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

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

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

F-250 SRW Super Duty® Pickup

F-250 XL Crew Cab 4x4 with STX Package

5TH-WHEEL/ GOOSENECK TOWING

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, reference the Towing Basics information on page 44 of this towing guide.

See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing"

Automatic Transmission			REGULAR CAB		SUPERCAB				CREW CAB			
Engine	Axle Ratio	GCWR (lbs.)	4x2 142" WB 8' Box	4x4 142" WB 8' Box	4x2 148" WB 6-3/4' Box	4x2 164" WB 8' Box	4x4 148" WB 6-3/4' Box	4x4 164" WB 8' Box	4x2 160" WB 6-3/4' Box	4x2 176" WB 8' Box	4x4 160" WB 6-3/4' Box	4x4 176" WB 8' Box
6.2L V8	3.73	19,500	13,300	12,800	13,000	12,900	12,600	12,500	12,900	12,700	12,500	12,200
	4.30	22,000	15,800	15,300	15,500	15,400	15,100	15,000	15,400	15,200	15,000	14,700
6.7L V8 Turbo Diesel	3.31	23,500	16,400	16,000	16,200	16,000	15,500/14,800[4]	14,700/14,000[4]	16,100	15,800/15,200[4]	14,700/14,100[4]	12,900/12,200[4]
		30,000[1]	22,800[2]	21,800[2]	22,000[2]	21,900[2]	20,100[2]	19,100[2]	21,700[2]	20,400[2]	19,100[2]	17,300
	3.55	30,000[1]	22,800[2]	21,800[2]	22,000[2]	21,900[2]	20,100[2]	19,100[2]	21,700[2]	20,400[2]	19,100[2]/18,100[3]	17,300
7.3L V8	3.55	21,800	15,400	15,000	15,200	15,100	14,700	14,700	15,100	14,800	14,700	14,400
	4.30	24,900[3]	–	–	–	–	–	–	–	–	17,500	–
		26,000	19,500[2]	19,100[2]	19,300[2]	19,200[2]	18,800	18,600/18,000[4]	19,200[2]	18,900	18,600/18,000[4]	16,900/16,300[4]

[1]Requires F-250 High-Capacity Trailer Tow Package (535). [2]Gooseneck tow rating shown. 5th-wheel tow rating limited to 5th-wheel hitch rating of 19,000 lbs. [3]Tremor Off-Road Package (17Y). [4]Optional 9,900-lb. GVWR Package (68D).

Notes:
- Calculated with SAE J2807® method.
- Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel and gooseneck towing) of total loaded trailer weight. Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

TAILGATE CLEARANCE

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

Model	F-150	F-250	F-350 SRW	F-350 DRW	F-450 DRW	TREMOR
Max. Tailgate Height 4x4**	58.3 inches	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

**Raptor 5th-wheel towing is not recommended.*
***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 payload and towing capabilities are for properly equipped base vehicles with required equipment and a 150-lb. driver and vary based on cargo, vehicle configuration, accessories and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.

REVISED 02.27.20

F-350 SRW Super Duty® Pickup

F-350 XLT Crew Cab 4x4

CONVENTIONAL TOWING

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, reference the Towing Basics information on page 44 of this towing guide.

See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing"

Automatic Transmission			REGULAR CAB				SUPERCAB								CREW CAB							
			4x2 142" WB 8' Box		4x4 142" WB 8' Box		4x2 148" WB 6-3/4' Box		4x2 164" WB 8' Box		4x4 148" WB 6-3/4' Box		4x4 164" WB 8' Box		4x2 160" WB 6-3/4' Box		4x2 176" WB 8' Box		4x4 160" WB 6-3/4' Box		4x4 176" WB 8' Box	
Engine	Axle Ratio	GCWR (lbs.)	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing
6.2L V8	3.73	19,500	13,000	13,200[3]/ 13,100[4,5] 13,000[1]	12,700/ 12,600[1,2]	12,700/ 12,600[1,2]	12,800	12,800	12,700	12,700	12,400	12,400	12,300[7]/ 12,200[2]	12,300[7]/ 12,200[2]	12,700/ 12,600[1]	12,700/ 12,600[1]	12,500/ 12,400[1]	12,500/ 12,400[1]	12,300/ 12,200[1,2]	12,300/ 12,200[1,2]	12,000	12,000
	4.30	23,000	13,000	14,000	14,000/ 13,000[2]	15,000	13,000	14,000	15,000	15,000	14,000/ 13,000[2]	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000
6.7L V8 Turbo Diesel	3.31	30,000	14,000	15,000	14,000	15,000	14,000	15,000	15,000	15,000	14,000	15,000	20,000[6]	20,000[6]	15,000	15,000	18,200	18,200	20,000[6]	20,000[6]	20,000[6]	20,000[6]
	3.55	30,000	14,000	15,000	14,000	15,000	14,000	15,000	15,000	15,000	14,000	15,000	20,000[6]	20,000[6]	15,000	15,000	18,200	18,200	20,000[6]/ 15,000[8]	20,000[6]/ 15,000[8]	20,000[6]	20,000[6]
7.3L V8	3.73	23,500	13,000	14,000	14,000/ 13,000[2]	15,000	13,000	14,000	15,000	15,000	14,000/ 13,000[2]	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000
	4.30	27,500	13,000	14,000	14,000/ 13,000[2]	15,000	13,000	14,000	15,000	15,000	14,000/ 13,000[2]	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000

[1]18" All-Season Tires. [2]18" and 20" All-Terrain Tires. [3]17" Tires with 6-speed transmission.
[4]17" Tires. [5]18" Tires with 6-speed transmission.
[6]Requires 18" All-Season or 20" All-Terrain Tires.
[7]Optional 11,400-lb. GVWR Package (68L).
[8]Tremor Off-Road Package (17Y).

Notes:
- Calculated with SAE J2807® method.
- Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel and gooseneck towing) of total loaded trailer weight. Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

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

F-350 SRW Super Duty® Pickup

F-350 XLT Crew Cab 4x4 with Tremor Package

5TH-WHEEL GOOSENECK TOWING

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, reference the Towing Basics information on page 44 of this towing guide.

See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing"

Automatic Transmission			REGULAR CAB		SUPERCAB				CREW CAB			
Engine	Axle Ratio	GCWR (lbs.)	4x2 142" WB 8' Box	4x4 142" WB 8' Box	4x2 148" WB 6-3/4' Box	4x2 164" WB 8' Box	4x4 148" WB 6-3/4' Box	4x4 164" WB 8' Box	4x2 160" WB 6-3/4' Box	4x2 176" WB 8' Box	4x4 160" WB 6-3/4' Box	4x4 176" WB 8' Box
6.2L V8	3.73	19,500	13,100/13,000[1]	12,600	12,800/12,700[1]	12,700/12,600[1]	12,400/12,300[1,2]	12,300/12,200[1,2]	12,600	12,400	12,200	12,000[5,7]/11,900[1,2]
	4.30	23,000	16,600/16,500[1]	16,100	16,300/16,200[1]	16,200/16,100[2]	15,900/15,800[1,2]	15,800[5,7]/15,700[1,2]	16,100	15,900	15,700	15,500[5,7]/15,400[1,2]
6.7L V8 Turbo Diesel	3.31	30,000	22,800[4]/19,200[3,4]	22,400[1,4,5,7]/ 22,300[2,4]/16,400[3]	22,600[1,4]/22,100[4]/ 17,700[3]	22,500[4,7]/22,400[1,4]/ 22,100[4]/16,800[3]	22,200[4,7]/22,100[1,2,4]/ 21,500[4]/14,800[3]	22,400[1,4]/22,100[4,7]/ 22,000[1,2,4]/21,700[4]/ 14,000[3]	22,400[1,4]/21,500[4]/ 16,500[3]	22,200[4,7]/22,100[1,4]/ 20,900[4]/14,900[3]	22,000[4,7]/ 21,900[1,2,4]/21,100[4]/ 13,700[3]	21,700[1,2,4]/21,300[4,7]/ 20,700[4]/12,000[3]
	3.55	30,000	22,800[4]/19,200[3,4]	22,400[1,4,5,7]/ 22,300[2,4]/16,400[3]	22,600[1,4]/22,100[4]/ 17,700[3]	22,500[4,7]/22,400[1,4]/ 22,100[4]/16,800[3]	22,200[4,7]/22,100[1,2,4]/ 21,500[4]/14,800[3]	22,400[1,4]/22,100[4,7]/ 22,000[2,4]/21,700[4]/ 14,000[3]	22,400[1,4]/21,500[4]/ 16,500[3]	22,200[4,7]/22,100[1,4]/ 20,900[4]/14,900[3]	22,000[4,7]/ 21,900[1,2,4,6]/21,100[4]/ 13,700[3]	21,700[1,2,4]/21,300[4,7]/ 20,700[4]/12,000[3]
7.3L V8	3.73	23,500	17,000	16,600[5]/16,500[1,2]	16,800/16,700[1]	16,700/16,600[1]	16,300	16,200	16,600	16,400/16,300[1]	16,200/16,100[1,2]	16,000[5]/15,900[1,2]
	4.30	27,500	21,000[4]	20,600[3,4]/16,600/ 16,500[1,2]	20,800[4]/20,700[1,4]	20,700[4]/20,600[1,4]	20,300[4]/19,200[3,4]	20,200[4]/18,500[3]	20,600[4]	20,400[4]/20,300[1,4] 19,500[3,4]	20,200[4]/20,100[1,2,4]/ 20,000[2,4,6]/18,200[3]	20,000[4,5,7]/ 19,900[1,2,4]/16,700[3]

[1]18" All-Season Tires. [2]18" and 20" All-Terrain Tires. [3]Optional 10,000-lb. GVWR Package (68D). [4]Gooseneck tow rating shown. 5th-wheel tow rating limited to 5th-wheel hitch rating of 19,000 lbs. [5]17" Tires. [6]Tremor Off-Road Package (17Y). [7]Optional 11,400-lb. GVWR Package (68L).

Notes:
- Calculated with SAE J2807® method.
- Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel and gooseneck towing) of total loaded trailer weight. Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

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

REVISED 02.27.20

F-350/450 DRW Super Duty® Pickup

F-450 Limited Crew Cab 4x4

CONVENTIONAL TOWING

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, reference the Towing Basics information on page 44 of this towing guide.

See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing"

Automatic Transmission			REGULAR CAB								SUPERCAB				CREW CAB							
			F-350				F-450				F-350				F-350				F-450			
			4x2 142" WB 8' Box		4x4 142" WB 8' Box		4x2 142" WB 8' Box		4x4 142" WB 8' Box		4x2 164" WB 8' Box		4x4 164" WB 8' Box		4x2 176" WB 8' Box		4x4 176" WB 8' Box		4x2 176" WB 8' Box		4x4 176" WB 8' Box	
Engine	Axle Ratio	GCWR (lbs.)	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing	Max Wt Carrying	Max Wt Distr'ing
6.2L V8	3.73	20,000	13,200	13,200	12,800	12,800	–	–	–	–	12,700	12,700	12,300	12,300	12,500	12,500	12,100	12,100	–	–	–	–
	4.30	20,000	13,300[1]	13,300[1]	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
		23,500	16,700	16,700	16,300	16,300	–	–	–	–	16,200	16,200	15,800	15,800	16,000	16,000	15,600	15,600	–	–	–	–
6.7L V8 Turbo Diesel	3.55	40,000	18,000	21,000	18,000	20,000	–	–	–	–	18,000	21,200	19,000	21,200	19,000	21,200	21,200	21,200	–	–	–	–
	4.10	43,400	18,000	21,000	18,000	20,000	–	–	–	–	18,000	21,200	19,000	21,200	19,000	21,200	21,200	21,200	–	–	–	–
	4.30	43,500	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	24,200	24,200	24,200	24,200
		45,300	–	–	–	–	21,200	21,200	21,200	21,200	–	–	–	–	–	–	–	–	–	–	–	–
7.3L V8	3.73	24,000	17,000	17,200	16,800	16,800	–	–	–	–	16,700	16,700	16,300	16,300	16,500	16,500	16,100	16,100	–	–	–	–
	4.30	28,000	17,000	21,000	18,000	20,000	–	–	–	–	18,000	20,700	18,000	20,000	19,000	20,500	19,000	20,100	–	–	–	–

5TH-WHEEL/GOOSENECK TOWING

6.2L V8	3.73	20,000	13,200	12,700	–	–	12,700	12,300	12,500	12,000	–	–
	4.30	20,000	13,200[1]	–	–	–	–	–	–	–	–	–
		23,500	16,700	16,200	–	–	16,200	15,800	16,000	15,500	–	–
6.7L V8 Turbo Diesel	3.55	40,000	32,400	32,000	–	–	32,000	31,600/30,700[3]	31,800	31,300/28,900[3]	–	–
	4.10	43,400	35,750[2]	35,400[2]/33,600[2,3]	–	–	35,400[2]/33,500[2,3]	35,000[2]/30,700[3]	35,200[2]/32,000[3]	34,700[2]/28,900[3]	–	–
	4.30	43,500	–	–	–	–	–	–	–	–	34,600[2]	32,600[2]
		45,300	–	–	37,000[2]	36,400[2]	–	–	–	–	–	–
7.3L V8	3.73	24,000	17,200	16,700	–	–	16,700	16,300	16,500	16,000	–	–
	4.30	28,000	21,200	20,700	–	–	20,700	20,300	20,500	20,000	–	–

[1]6-speed transmission. [2]Gooseneck tow rating shown. 5th-wheel tow rating limited to 5th-wheel hitch rating of 32,500 lbs. [3]Optional 13,000 GVWR Package (68L).

Notes:
- Calculated with SAE J2807® method.
- Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel and gooseneck towing) of total loaded trailer weight. Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

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

REVISED 02.03.20

F-350 Super Duty® Chassis Cab

F-350 SuperCab

CONVENTIONAL TOWING[1]

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

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

Automatic Transmission			REGULAR CAB CHASSIS						SUPERCAB CHASSIS				CREW CAB CHASSIS			
Engine	Axle Ratio	GCWR (lbs.)	F-350 4x2 SRW 145" WB	F-350 4x4 SRW 145" WB	F-350 4x2 DRW 145" WB	F-350 4x2 DRW 169" WB	F-350 4x4 DRW 145" WB	F-350 4x4 DRW 169" WB	F-350 4x2 SRW 168" WB	F-350 4x4 SRW 168" WB	F-350 4x2 DRW 168" WB	F-350 4x4 DRW 168" WB	F-350 4x2 SRW 179" WB	F-350 4x4 SRW 179" WB	F-350 4x2 DRW 179" WB	F-350 4x4 DRW 179" WB
6.2L SOHC V8	3.73	19,500	13,200/ 13,100[3]/ 13,000[2]	12,700/ 12,500[2]	–	–	–	–	12,900/ 12,800[3]/ 12,700[2]	12,400/ 12,200[2]	–	–	12,600/ 12,400[2]	12,200/ 12,100[3]/ 12,000[2]	–	–
		20,000	–	–	13,000	12,800	12,600	12,400	–	–	12,700	12,300	–	–	12,500	12,100
	4.30	23,000	13,500	13,500	–	–	–	–	13,500	13,500	–	–	13,500	13,500	–	–
		23,500	–	–	16,500	16,300	16,100	15,900	–	–	16,200	15,800	–	–	16,000	15,600
6.7L V8 Diesel	3.73	30,000	13,500	13,500	–	–	–	–	13,500	13,500	–	–	13,500	13,500	–	–
		31,500	–	–	17,500	17,500	17,500	17,500	–	–	17,500	17,500	–	–	17,500	17,500
	4.10	32,500	–	–	17,500	17,500	17,500	17,500	–	–	17,500	17,500	–	–	17,500	17,500
7.3L V8	3.73	22,500	–	–	15,500	15,300	15,100	14,900	–	–	15,200	14,800	–	–	15,000	14,600
	4.30	26,000	13,500	13,500	17,500	17,500	17,500	17,500	13,500	13,500	17,500	17,500	13,500	13,500	17,500	17,500

5TH-WHEEL/GOOSENECK TOWING

6.2L SOHC V8	3.73	19,500	13,100/ 12,900[2]	12,700/ 12,600[3]/ 12,500[2]	–	–	–	–	12,800/ 12,600[2]	12,400/ 12,300[3]/ 12,200[2]	–	–	12,600/ 12,500[3]/ 12,400[2]	12,200/ 12,100[3]/ 12,000[2]	–	–
		20,000	–	–	13,000	12,800	12,600	12,400	–	–	12,600	12,200	–	–	12,500	12,100
	4.30	23,000	16,600/ 16,400[2]	16,200/ 16,100[3]/ 16,000[2]	–	–	–	–	16,300/ 16,100[2]	15,900/ 15,800[3]/ 15,700[2]	–	–	16,100/ 16,000[3]/ 15,900[2]	15,700/ 15,600[3]/ 15,500[2]	–	–
		23,500	–	–	16,500	16,300	16,100	15,900	–	–	16,100	15,700	–	–	16,000	15,600
6.7L V8 Diesel	3.73	30,000	22,700[2]/ 19,000[3]/ 18,000	22,200[2]/ 16,100[3]/ 15,100	–	–	–	–	22,300[2]/ 16,700[3]/ 15,700	21,900[2]/ 13,800[3]/ 12,800	–	–	22,100[2]/ 15,100[3]/ 14,100	21,300[2]/ 12,300[3]/ 11,300	–	–
		31,500	–	–	23,700	23,500	23,300	23,100	–	–	23,400	23,000	–	–	23,200	22,800
	4.10	32,500	–	–	24,700	24,500	24,300	24,100	–	–	24,400	24,000	–	–	24,200	23,800
7.3L V8	3.73	22,500	–	–	15,500	15,300	15,100	14,900	–	–	15,100	14,700	–	–	15,000	14,600
	4.30	26,000	19,600/ 19,400[2]	19,200/ 19,100[3]/ 19,000[2]	19,000	18,800	18,600	18,400	19,300/ 19,100[2]	18,800[3]/ 18,700[2]/ 18,100	18,600	18,200	19,100/ 19,000[3]/ 18,900[2]	18,500[2]/ 17,600[3]/ 16,600	18,500	18,100

[1]Super Duty Chassis Cab does not offer a conventional hitch receiver as a factory-installed option. [2]18" Tires. [3]Optional 10,000-lb. GVWR Package (68D).

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

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

REVISED 02.03.20

F-450 Super Duty® Chassis Cab

F-450 Regular Cab

CONVENTIONAL TOWING[1]

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

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

Automatic Transmission			REGULAR CAB CHASSIS								SUPERCAB CHASSIS				CREW CAB CHASSIS			
Engine	Axle Ratio	GCWR (lbs.)	F-450 4x2 DRW 145" WB	F-450 4x2 DRW 169" WB	F-450 4x2 DRW 193" WB	F-450 4x2 DRW 205" WB	F-450 4x4 DRW 145" WB	F-450 4x4 DRW 169" WB	F-450 4x4 DRW 193" WB	F-450 4x4 DRW 205" WB	F-450 4x2 DRW 168" WB	F-450 4x2 DRW 192" WB	F-450 4x4 DRW 168" WB	F-450 4x4 DRW 192" WB	F-450 4x2 DRW 179" WB	F-450 4x2 DRW 203" WB	F-450 4x4 DRW 179" WB	F-450 4x4 DRW 203" WB
7.3L V8	4.88	28,000	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500
6.7L V8 Diesel	4.10	32,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500
	4.30	35,000[2]	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500

5TH-WHEEL/GOOSENECK TOWING

7.3L V8	4.88	28,000	20,400	20,200	19,800	19,700	20,100	19,800	19,500	19,400	20,100	19,700	19,700	19,400	19,900	19,600	19,600	19,300
6.7L V8 Diesel	4.10	32,500	24,100	23,900	23,600	23,400	23,800	23,600	23,300	23,100	23,800	23,500	23,500	23,100	23,700	23,400	23,400	23,100
	4.30	35,000[2]	26,600	26,400	26,100	25,900	26,300	26,100	25,800	25,600	26,300	26,000	26,000	25,600	26,200	25,900	25,900	25,600

[1]Super Duty Chassis Cab does not offer a conventional hitch receiver as a factory-installed option. [2]Available with High-Capacity Trailer Tow Package (535) only.

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

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

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

REVISED 02.03.20

F-550 Super Duty® Chassis Cab

F-550 Regular Cab

CONVENTIONAL TOWING[1]

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

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

Automatic Transmission			REGULAR CAB CHASSIS								SUPERCAB CHASSIS				CREW CAB CHASSIS			
Engine	Axle Ratio	GCWR (lbs.)	F-550 4x2 DRW 145" WB	F-550 4x2 DRW 169" WB	F-550 4x2 DRW 193" WB	F-550 4x2 DRW 205" WB	F-550 4x4 DRW 145" WB	F-550 4x4 DRW 169" WB	F-550 4x4 DRW 193" WB	F-550 4x4 DRW 205" WB	F-550 4x2 DRW 168" WB	F-550 4x2 DRW 192" WB	F-550 4x4 DRW 168" WB	F-550 4x4 DRW 192" WB	F-550 4x2 DRW 179" WB	F-550 4x2 DRW 203" WB	F-550 4x4 DRW 179" WB	F-550 4x4 DRW 203" WB
7.3L V8	4.88	28,000	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500
6.7L V8 Diesel	4.10	32,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500
	4.30	37,000[2]	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500
	4.88	32,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500
		40,000[2]	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500

5TH-WHEEL/GOOSENECK TOWING

7.3L V8	4.88	28,000	20,400	20,200	19,800	19,700	20,100	19,800	19,500	19,400	20,100	19,700	19,700	19,400	19,900	19,600	19,600	19,300
6.7L V8 Diesel	4.10	32,500	24,100	23,900	23,600	23,400	23,800	23,600	23,300	23,100	23,800	23,500	23,500	23,100	23,700	23,400	23,400	23,100
	4.30	37,000[2]	28,600	28,400	28,100	27,900	28,300	28,100	27,800	27,600	28,300	28,000	28,000	27,600	28,200	27,900	27,900	27,600
	4.88	32,500	24,100	23,900	23,500	23,400	23,800	23,500	23,200	23,100	23,800	23,400	23,400	23,100	23,600	23,300	23,300	23,000
		40,000[2]	31,600	31,400	31,000	30,900	31,300	31,000	30,700	30,600	31,300	30,900	30,900	30,600	31,100	30,800	30,800	30,500

[1]Super Duty Chassis Cab does not offer a conventional hitch receiver as a factory-installed option. [2]Available with High-Capacity Trailer Tow Package (535) only.

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

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

REVISED 02.03.20

F-600 Super Duty® Chassis Cab

F-600 Regular Cab

CONVENTIONAL TOWING

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

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

Automatic Transmission			REGULAR CAB CHASSIS							
Engine	Axle Ratio	GCWR (lbs.)	F-600 4x2 DRW 145" WB	F-600 4x2 DRW 169" WB	F-600 4x2 DRW 193" WB	F-600 4x2 DRW 205" WB	F-600 4x4 DRW 145" WB	F-600 4x4 DRW 169" WB	F-600 4x4 DRW 193" WB	F-600 4x4 DRW 205" WB
7.3L V8	4.88	30,000	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500
6.7L V8 Diesel[1]	4.88	43,000	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500

5TH-WHEEL/GOOSENECK TOWING

7.3L V8	4.88	30,000	22,200	22,000	21,700	21,500	21,900	21,700	21,400	21,200
6.7L V8 Diesel[1]	4.88	43,000	34,500[2]	34,300[2]	33,900[2]	33,800[2]	34,200[2]	33,900[2]	33,600[2]	33,500[2]

[1]Delayed availability, October 2020.
[2]Gooseneck tow rating shown. 5th-wheel tow rating limited to 5th-wheel hitch rating of 32,500 lbs.

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

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

F-750 SuperCab

2021 F-650/F-750 Super Duty® Chassis Cabs

DIESEL ENGINE

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

GAS ENGINE

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

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

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

Super Duty Commercial Stripped Chassis

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

[1]Requires Parcel Delivery Package option.

Note: Towing vehicle's braking system is rated for operation at GVWR – NOT GCWR. See page 36 for more details.

Super Duty Class A Motorhome Chassis

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

Note: Towing vehicle's braking system is rated for operation at GVWR – NOT GCWR. See page 36 for more details.

E-Series DRW Cutaway

2021 E-Series Cutaway and Stripped Chassis

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

E-350 Super Duty Cutaway SRW GCWRs:
7.3L V8 Economy/6R140 – 13,000 lbs.
7.3L V8 Premium/6R140 – 18,500 lbs.

E-350 Super Duty Cutaway DRW GCWRs:
7.3L V8 Economy/6R140 – 17,000 lbs.
7.3L V8 Premium/6R140 – 18,500 lbs.

E-450 Super Duty Cutaway GCWRs:
7.3L V8 Economy/6R140 – 18,000 lbs.
7.3L V8 Premium/6R140 – 22,000 lbs.

E-350 Super Duty Stripped Chassis GCWRs:
7.3L V8 Economy/6R140 – 17,000 lbs.
7.3L V8 Premium/6R140 – 18,500 lbs.

E-450 Super Duty Stripped Chassis GCWRs:
7.3L V8 Economy/6R140 – 18,000 lbs.
7.3L V8 Premium/6R140 – 22,000 lbs.

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

Transit

Passenger Van XLT HR LWB-EL DRW

PASSENGER VAN

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Automatic Transmission			REAR-WHEEL DRIVE						ALL-WHEEL DRIVE					
Engine	Axle Ratio	GCWR (lbs.)	150 130" WB Low Roof	150 130" WB Medium Roof	350 148" WB Low Roof	350 148" WB Medium Roof	350 148" WB High Roof	350 148" WB Extended High Roof	150 130" WB Low Roof	150 130" WB Medium Roof	350 148" WB Low Roof	350 148" WB Medium Roof	350 148" WB High Roof	350 148" WB Extended High Roof
3.5L PFDI V6	3.73	10,800	4,600	4,400	4,200	4,100	3,900	3,400	4,400	4,200	4,000	3,800	3,700	–
	4.10	11,200	–	–	4,500	4,400	4,200	3,700	–	–	4,300	4,100	4,000	–
3.5L EcoBoost® V6	3.31	11,200	–	–	4,500	4,400	4,300	–	–	–	4,300	4,200	4,000	–
	3.73	11,200	–	–	4,400	4,300	4,200	3,600	–	–	4,200	4,100	3,900	3,300
2.0L BiTurbo Diesel I4	3.31	10,600	–	–	3,700	3,600	3,400	–	–	–	–	–	–	–
	3.73	11,200	–	–	4,200	4,100	3,900	3,400	–	–	–	–	–	–

CARGO VAN

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Automatic Transmission			REAR-WHEEL DRIVE						ALL-WHEEL DRIVE					
Engine	Axle Ratio	GCWR (lbs.)	150/250/350 130" WB Low Roof	150/250/350 130" WB Medium Roof	150/250/350 148" WB Low Roof	150/250/350 148" WB Medium Roof	150/250/350 148" WB High Roof	250/350 148" WB Extended High Roof	150/250/350 130" WB Low Roof	150/250/350 130" WB Medium Roof	150/250/350 148" WB Low Roof	150/250/350 148" WB Medium Roof	150/250/350 148" WB High Roof	250/350 148" WB Extended High Roof
3.5L PFDI V6	3.73	10,800	5,300	5,100	5,100	5,000	4,900	4,700	5,000	4,900	4,900[1,2]	4,800	4,700	4,700
	4.10	12,000	6,400	6,200	6,200	6,100	6,000	5,800	6,100	6,000	6,000[1,2]	5,900	5,800	5,800
3.5L EcoBoost V6	3.31	11,200	5,600	5,400	5,500	5,300	5,200	5,000	5,300	5,200	5,200[1,2]	5,100	5,000[1,2]	4,800
	3.73	12,600	6,900	6,700	6,800	6,600	6,500	6,300	6,600	6,500	6,500	6,400	6,300	6,100
		13,000	–	–	–	–	–	6,500[1]	–	–	–	–	–	–
2.0L BiTurbo Diesel I4	3.31	10,600	4,800[2]	–	4,700[2]	4,600[2]	4,400[2]	4,200	–	–	–	–	–	–
	3.73	12,500	7,500[2]	–	7,500[2]	7,400[2]	7,200[2]	7,000	–	–	–	–	–	–

CREW VAN

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Automatic Transmission			REAR-WHEEL DRIVE							ALL-WHEEL DRIVE						
Engine	Axle Ratio	GCWR (lbs.)	150/250/350 130" WB Low Roof	150/250/350 130" WB Medium Roof	150/250/350 148" WB Low Roof	150/250/350 148" WB Medium Roof	150/250 148" WB High Roof	350 148" WB High Roof	350 148" WB Extended High Roof	150/250 350 130" WB Low Roof	150/250/350 130" WB Medium Roof	150/250 350 148" WB Low Roof	150/250/350 148" WB Medium Roof	150/250 148" WB High Roof	350 148" WB High Roof	350 148" WB Extended High Roof
3.5L PFDI V6	3.73	10,800	4,900	4,800	4,800	4,700	4,600	4,600	–	4,700	4,600	4,600	4,400	4,300	4,300	–
	4.10	12,000	6,000	5,900	5,900	5,800	5,700	5,700	5,300	5,800	5,700	5,700	5,500	5,400	5,400	5,000
3.5L EcoBoost V6	3.31	11,200	5,200	5,100	–	–	–	–	–	5,000	4,900	–	–	–	–	–
	3.73	12,600	6,500	6,400	6,400	–	6,200	–	–	6,300	6,200	6,200	6,100	6,000	–	–
		13,000	–	–	–	–	–	–	6,200	–	–	–	–	–	–	5,900
2.0L BiTurbo Diesel I4	3.73	12,500	–	–	7,100[2]	7,000[2]	6,900[2]	–	–	–	–	–	–	–	–	–

[1]350 models only. [2]250 models only.

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

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

REVISED 12.10.19

Transit

CUTAWAY

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Automatic Transmission			REAR-WHEEL DRIVE					ALL-WHEEL DRIVE				
Engine	Axle Ratio	GCWR (lbs.)	250/350 138" WB	350HD DRW 138" WB	250/350 156" WB	350HD DRW 156" WB	350HD DRW 178" WB	250/350 138" WB	350HD DRW 138" WB	250/350 156" WB	350HD DRW 156" WB	350HD DRW 178" WB
3.5L PFDI V6	4.10	12,000	6,600	6,400	6,400	6,200	6,000	6,300	6,200	6,200	6,000	5,800
3.5L EcoBoost® V6	3.31	11,200	5,800	–	5,600	–	–	5,500	–	5,400	–	–
	3.73	12,600	7,100	–	6,900	–	–	6,800	–	6,700	–	–
		13,000	–	7,300	–	7,100	6,900	–	7,100	–	6,900	6,700
		15,000	–	7,500	–	7,500	7,500	–	7,500	–	7,500	7,500
2.0L BiTurbo Diesel I4	3.73	12,500	7,500	7,500	7,500	7,400	7,300	–	–	–	–	–

CHASSIS CAB

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Automatic Transmission			REAR-WHEEL DRIVE					ALL-WHEEL DRIVE				
Engine	Axle Ratio	GCWR (lbs.)	250/350 138" WB	350HD DRW 138" WB	250/350 156" WB	350HD DRW 156" WB	350HD DRW 178" WB	250/350 138" WB	350HD DRW 138" WB	250/350 156" WB	350HD DRW 156" WB	350HD DRW 178" WB
3.5L PFDI V6	4.10	12,000	6,500	6,400	6,400	6,200	6,000	6,300	6,100	6,200	6,000	5,700
3.5L EcoBoost V6	3.31	11,200	5,800	–	5,600	–	–	5,500	–	5,400	–	–
	3.73	12,600	7,100	–	6,900	–	–	6,800	–	6,700	–	–
		13,000	–	7,300	–	7,100	6,900	–	7,100	–	6,900	6,600
		15,000	–	7,500	–	7,500	7,500	–	7,500	–	7,500	7,500
2.0L BiTurbo Diesel I4	3.73	12,500	7,500	7,500	7,500	7,400	7,200	–	–	–	–	–

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

Ranger

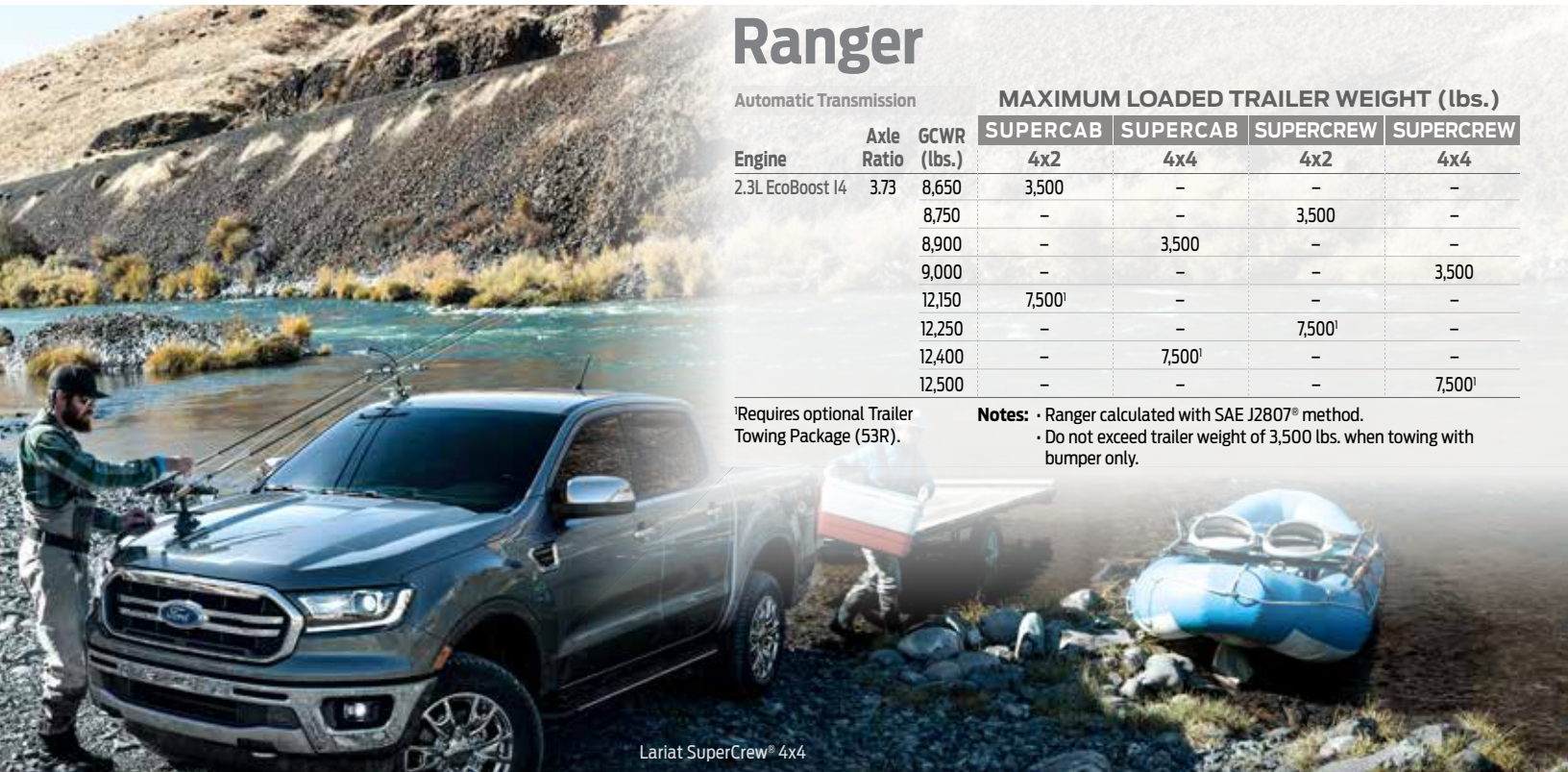
Automatic Transmission

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Engine	Axle Ratio	GCWR (lbs.)	SUPERCAB 4x2	SUPERCAB 4x4	SUPERCREW 4x2	SUPERCREW 4x4
2.3L EcoBoost I4	3.73	8,650	3,500	–	–	–
		8,750	–	–	3,500	–
		8,900	–	3,500	–	–
		9,000	–	–	–	3,500
		12,150	7,500[1]	–	–	–
		12,250	–	–	7,500[1]	–
		12,400	–	7,500[1]	–	–
		12,500	–	–	–	7,500[1]

[1]Requires optional Trailer Towing Package (53R).

Notes:
- Ranger calculated with SAE J2807® method.
- Do not exceed trailer weight of 3,500 lbs. when towing with bumper only.



Lariat SuperCrew® 4x4

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

REVISED 12.10.19

Expedition Platinum

Automatic Transmission			MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1]			
			EXPEDITION		EXPEDITION MAX	
Engine	Axle Ratio	GCWR (lbs.)	4x2	4x4	4x2	4x4
3.5L EcoBoost® V6	3.15	12,000	6,000	–	–	–
	3.31	12,000	6,000	–	–	–
		12,100	–	6,000	–	–
		12,300	–	6,000	–	–
		12,400	–	–	–	6,000
		12,500	–	–	6,300	–
	3.73	12,300[2]	–	6,000	–	–
		12,400[2]	–	–	–	6,000
		15,200[3]	–	–	9,000	–
		15,300[3]	9,300	–	–	–
		15,500[3]	–	9,200	–	9,000

[1]Maximum loaded trailer weight requires weight-distributing hitch. See page 39 for additional information. [2]Included with FX4 Off-Road Package (17F). [3]Requires optional Class IV Heavy-Duty Trailer Tow Package (536).

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

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

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

Notes: • Explorer calculated with SAE J2807® method.
• Cargo and load capacity limited by weight and weight distribution.

Explorer Limited Hybrid

Escape Titanium

Automatic Transmission				MAXIMUM LOADED TRAILER WEIGHT (lbs.)
				ESCAPE
Engine	Final Drive Ratio	GCWR (lbs.) FWD	GCWR (lbs.) AWD	
2.5L I4 Hybrid	2.91	5,375	5,530	1,500[1]
2.5L I4 Plug-in Hybrid	2.91	5,705	–	1,500[1]
1.5L EcoBoost I3	3.52	5,622	–	2,000[2]
	3.81	–	5,785	2,000[2]
2.0L EcoBoost I4	3.47	–	7,374	3,500[3]

[1]Escape Hybrid/Plug-in Hybrid does not offer factory-installed towing equipment for this application; only available as a dealer accessory. [2]Escape does not offer factory-installed towing equipment for this application; only available as dealer accessory. [3]Includes Class II Trailer Tow Package.

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

Automatic Transmission				MAXIMUM LOADED TRAILER WEIGHT (lbs.)
				ECOSPORT[1]
Engine	Final Drive Ratio	GCWR (lbs.) FWD	GCWR (lbs.) 4WD	
1.0L EcoBoost I3	3.44	4,960	–	1,400
2.0L Ti-VCT I4	3.51	–	5,754	2,000

[1]EcoSport does not offer factory-installed towing equipment for this application; only available as aftermarket accessory.

Notes: • Certain states require electric trailer brakes for trailers over a specified weight. Be sure to check state regulations for this specified weight. The maximum trailer weights listed above may be limited to this specified weight, as the electrical system does not include the wiring connector needed to activate electric trailer brakes.
• EcoSport calculated with SAE J2807® method.

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

EcoSport Titanium

TRAILER TOWING SELECTOR

Edge ST

Automatic Transmission		MAXIMUM LOADED TRAILER WEIGHT (lbs.)
Engine	Axle Configuration	EDGE
2.0L EcoBoost® I4	FWD/AWD	1,500[1]/3,500[2]
2.7L EcoBoost V6	AWD	3,500[3]

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

Note: Edge calculated with SAE J2807® method.

Transit Connect Cargo Van

Automatic Transmission		MAXIMUM LOADED TRAILER WEIGHT (lbs.)
Engine	Axle Configuration	TRANSIT CONNECT VAN/WAGON
2.0L I4	FWD	2,000[1]
2.5L I4[2]	FWD	2,000[1]

[1]Requires Class I Trailer Tow Package (53T). [2]Fleet only. Requires CNG/LPG Engine Prep Package (98G).

Note: Transit Connect calculated with SAE J2807® method.

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

Mustang GT

Automatic Transmission		MAXIMUM LOADED TRAILER WEIGHT (lbs.)
Engine	Axle Configuration	MUSTANG[1,2]
2.3L EcoBoost I4	RWD	1,000
2.3L High Performance EcoBoost I4	RWD	1,000
5.0L V8	RWD	1,000
Manual Transmission		
2.3L EcoBoost I4	RWD	1,000
2.3L High Performance EcoBoost I4	RWD	1,000
5.0L V8	RWD	1,000

[1]Mustang does not offer factory-installed towing equipment for this application; only available as aftermarket accessory. [2]Shelby GT350/GT350R and Mustang GT500 are not rated to tow a trailer.

Note: Mustang calculated with SAE J2807® method.

Fusion Titanium

Automatic Transmission		MAXIMUM LOADED TRAILER WEIGHT (lbs.)
Engine	Axle Configuration	FUSION[1,2]
1.5L EcoBoost I4	FWD	1,000
2.0L EcoBoost I4	FWD/AWD	2,000
2.5L i-VCT I4	FWD	1,000

[1]Fusion does not offer factory-installed towing equipment for this application; only available as aftermarket accessory. [2]Fusion Hybrid and Fusion Plug-in Hybrid are not rated to tow a trailer.

Note: Fusion calculated with SAE J2807® method.

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

WHAT TO KNOW BEFORE YOU TOW.

BEFORE YOU BUY

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

AFTER YOU BUY

Before heading out on a trip, check your vehicle's owner's manual for break-in and severe-duty maintenance schedules (do not tow a trailer until your vehicle has been driven at least 1,000 miles). Be sure to have your fully-loaded vehicle (including passengers) and trailer weighed so as not to exceed critical weight limits (see page 41). If any of these limits are exceeded, cargo should be removed from the vehicle and/or trailer until all weights are within the specified limits.

BRAKES

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

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

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

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

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

TRAILER LAMPS

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

SAFETY CHAINS

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

TRAILER WIRING HARNESS

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

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

TRAILER CLASSES

CLASS I
LIGHT-DUTY

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

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

Many Ford vehicles can handle easily

Conventional weight-carrying hitch

CLASS II
MEDIUM-DUTY

2,001–3,500-lb. gross trailer weight

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

Ford trucks and compact SUVs can be equipped to tow these trailers[1]

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

CLASS III
HEAVY-DUTY

3,501–5,000-lb. gross trailer weight

Dual-axle or large single-axle travel trailers

Most properly equipped Ford trucks and SUVs can tow them[1]

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

CLASS IV
EXTRA-HEAVY-DUTY[2]

Over 5,000-lb. gross trailer weight[2]

Largest travel and 5th-wheel trailers made for recreation

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

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

[1]Refer to page 15 for Required Equipment.
[2]Some industry sources refer to trailers over 10,000 pounds as Class V Trailers. Ford F-150, Super Duty® Pickups and Chassis Cabs can be equipped to handle these trailers.

TRAILER TYPES

FOLDING CAMPING TRAILER

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

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

CONVENTIONAL TRAVEL TRAILER

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

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

5TH-WHEEL TRAILER

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

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

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

CHOOSING THE PROPER HITCH STYLE

WEIGHT-CARRYING (Non-Weight-Distributing)

A weight-carrying (non-weight-distributing) hitch is commonly used to tow small- and medium-sized trailers. Choose a proper hitch and ball and make sure its location is compatible with that of the trailer. Use a good weight-carrying hitch that uniformly distributes the trailer tongue loads through the bumper and frame (through the body with Escape; bumper hitch not available with Escape or Explorer). Ford hitch receivers provide weight-carrying capacities as shown in the chart on page 39. (A label affixed to the hitch receiver provides both the weight-carrying and weight-distributing capacities for each receiver.) You are responsible for obtaining the proper hitch ball, ball mounting and other appropriate equipment to tow both the trailer and load that will be towed.

WEIGHT-DISTRIBUTING

A weight-distributing hitch is used in conjunction with a hitch platform (receiver) to distribute tongue load to all towing vehicle and trailer wheels. Required for certain Class III and all Class IV applications (see the chart on page 39).

Weight-distributing hitch platforms are welded or bolted to the vehicle frame. Bolt-on types are recommended because they can be removed

A properly installed bolt-on weight-distributing hitch platform should not weaken the vehicle or underbody as heat of welding might

Equalizing arms are connected from the hitch to the trailer's A-frame. They can be adjusted for best towing performance. Lengths of chain are pulled up and tightened to bend spring bars upward, which lifts some of the weight from the rear wheels and transfers weight to the other wheels of the vehicle and trailer

GOOSENECK

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

Tight turning radius

"Fold down" and "install under bed" models provide unobstructed bed area for carrying cargo

Attachment rails require no welding (sold separately)

5TH-WHEEL

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

HITCH RECEIVER OPTIONS AND CAPACITIES

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

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

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

Escape:
Included with Class II Trailer Tow Package/ 2.0L EcoBoost® Engine/AWD – Option Code 999/U9H or U9J

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

Expedition:
Standard Class IV Heavy-Duty Trailer Tow Package – Option Code 536

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

Ranger:
Included with Trailer Tow Package – Option Code 53R

F-150 Raptor:
Standard

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

F-250/F-350/F-450 Super Duty® Pickups:
A conventional trailer hitch receiver is standard on all Super Duty Pickups. The following configurations have a standard 2.5" receiver:

F-250 (less Trailer Tow Package)

F-350 Single Rear Wheel Gas

The following configurations have a standard 3" receiver with a 2.5" reducer and a high capacity 5/8" pin:

F-250 equipped with Trailer Tow Package

F-350 Single Rear Wheel 6.7L

F-350/F-450 Dual Rear Wheel

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

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

5th-Wheel and Gooseneck Hitch Recommendation

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

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

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

REAR STEP BUMPER/HITCH RECEIVER WEIGHT CAPACITY

The maximum weight capacities for the hitch receivers shown below may exceed the maximum loaded trailer weight for the vehicle specified. Refer to the Trailer Towing Selector charts on pages 18–35 for Maximum Loaded Trailer Weights for each vehicle.

Vehicle	Weight-Carrying Max. Trailer Capacity (lbs.)[1]	Max. Tongue Load (lbs.)	Weight-Distributing Max. Trailer Capacity (lbs.)[1]	Max. Tongue Load (lbs.)
REAR STEP BUMPER				
Ranger	3,500	350	–	–
Transit	5,000	500	–	–
F-150	5,000	500	–	–
HITCH RECEIVER				
Transit Connect	2,000	200	–	–
Edge	3,500	350	–	–
Escape Hybrid/Plug-in Hybrid	1,500	150	–	–
Escape	3,500	350	–	–
Explorer Hybrid	5,300	530	–	–
Explorer	5,600	560	–	–
Transit Cargo Van	7,500	750	–	–
Transit Passenger Van	5,000	500	–	–
Expedition	6,000	600	9,300	930
Expedition MAX	6,300	630	9,000	900
Ranger	7,500[2]	750[2]	–	–
F-150	5,000	500	13,200	1,320
F-150 Raptor	5,000	500	8,000	800
F-250 less Trailer Tow Package/F-350 Super Duty SRW gas engine	15,000	1,500	15,000	1,500
F-250 with Trailer Tow Package/F-350 Super Duty SRW w/6.7L engine	21,200	2,120	21,200	2,120
F-350 Super Duty DRW/F-450 Regular Cab	21,200	2,120	21,200	2,120
F-450 Super Duty Crew Cab	24,200	2,420	24,200	2,420

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

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

CALCULATE WEIGHT DISTRIBUTION

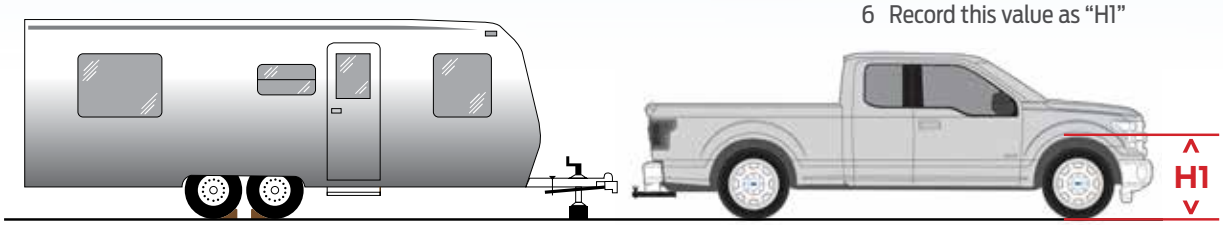
WEIGHT DISTRIBUTION HITCH SETUP

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

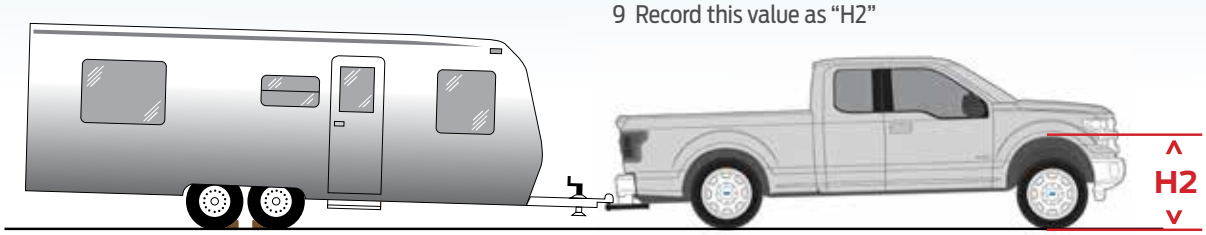
CALCULATION	
Vehicle =	
H1 =	
H2 =	
Correction Factor =	
Height Change =	(H2) minus (H1)
Reduction Amount =	(Height Change) times (Correction Factor)
Height Change =	(H2) minus (Reduction Amount)
Target Height =	

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

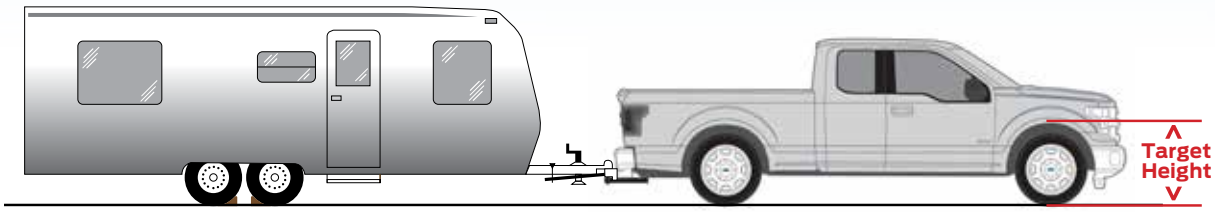
1 Load trailer similar to the way it will be loaded for the trip with 10% tongue load and park on level ground
2 Adjust trailer tongue jack to get trailer level or just slightly nose down
3 Load tow vehicle similar to the way it will be used for the trip and park vehicle on level ground
4 Adjust and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



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



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



WEIGHING IN

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

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

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

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

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

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

GCW must not exceed GCWR (obtain from charts on pages 18–35 or your vehicle's owner's manual).

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

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

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

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

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

WEIGHT **LIMITS**

Gross Combination Weight (GCW)

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

Gross Combination Weight Rating (GCWR)

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

Maximum Loaded Trailer Weight

(as shown in the Trailer Towing Selector charts pages 18–35) is the highest possible weight of a fully loaded trailer the vehicle can tow, based on a minimum towing vehicle GVW. It assumes a towing vehicle with any mandatory options, no cargo, tongue load of 10% (conventional trailer) or king pin weight of 15% (5th-wheel trailer), and driver and passenger (150 lbs. each). F-Series Super Duty® Chassis Cab models also assume a second-unit body weight based on 80 lbs. per foot cab-to-axle (CA). Weight of additional options, passengers, cargo and hitch must be deducted from this weight.

Tongue Load or 5th-Wheel King Pin Weight

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

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

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

For conventional trailers over 2,000 lbs., tongue load is 10% of loaded trailer weight.

For 5th-wheel trailers, king pin weight 15% of loaded trailer weight.

EXAMPLES:

For a 5,000-lb. conventional trailer, multiply 5,000 by .10 to obtain a proper tongue load of 500 lbs.

For an 11,500-lb. 5th-wheel trailer, multiplying 11,500 by .15 yields a king pin weight of 1,725 lbs.

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

**Refer to the chart on page 39 for tongue load recommendations with Ford factory-installed trailer hitch receivers.*

HOW TO FIND YOUR TRUCK'S **AXLE RATIO.**

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

REAR AXLE RATIO CODES

Vehicle	Rear Axle Ratio	Non-Limited Slip	Limited Slip	Electronic Locking
Super Duty (F-250/600)	3.31	31	Not Available	3H
	3.55	35	3K	3J
	3.73	37	3L	3E
	4.10	41	4N/4W[1]	Not Available
	4.30	Not Available	4L/4X[2]	4M
	4.88	48	8L	Not Available
F-150	3.15	15	Not Available	L5
	3.31	27	Not Available	L3
	3.55	19	Not Available	L9
	3.73	26	Not Available	L6
	4.10	Not Available	Not Available	L4
Explorer	3.31	3A	Not Available	Not Available
	3.58	3B	Not Available	Not Available
	3.73	3C	Not Available	Not Available
Expedition	3.15	10	Not Available	Not Available
	3.31	15	Not Available	Not Available
	3.73	Not Available	3L[3]	Not Available
Transit	3.31	31	3L	Not Available
	3.73	73	7L	Not Available
	4.10	41	4L	Not Available
Ranger	3.73	71	Not Available	73
E-Series Cutaway	4.10	52/56	E2/E6	Not Available
	4.56	58/83/85	E8/F3/F5	Not Available
Motorhome	4.88	48	Not Available	Not Available
	5.86	58	Not Available	Not Available
	6.14	61	Not Available	Not Available
Commercial Stripped Chassis	4.30	43	Not Available	Not Available
	4.88	48	Not Available	Not Available
	5.38	53	Not Available	Not Available

[1]Wide rear axle on F-350 DRW Chassis Cab with Ambulance Package and 6.7L diesel engine.
[2]Wide rear axle on F-350 DRW Chassis Cab with Ambulance Package and 7.3L gas engine.
[3]Electronic Limited Slip axle.

Sample Truck Safety Compliance Certification Label

(Refer to actual label on your vehicle)

ACCESSORIZE YOUR TOW

FORD **ACCESSORIES**

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

Trailer Hitch Wiring Harnesses – 4-Pin

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

Base Part No. 15A416

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

Base Part No. 15A416

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

Base Part No. 15A416

Trailer Hitch Assemblies

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

NOTE: Towing capacity could be limited by vehicle powertrain. See your Ford Dealer or owner's manual for details.

Base Part No. 19D520

5th-Wheel/Gooseneck Hitch Prep Package

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

Base Part No. 5F057

5th-Wheel Hitch Kits

The 5th-Wheel Hitch Kits have a Gross Trailer Weight Rating of 19,000 and 32,500 lbs. Other features include a forged jaw; a high-capacity head support structure; 10º front-to-back pivot and 6º side-to-side pivot for easy hook-ups; 15-inch to 18-inch vertical height adjustment; and an extended-length handle.

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

Base Part No. 19D520

Gooseneck Hitch Kit

This Gooseneck Hitch Ball has a Gross Trailer Weight Rating of 27,500 lbs. on a 2-5/16" ball and 37,000 lbs. with a 3" ball. The kit also includes two steel safety chain tie-down attachments and a durable plastic case.

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

Base Part No. 19F503

Trailer Hitch Ball Mounts – Square Shank

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

Base Part No. 19A282

Trailer Hitch Ball

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

Base Part No. 19F503

Trailer Brake Kit

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

Base Part No. 19H332

Neutral Tow Kit

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

Base Part No. 7H332

Telescoping Trailer Tow Mirrors

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

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

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

Base Part No. 17682 Passenger Side
Base Part No. 17683 Driver Side
Base Part No. 17696 Kit (Driver and Passenger Side)

Trailer-Mounted Camera

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

Part No. HC3Z-19G490-K (Camera only)

Part No. HC3Z-19G490-J (Customer-Placed Camera with Trailer Tire Pressure Monitoring System)

Trailer Tire Pressure Monitoring System (TPMS)

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

Part No. HC3Z-1A189-C (Tire Pressure Monitoring System)

TOWING BASICS

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

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

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

Cargo and Weight Distribution

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

Keep center of gravity low for best handling

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

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

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

Before Starting

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

Know clearance required for trailer roof

Check equipment (make a checklist)

Backing Up

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

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

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

Turning

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

Braking

Allow considerably more distance for stopping with trailer attached

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

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

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

Towing On Hills

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

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

Parking With A Trailer

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

Apply the foot service brakes and hold

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

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

Apply the parking brake

Shift automatic transmission into park, or manual transmission into reverse

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

Starting Out Parked On A Grade

Apply the foot service brake and hold

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

Shift the transmission into gear and release the parking brake

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

Apply the brake pedal while another person retrieves the chocks

Acceleration And Passing

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

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

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

If necessary, downshift for improved acceleration

Driving With An Automatic Overdrive Transmission

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

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

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

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

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

Driving With Cruise Control

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

Tire Pressure

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

Overinflated tires may wear unevenly and compromise traction and stopping capability

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

Spare Tire Use

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

On The Road

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

Trailer hitch attachment

Lights and electrical connections

Trailer wheel lug nuts for tightness

Engine oil – check regularly throughout your trip

High Altitude Operation

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

Powertrain/Frontal Area Considerations

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

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

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

Selecting a Trim Series

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

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