# 2013 RV & TRAILER TOWING GUIDE

Ford | LINCOLN

# Ford RV and trailer towing solutions – a fit for every need!






For every application, from Cars to Trucks and Chassis, there's a solution ready and waiting to meet your needs.

## Exceptional towing capabilities.

Make no mistake, 2013 Ford Pickups and Chassis Cabs are the real leaders. They pull the heaviest trailers in their classes. In fact, when properly equipped, the Super Duty® can handle conventional trailers up to 18,500 pounds and 5th-wheel trailers all the way up to 26,600 pounds.

## Quality and reliability.

Ford RV and trailer towing products continue to provide a winning combination; high-quality, reliability and high-performance.

## Proven experience – on the road.

Ford and Lincoln vehicles are backed by decades of RV and towing experience.

*The following vehicles are not recommended for trailer towing: C-MAX Hybrid, C-MAX Energi, Fiesta, Focus, Mustang GT Premium, Mustang Boss 302, Shelby GT500, Fusion Hybrid, Fusion Energi, Taurus SHO, MKZ Hybrid, and Transit Connect.*

### Towing Guide Contents

# F-150 is the preferred choice.

More space, more power, more towing capability and the widest selection of models, cabs, box configurations and equipment, make the 2013 F-150 the preferred choice for towing and hauling the heaviest loads. F-150's exciting features, including available integrated trailer brake controller, trailer tow mirrors and rearview camera ensure your truck is a custom fit for your specific needs. All 4WD models include neutral tow functionality and maximum trailer tow packages include an upgraded rear bumper and trailer tow mirrors.

## **F-150** Features

Three cab styles – Regular, SuperCab and SuperCrew

Fully boxed ladder-style frame, with hydroformed high-strength steel welded through-rail cross members for excellent handling control and responsiveness

Tuned shear-style body mounts help keep road vibration away from the vehicle body for a quiet and comfortable ride

4-wheel vented disc brakes with standard 4-wheel Anti-lock Brake System (ABS) and electronic brake force distribution for responsive, confident stops and exceptional control under hard braking

Deep cargo boxes offering largest capacity in their class, plus best-in-class pickup box access – steps on all three sides[1]

*(1) When properly equipped. Class is full-size pickups under 8,500 lbs. GVWR non-hybrid vs. 2012/2013 competitors.*
*(2) Best-in-class towing and payload when properly equipped.*

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

## Best-in-Class

**TOWING CAPABILITY**
11,300 pounds[2]

**PAYLOAD CAPACITY**
3,120 pounds[2]

**CARGO BOX VOLUME**
81.3 cu. ft.

**Powertrain Lineup** – extensively tested to meet high-durability and reliability standards

- 3.7L 4V DOHC V6 and Flex Fuel capability delivers 302 hp and 278 lb.-ft. of torque
- 5.0L 4V DOHC V8 and Flex Fuel capability delivers 360 hp and 380 lb.-ft. of torque
- 6.2L 2V SOHC V8 delivers 411 hp and 434 lb.-ft. of torque
- 3.5L 4V DOHC V6 EcoBoost® delivers 365 hp and 420 lb.-ft. of torque
- Standard 6-speed automatic transmission with Tow/Haul Mode

**All engines include Aggressive Deceleration Fuel Shut-off (ADFSO).**

# Super Duty® Pickups F-250/F-350/F-450 – own the work.

**HORSEPOWER**
400 hp @ 2800 rpm[1]

**TORQUE**
800 lb.-ft. @ 1600 rpm[1]

**CONVENTIONAL TOWING**
up to 18,500 lbs.[2]

**5TH-WHEEL TOWING**
up to 24,700 lbs.[2]

**PAYLOAD**
up to 7,260 lbs.[3]

## The game changers.

America's most capable pickup includes tested-tough powertrains. Designed, engineered and built Ford tough, they deliver great fuel economy plus outstanding horsepower and torque. Superb towing and payload capacities make Super Duty a true game changer.

**Live-Drive Power TakeOff (PTO) allows upfitters to provide power accessories in mobile or stationary vehicle modes (diesel only).**

## Choose your power – gas or turbo diesel.

**6.2L 2-Valve SOHC V8 – 385 hp and 405 lb.-ft. of torque (under 10,000-lb. GVWR)**

Delivers best-in-class horsepower and torque[4]

Large-bore architecture and Flex Fuel capable

15% more fuel efficient when compared to previous generation gas engine

CNG/LPG Gaseous Engine Prep Package for alternative fuel applications (F-250/350 only)

**6.7L Power Stroke® V8 Turbo Diesel – 400 hp and 800 lb.-ft. of torque**

Delivers best-in-class horsepower and torque[4]

The cleanest Power Stroke® diesel engine ever built

Ford-engineered, Ford-tested and Ford-built

*(1) 6.7L Power Stroke® V8 Turbo Diesel.*
*(2) Maximum capacity when properly equipped. See your Ford dealer for specific equipment requirements and other limitations.*
*(3) F-350 DRW Regular Cab 4x2 with 6.2L engine.*
*(4) Based on Ford drive-cycle tests of comparably equipped 2013 Ford and 2012/2013 competitive models. Class is full-size pickups over 8,500 lbs. GVWR.*
*(5) Standard on F-350 DRW/F-450; optional on F-250/F-350 SRW.*
*(6) TBC verified to be compatible with electrically actuated drum brakes and certain Electric-Over-Hydraulic brake systems. See your Ford dealer for details.*
*(7) 6.7L Power Stroke® V8 Turbo Diesel.*
*(8) Remember that even advanced technology cannot overcome the laws of physics. It's always possible to lose control of a vehicle due to inappropriate driver input for the conditions.*

## Tow in the know with Ford Technology.

### Integrated Trailer Brake Controller[5]

– Uses braking input, vehicle speed and ABS logic to balance the performance of the truck brakes and electric trailer brakes

– User-friendly productivity screen in instrument cluster message center indicates TBC[6] output, gain levels and trailer connection status

### Tow/Haul Mode With Integrated Exhaust Brake[7]

– Automatically increases engine exhaust back pressure when needed to help slow the vehicle and trailer while in Tow/Haul Mode

– A single touch of the brake pedal in Tow/Haul Mode activates the system to improve control with less wear and tear on the transmission

### Standard Trailer Sway Control

– **Single-rear-wheel (SRW) models** – Trailer Sway Control works with AdvanceTrac® with RSC® (Roll Stability Control™) using a yaw motion sensor to monitor the motions of the truck to detect trailer sway. When sway is detected, the system works to apply selected brakes and/or reduce engine power to help the driver regain control[8]

– **Dual-rear wheel (DRW) models** are not equipped with AdvanceTrac®, but operate with a similar yaw motion sensor to detect and control trailer sway and apply brake pressure selectively to the front brakes or reduce engine power to help the driver maintain control

### 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

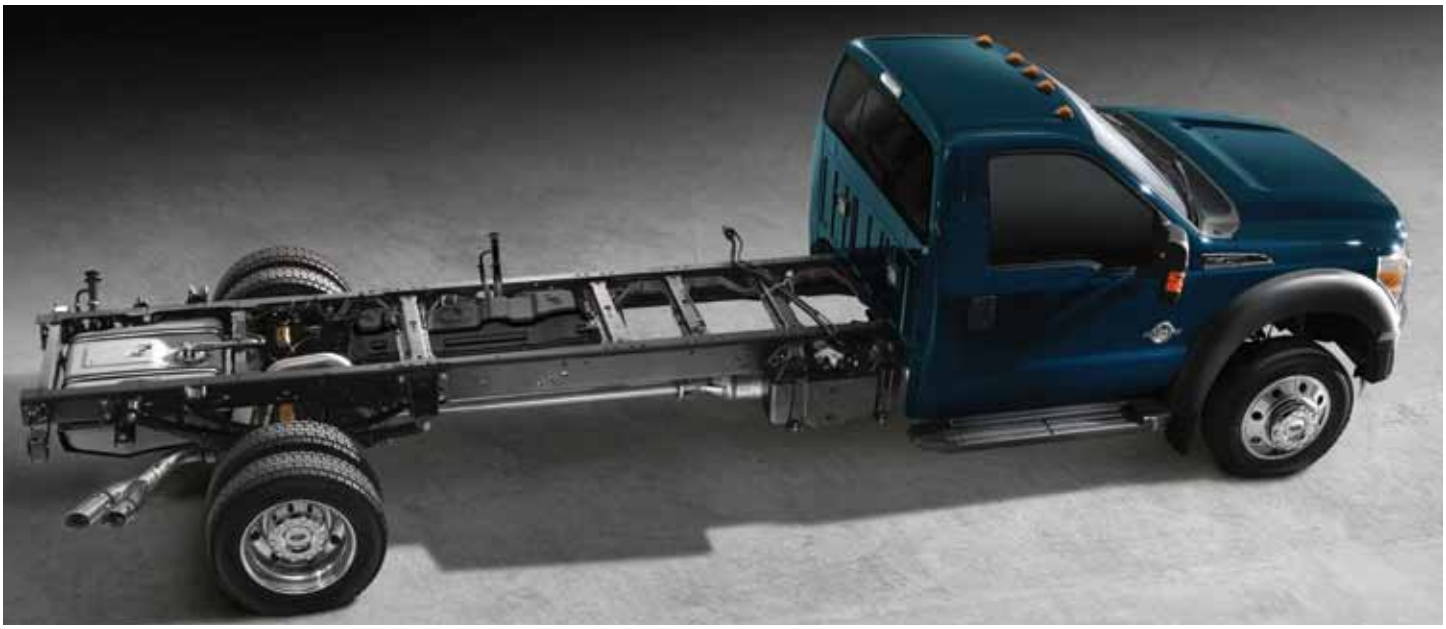
– Whether heading up an incline in drive or in reverse, you're covered

### 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

# Super Duty® Chassis Cabs F-350/F-450/F-550.



## Power, quality, reliability and capability.

The Super Duty Chassis Cab brings "Built Ford Tough®" attributes and features to take on the most hard-line towing jobs and aggressive payloads. Purpose-built Ford powertrains help deliver impressive fuel economy and torque. With a maximum towing capacity of 26,600 lbs. for 5th-wheel trailers and 16,000 lbs. for conventional trailers, this rig is qualified to conquer even the most challenging jobs.

## Proven Ford 6.8L 3V SOHC V10.

The V10 gas powerplant gets your heavy loads moving with up to 457 lb.-ft. of torque and 362 horsepower on F-450 and F-550

It's paired with a TorqShift® 5-speed automatic transmission featuring a massive torque converter, beefy gear sets and a selectable Tow/Haul Mode

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

**CNG/LPG Gaseous Engine Prep Package Available for 6.2L Gas Engine on F-350.**


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

**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.

# Ford power and strength.

## **Class A Motorhome Chassis** Features

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

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

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

6.8L 3-valve SOHC V10 gas engine (362 hp/457 lb.-ft. of torque)

TorqShift® 5-speed automatic transmission with Tow/Haul Mode

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

19.5-inch wheels and tires

22.5-inch aluminum wheels 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 contributes to handling and lateral stability (79-inch on 22,000/24,000/26,000-lb. GVWRs)

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

## Additional Features Include

– High-capacity front axle system

– 80-gallon fuel tank

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

– Custom Bilstein™ monotube gas-pressurized shock absorbers, front and rear, for a smooth, controlled ride

**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.

# High capacity for serious business.

## **Commercial Stripped Chassis** Features

| |
|---|
| Four wheelbase choices: 158/178/190/208-inch |
| Three Gross Vehicle Weight Ratings (GVWRs): 16,000/19,500/22,000 lbs. |
| Two Gross Combination Weight Ratings (GCWRs): 23,000/26,000 lbs. |
| 6.8L 3-valve SOHC V10 gas engine (362 hp/457 lb.-ft. of torque) |
| TorqShift® 5-speed automatic transmission with Tow/Haul Mode |
| 4-wheel disc Anti-lock Brake System (ABS) for consistent, responsive braking performance |
| 19.5-inch wheels and tires |
| 40-gallon fuel tank capacity |
| Heavy-duty Sachs shock absorbers |
| 7-wire trailer wiring harness with relays, blunt cut and labeled |
| Low load floor height for ease of cargo loading |
| Front and rear stabilizer bars |
| Driver's steering column positioned for easy ingress and egress |

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

# America's #1 Selling Class C Motorhome Chassis.[1]

## **E-Series Class C Motorhome Chassis** Features

| |
|---|
| Three wheelbase choices: 138/158/176-inch |
| Up to 14,500 lbs. GVWR and 22,000 lbs. GCWR[2] |
| Powerful 5.4L 2-valve FFV V8 and 6.8L 2-valve SOHC V10 engines |
| TorqShift® 5-speed automatic transmission with Tow/Haul Mode |
| 97,500-mile scheduled tune-up interval[3] |
| Out-front engine design provides spacious cab with access to "living area" and ease of ingress/egress |
| Twin-I-Beam independent front suspension (with caster/camber adjustment), front stabilizer bar and gas-pressurized shock absorbers contribute to a smooth, comfortable ride |
| Driver and front passenger airbags[4] |
| 4-wheel disc Anti-lock Brake System (ABS) |
| Available CNG/LPG Gaseous Engine Prep Package[5] |
| Available Integrated Trailer Brake Controller (TBC) |
| Steel ladder-type truck frame with seven cross members |
| 40-gallon fuel tank (E-350; optional on E-450); 55-gallon fuel tank (E-450; optional on E-350 with 158-inch wheelbase DRW) |
| Van-like driver position with ergonomic instrument panel and controls |

*(1) Based on 2011 CYTD motorhome registrations. Source: Statistical Surveys, Inc.*
*(2) 22,000-lb. GCWR requires electrical connector heat shield on all E-450 Cutaways with 6.8L engines.*
*(3) Under normal driving conditions with routine fluid/filter changes.*
*(4) Always wear your safety belt.*
*(5) See your Ford dealer for details.*

## Motorhome Customer Care – just a phone call away.

### 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
– Certified service technicians backed by computerized diagnostics and national technical hotline support
– Verification of available owner satisfaction and recall information affecting motorhomes

# F-Series Pickup slide-in campers.

## Slide-In Camper Installation

– Consult your camper manufacturer/dealer for details regarding proper installation of your slide-in camper
– A dimensionally stable block spacer is recommended between the headboard of the pickup box and the forward edge of the camper floor. Resting the spacer on the pickup box bed helps prevent movement and contact of the fully installed camper with the pickup box headboard or taillight rear pillars

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

## Camper Center-of-Gravity

– All Styleside pickups that qualify for slide-in camper bodies have camper center-of-gravity included on the Consumer Information Sheet in the glovebox
– Data is calculated for each individual truck, based on vehicle options
– If vehicle does not qualify for camper use, the Consumer Information Sheet states that the vehicle is not recommended for camper use, and no center-of-gravity data is shown

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

*Increases GVWR to 8,200 pounds.*

– LT245/75R17E BSW A/T tires (5)
– High-capacity 17" 7-lug steel wheels (XL)
– High-capacity 17" 7-lug aluminum wheels (XLT/Lariat)
– Heavy-duty shock absorbers
– Upgraded springs, radiator and auxiliary transmission oil cooler
– 9.75" gear set with 3.73 limited slip axle

*Available on XL and XLT Regular Cab and SuperCab models with 8' box and XL, XLT and Lariat SuperCrew with 6.5' box. Requires 5.0L V8 or 3.5L V6 EcoBoost® gas engine and Trailer Tow Package. Max Trailer Tow Package also required with 3.5L V6 EcoBoost® engine.*

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

– Increased capacity front springs (2 Up [4x2] or 1 Up [4x4] upgrade over springs computer-selected based on options ordered. Not included if maximum springs already selected.)
– Rear stabilizer bar (SRW)
– Rear auxiliary springs (F-250)
– Slide-in camper certification

***If you intend to pull a trailer in addition to carrying your camper, see the F-Series Pickup Trailer Towing Selector charts on pages 15–16.***

## Use the chart below to select the proper F-Series Pickup/Camper Combination

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

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

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

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

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

## Maximum Cargo Weight With Slide-In Camper

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

| | | GVWR (Lbs.) | | | | Maximum Cargo Weight Rating (Lbs.) | | | |
|---|---|---|---|---|---|---|---|---|---|
| Model | Wheelbase | 3.5L | 5.0L | 6.2L | 6.7L | 3.5L Std. | 5.0L Std. | 6.2L Std./Opt.† | 6.7L Std./Opt.† |
| **F-150** (1) | | | | | | | | | |
| **4x2 Reg. Cab** | 144.5" | 8,200 | 8,200 | – | – | 2,667 | 2,687 | – / – | – / – |
| **4x2 SuperCab** | 163.0" | 8,200 | 8,200 | – | – | 1,826 | 1,831 | – / – | – / – |
| **4x2 SuperCrew** | 156.5" | 8,200 | 8,200 | – | – | 1,746 | 1,748 | – / – | – / – |
| **4x4 Reg. Cab** | 144.5" | 8,200 | 8,200 | – | – | 2,383 | 2,382 | – / – | – / – |
| **4x4 SuperCab** | 163.0" | 8,200 | 8,200 | – | – | 1,515 | 1,523 | – / – | – / – |
| **4x4 SuperCrew** | 156.5" | 8,200 | 8,200 | – | – | 1,440 | 1,455 | – / – | – / – |
| **F-250 Super Duty** (2) | | | | | | | | | |
| **4x2 Reg. Cab** | 137.0" | – | – | 10,000 | 10,000 | – | – | 3,773/ – | 3,033/ – |
| **4x2 SuperCab** | 141.8" | – | – | 10,000 | 10,000 | – | – | 2,943/ – | 2,263/ – |
| **4x2 SuperCab** | 158.0" | – | – | 10,000 | 10,000 | – | – | 2,843/ – | 2,103/ – |
| **4x2 Crew Cab** | 156.2" | – | – | 10,000 | 10,000 | – | – | 2,723/ – | 2,063/ – |
| **4x2 Crew Cab** | 172.4" | – | – | 10,000 | 10,000 | – | – | 2,623/ – | 1,883/ – |
| **4x4 Reg. Cab** | 137.0" | – | – | 10,000 | 10,000 | – | – | 3,319/ – | 2,629/ – |
| **4x4 SuperCab** | 141.8" | – | – | 10,000 | 10,000 | – | – | 2,549/ – | 1,919/ – |
| **4x4 SuperCab** | 158.0" | – | – | 10,000 | 10,000 | – | – | 2,439/ – | 1,709/ – |
| **4x4 Crew Cab** | 156.2" | – | – | 10,000 | 10,000 | – | – | 2,339/ – | 1,709/ – |
| **4x4 Crew Cab** | 172.4" | – | – | 10,000 | 10,000 | – | – | 2,229/ – | 1,499/ – |
| **F-350 Super Duty** (2) | | | | | | | | | |
| **4x2 SRW Reg. Cab**(3) | 137.0" | – | – | 10,000 | 10,500* | – | – | 3,613/ – | 3,473/2,973 |
| **4x2 SRW SuperCab**(3) | 141.8" | – | – | 10,000 | 10,700* | – | – | 2,873/ – | 2,903/2,203 |
| **4x2 SRW SuperCab**(3) | 158.0" | – | – | 10,200* | 10,800* | – | – | 3,003/2,803 | 2,863/2,063 |
| **4x2 SRW Crew Cab**(3) | 156.2" | – | – | 10,200* | 10,800* | – | – | 2,893/2,693 | 2,823/2,023 |
| **4x2 SRW Crew Cab**(3) | 172.4" | – | – | 10,500* | 11,100* | – | – | 3,053/2,553 | 2,953/1,853 |
| **4x2 SRW Reg. Cab**(4) | 137.0" | – | – | 10,500 | 11,000 | – | – | 4,073/ – | 3,923/ – |
| **4x2 SRW SuperCab**(4) | 141.8" | – | – | 10,500 | 11,000 | – | – | 3,333/ – | 3,153/ – |
| **4x2 SRW SuperCab**(4) | 158.0" | – | – | 10,900 | 11,500 | – | – | 3,663/ – | 3,513/ – |
| **4x2 SRW Crew Cab**(4) | 156.2" | – | – | 10,700 | 11,400 | – | – | 3,343/ – | 3,383/ – |
| **4x2 SRW Crew Cab**(4) | 172.4" | – | – | 11,000 | 11,500 | – | – | 3,503/ – | 3,303/ – |
| **4x2 DRW Reg. Cab** | 137.0" | – | – | 13,500 | 14,000 | – | – | 6,793/ – | 6,603/ – |
| **4x2 DRW SuperCab** | 158.0" | – | – | 13,900 | 14,000 | – | – | 6,293/ – | 5,643/ – |
| **4x2 DRW Crew Cab** | 172.4" | – | – | 14,000 | 14,000 | – | – | 6,163/ – | 5,423/ – |
| **4x4 SRW Reg. Cab**(3) | 137.0" | – | – | 10,400* | 10,800* | – | – | 3,609/3,209 | 3,349/2,549 |
| **4x4 SRW SuperCab**(3) | 141.8" | – | – | 10,500* | 11,100* | – | – | 2,989/2,489 | 2,949/1,849 |
| **4x4 SRW SuperCab**(3) | 158.0" | – | – | 10,700* | 11,200* | – | – | 3,109/2,409 | 2,869/1,669 |
| **4x4 SRW Crew Cab**(3) | 156.2" | – | – | 10,600* | 11,200* | – | – | 2,909/2,309 | 2,839/1,639 |
| **4x4 SRW Crew Cab**(3) | 172.4" | – | – | 10,800* | 11,200* | – | – | 2,989/2,189 | 2,649/1,449 |
| **4x4 SRW Reg. Cab**(4) | 137.0" | – | – | 11,100 | 11,500 | – | – | 4,219/ – | 3,969/ – |
| **4x4 SRW SuperCab**(4) | 141.8" | – | – | 11,100 | 11,500 | – | – | 3,509/ – | 3,259/ – |
| **4x4 SRW SuperCab**(4) | 158.0" | – | – | 11,000 | 11,500 | – | – | 3,319/ – | 3,079/ – |
| **4x4 SRW Crew Cab**(4) | 156.2" | – | – | 11,300 | 11,500 | – | – | 3,519/ – | 3,059/ – |
| **4x4 SRW Crew Cab**(4) | 172.4" | – | – | 11,200 | 11,500 | – | – | 3,309/ – | 2,869/ – |
| **4x4 DRW Reg. Cab** | 137.0" | – | – | 13,800 | 14,000 | – | – | 6,629/ – | 6,189/ – |
| **4x4 DRW SuperCab** | 158.0" | – | – | 14,000 | 14,000 | – | – | 5,989/ – | 5,249/ – |
| **4x4 DRW Crew Cab** | 172.4" | – | – | 14,000 | 14,000 | – | – | 5,969/ – | 5,019/ – |
| **F-450 Super Duty** (2) | | | | | | | | | |
| **4x4 DRW Crew Cab** | 172.4" | – | – | – | 14,000 | – | – | – / – | 4,969/ – |

(1) Requires Heavy-Duty Payload Package option. (2) Requires Camper Package option. (3) 17" tires and wheels.
(4) 18" tires and wheels. *10,000 pounds with optional 10,000 GVWR Package. †With 10,000 GVWR Package.

# E-Series Conversions – true riding comfort.

From camping to simply traveling in enhanced comfort and style, E-Series Van conversions[1] hit the mark for recreational use. Converters offer an extensive selection of styles, designs and luxury furnishings to uniquely set your van apart from any others.

Ford E-Series Recreational Vans provide the perfect foundation for the complete range of van conversions. Ford works with a number of Ford Authorized Converters to create conversion vans that meet our exacting standards of quality and customer satisfaction. See your Ford dealer for complete details on vehicles available from Ford Authorized Van Converters.

Features that make Ford E-Series a very popular choice for people who want to take their travel experience to the next level include:

- Sturdy body-on-frame construction
- Outstanding towing capabilities – up to 7,500 lbs. on properly equipped E-150
- E-150 and E-250 offer two engine choices, each with 4-speed automatic overdrive transmission:
  – 4.6L SOHC V8 with 225 hp[2]
  – 5.4L SOHC V8 with 255 hp[2]
- E-350 Super Duty® offers an optional 6.8L SOHC V10 engine with TorqShift® 5-speed automatic transmission including Tow/Haul Mode
- Standard 4-wheel disc Anti-lock Brake System (ABS)
- Exclusive Twin-I-Beam independent front suspension for ruggedness and smooth ride
- Standard AdvanceTrac® with RSC® (Roll Stability Control™)
- Tire Pressure Monitoring System – standard on all van and wagon E-Series applications

*(1) Completed by authorized converters.*
*(2) Flex Fuel capable.*

## Class B Van Campers. Just right.

E-Series Recreational Vans provide an excellent base unit for Class B campers. Converters make major modifications, including sleeping, kitchen and bathroom facilities, as well as 110-volt electrical hookup, fresh water storage and/or city water hookup. These custom conversions typically include a high roof that can provide greater comfort by allowing occupants to stand up inside. If a Class B van camper matches your recreational needs, make sure it starts out as a Ford E-Series Van.

# Taking an extra set of wheels.

## Towing a Vehicle Behind Your Motorhome With All Four Wheels Down

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 page 22 and back cover 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. For safe operation, towed vehicles (or dollies or trailers carrying them) should be equipped with a separate functional brake system.**

Ⓜ **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.

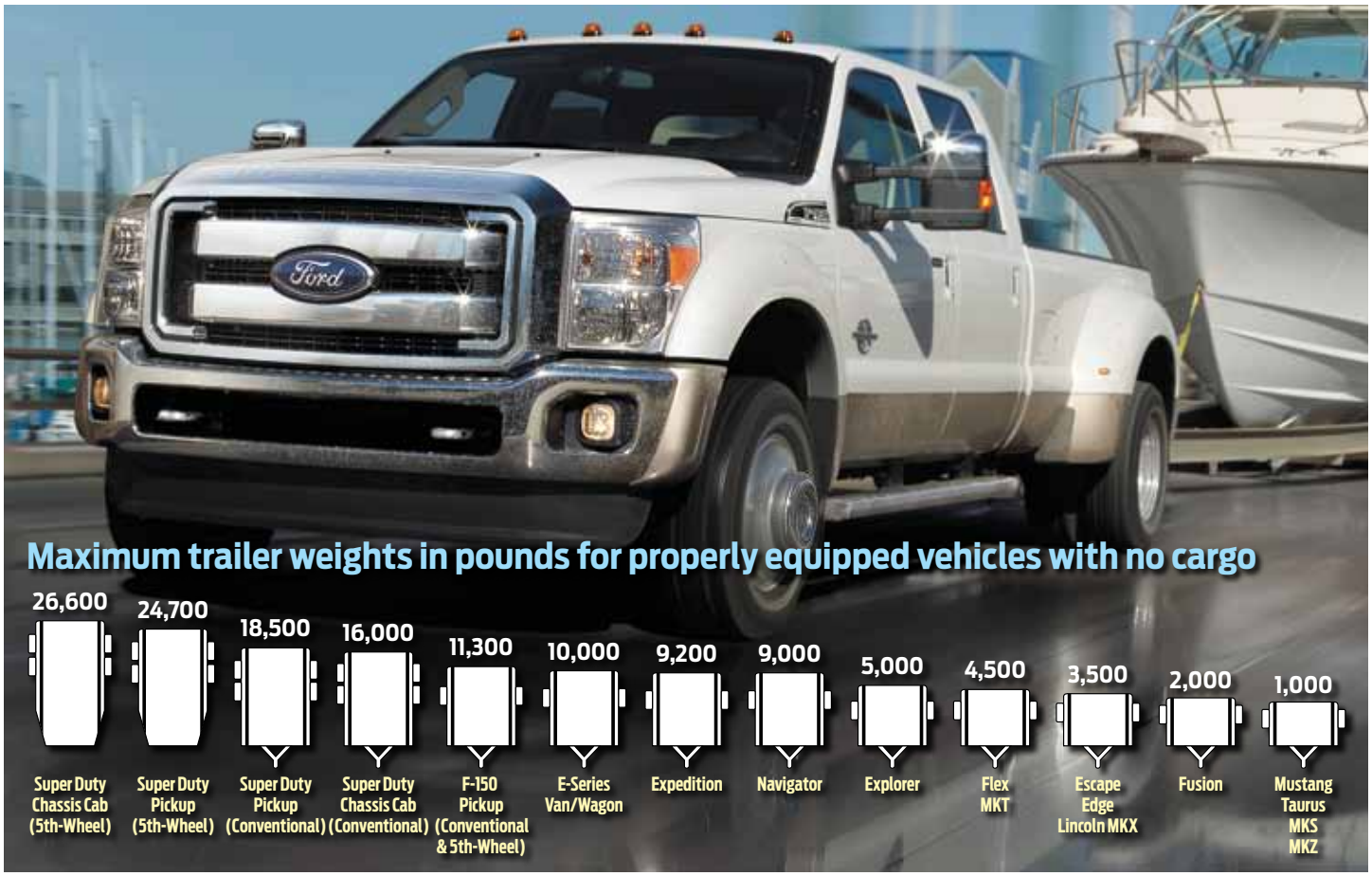
## FOUR-WHEEL-DOWN AVAILABILITY

| 2013 Cars | Manual Transmission | Automatic Transmission |
|---|---|---|
| Fiesta | Yes (1) | Yes (1)(2) |
| Focus S/SE/Titanium | Yes (1) | Yes (1)(2) |
| Fusion Hybrid | N/A | Yes (5)(7) |
| MKZ Hybrid | N/A | Yes (5)(7)(8) |
| Fusion Energi | N/A | Yes (5)(7) |
| MKZ 3.7L (FWD/AWD) | N/A | Yes (3)(4)(5)(8) |
| Taurus 3.5L/3.5L EcoBoost® (FWD/AWD) | N/A | Yes (3)(4)(5) |
| MKS 3.7L/3.5L EcoBoost® (FWD/AWD) | N/A | Yes (3)(4)(5) |
| **2013 Crossovers** | | |
| C-MAX Hybrid | N/A | Yes (5)(7) |
| C-MAX Energi | N/A | Yes (5)(7) |
| Flex 3.5L/MKT 3.7L (FWD/AWD) | N/A | Yes (3)(4)(5) |
| Edge 3.5L/3.7L/MKX 3.7L (FWD/AWD) | N/A | Yes (3)(4)(5) |
| **2013 SUVs and Trucks** | | |
| Explorer 3.5L (FWD/AWD) | N/A | Yes (3)(4)(5) |
| Explorer 3.5L EcoBoost® (AWD) | N/A | Yes (3)(4)(5) |
| F-150 4x4 | N/A | Yes (9) |
| F-250/F-350/F-450 Super Duty 4x4 | N/A | Yes (6) |

(1) Maximum speed is 70 mph.
(2) Transmission must be in neutral during four-wheel-down towing (ignition must be "ON" before shifting into neutral, see Owner's Manual).
(3) All-wheel-drive/Intelligent 4WD vehicles cannot be towed on a dolly.
(4) Maximum speed with automatic transmission is 65 mph.
(5) Start the engine and allow it to run for five (5) minutes at the beginning of each day and every six (6) hours thereafter.
(6) Only with manual shift transfer case vehicles, not Electronic Shift-On-the-Fly or 4x2 vehicles. Transmission in neutral, manual transfer case shifted into neutral.
(7) Maximum speed with hybrid transmission is 70 mph.
(8) Select "Neutral Tow" mode – refer to Owner's Manual.
(9) Place the transfer case and transmission in the neutral position and engage the four-wheel-down towing feature. See Owner's Manual.

***If your vehicle configuration is not listed in the chart above, then it's not available for Four-Wheel-Down towing.***

# Maximum trailer weights and towing equipment/packages.




## CUV/SUV/TRUCK TOWING EQUIPMENT & TRAILER TOWING PACKAGES

| Model (Option Code) | Edge/ Lincoln MKX (53G) | Flex/ MKT (53G) | Escape (536)(1) | Explorer (52T) | Expedition/ Navigator (Std.) | Expedition/ Navigator (536) | E-Series Van/Wagon (534)(2) | E-Series Van/Wagon (536) | F-150 (Std.) | F-150 (535) | F-150 (10) | F-250/F-350/ F-450 Super Duty Pickup (Standard) | F-350/F-450/ F-550 Super Duty Chassis Cab (Standard) | F-350/F-450/ F-550 Super Duty Chassis Cab (531) | F-450/F-550 Super Duty Chassis Cab (535) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7-Wire Harness & 7-Pin Connector | – | – | – | – | – | – | – | X(3) | – | – | – | – | – | – | – |
| 7-Wire Harness & 4-/7-Pin Connector | – | X | – | X | – | X | – | – | – | X | X | X | – | – | – |
| 7-Wire Harness (Blunt Cut) with Relays | – | – | – | – | – | – | – | – | – | – | – | – | X | – | – |
| Trailer Wiring Harness (4-Pin) | X | – | X | – | X | – | X | – | X | – | – | – | – | – | – |
| Hitch Receiver (See chart on page 24) | X | X | X | X | X | (Std.) | – | X | – | X | X | X | – | – | – |
| Aux. Auto Trans. Oil Cooler | – | – | – | – | – | X(4) | (Std.) | (Std.) | – | X | X | X | X | (Std.) | – |
| Upgraded Cooling Fans | X | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| Radiator Upgrade | X | – | – | – | – | X | – | – | – | X | X | – | – | – | – |
| Heavy-Duty Flashers | – | – | – | – | X | (Std.) | – | – | – | – | – | – | – | – | – |
| Trailer Brake Wiring/Feed Kit | – | – | – | – | – | – | – | – | – | – | – | X(6) | X(6) | X | X(5) |
| Upgraded Rear Axle | – | – | – | – | – | – | – | – | – | – | – | – | – | – | X |
| Increased GCW (6.7L) | – | – | – | – | – | – | – | – | – | – | – | – | – | – | X |
| Upgraded Rear Bumper | – | – | – | – | – | – | – | – | – | – | X | – | – | – | – |
| Rear Stabilizer Bar | – | – | – | – | – | – | – | – | – | – | – | X(7) | X | (Std.) | – |
| Electronic Brake Wiring Kit | – | – | – | – | – | X | – | – | – | – | – | – | – | – | – |
| Electric Brake Controller Tap-In Capability | – | – | – | – | – | – | – | X | – | – | – | – | – | – | – |
| Trailer Brake Controller | – | – | – | – | – | X(11) | – | – | – | – | X | X(7) | – | – | – |
| Trailer Sway Control | X | X | X | (Std.) | X | (Std.) | – | – | X | (Std.) | (Std.) | X | X(8) | (Std.)(8) | – |
| Engine Oil Cooler (3.5L/3.7L) | – | X(9) | – | X | – | – | – | – | – | – | – | – | – | – | – |

(1) Available with 2.0L EcoBoost® I4 only. Available as dealer accessory with 2.5L I4 engine and 1.6L EcoBoost® I4 engine.
(2) Included with optional rear step bumper (768/769).
(3) Blade-style female connector/bumper bracket, including relay system for backup/B+/running lights.
(4) 14-plate with 536 option package.
(5) Not included if Trailer Brake Controller is ordered.
(6) In-cab, no controller.
(7) F-350 DRW; F-450.
(8) SRW only.
(9) Not included with EcoBoost® engine.
(10) Max Trailer Tow Package is available in 3 versions; 60M (Manual Mirror), 60P (Power Mirror) and 60C (Chrome Power Mirror).
(11) Not included if ordered with Expedition XL model or on Navigator.

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

# Trailer towing equipment.

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

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

## REQUIRED Equipment

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

### E-Series Vans and Wagons
– For trailers over 5,000 pounds – Class II/III/IV Trailer Tow Package

### Edge/Lincoln MKX
– For trailers over 2,000 pounds – Class II Trailer Tow Package

### Escape
– For trailers over 2,000 pounds – 2.0L EcoBoost® I4 engine

### Expedition/Navigator
– For trailers over 6,000 pounds – Heavy-Duty Trailer Tow Package

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

### Flex/MKT
– For trailers over 2,000 pounds – Class III Trailer Tow Package

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

### F-450/F-550 Chassis Cab
– For 35,000-pound GCWR on F-550; 30,000-pound GCWR on F-450 – High-Capacity Trailer Tow Package

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

## RECOMMENDED Equipment

### (where not required)

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

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

**For a listing of all CUV/SUV/truck standard and optional towing equipment, see chart on page 12.**

**Frontal Area** is the total area in square feet that a moving vehicle and trailer exposes to air resistance. The chart shows the limitations that must be considered in selecting a vehicle/trailer combination. Exceeding these limitations may significantly reduce the performance of your towing vehicle. Selecting a trailer with a low-drag, rounded front design will help optimize performance and fuel economy.

## FRONTAL AREA CONSIDERATIONS

| Vehicle Line | Frontal Area Limitations/ Considerations | With |
|---|---|---|
| Mustang | 12 sq. ft. | V6 and V8 GT Base Only |
| Taurus/MKS | 12 sq. ft. | Excludes 2.0L EcoBoost® I4 Engine and Taurus SHO |
| MKZ | 12 sq. ft. | All Applications |
| Fusion | 12 sq. ft. | Gasoline Engines Only, Except 2.0L EcoBoost® I4 Engine |
| | 20 sq. ft. | 2.0L EcoBoost® I4 Engine |
| Edge/Lincoln MKX | 30 sq. ft. | All Applications |
| Escape | 20 sq. ft. | 2.5L I4 Engine or 1.6L EcoBoost® I4 Engine |
| | 30 sq. ft. | 2.0L EcoBoost® I4 Engine |
| Flex/MKT | 25 sq. ft. | Without Trailer Tow Package Class III |
| | 35 sq. ft. | With Trailer Tow Package Class III |
| Explorer | Base Vehicle Frontal Area (20 sq. ft.) | Without Trailer Tow Package Class III |
| | 40 sq. ft. | With Trailer Tow Package Class III |
| E-Series | 60 sq. ft. | All Applications |
| F-150 | Base Vehicle Frontal Area (36 sq. ft.) | Without Trailer Tow Package or Heavy-Duty Payload Package |
| | 60 sq. ft. | With Trailer Tow Package or Max Trailer Tow Package; With Either Trailer Tow Package or Heavy-Duty Payload Package |
| Expedition/Navigator | Base Vehicle Frontal Area (35 sq. ft.) | 5.4L V8 Engine Without Heavy-Duty Trailer Tow Package |
| | 60 sq. ft. | 5.4L V8 Engine With Heavy-Duty Trailer Tow Package |
| F-250/F-350/F-450/F-550 Super Duty | 60 sq. ft. | All Applications |

**Note:** Fusion, MKZ and Escape calculated with new SAE J2807 method.

**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.

# Trailer types and classes.

## 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

## 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 SUVs can be equipped to handle trailers in this class[1]

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

*(1) Refer to page 13 for required equipment.*
*(2) Some industry sources refer to trailers over 10,000 pounds as Class V Trailers. Ford Super Duty® Pickups and Chassis Cabs can be equipped to handle these trailers.*

# Trailer Towing Selector.

Select column with transmission, cab design and drive system (4x2 or 4x4) you prefer. Read down column to find the trailer weight that can be towed with engine/axle ratio combinations listed at left. 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 10-15% (conventional trailer) or king pin weight of 15-25% (5th-wheel trailer) and driver only (150 pounds). Weight of additional options, passengers, cargo and hitch must be deducted from this weight. Also check Required and Recommended Equipment on page 13.

***If your vehicle will be registered in California, Connecticut, 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(1) AND 5th-WHEEL TOWING(2)

| | | | Maximum Loaded Trailer Weight (Lbs.) — Automatic Transmission | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | REGULAR CAB | | | | SUPERCAB | | | | | SUPERCREW | | | |
| | | | 4x2 | | 4x4 | | 4x2 | | 4x4 | | | 4x2 | | 4x4 | |
| Engine | Axle Ratio | GCWR (Lbs.) | 126" Wb | 145" Wb | 126" Wb | 145" Wb | 145" Wb | 163" Wb | 133" Wb | 145" Wb | 163" Wb | 145" Wb | 157" Wb | 145" Wb | 157" Wb |
| 3.7L 4-Valve V6 | 3.55 | 10,400 | 5,500 | – | – | – | – | – | – | – | – | – | – | – | – |
| | | 10,600 | – | 5,600 | – | – | – | – | – | – | – | – | – | – | – |
| | 3.73 | 11,500 | 6,600 | – | 6,300 | – | – | – | – | – | – | – | – | – | – |
| | | 11,700 | – | 6,700 | – | 6,500 | 6,400 | – | – | 6,100 | – | 6,300 | – | – | – |
| 5.0L 4-Valve V8 | 3.31 | 12,900 | 7,900 | – | – | – | – | – | – | – | – | – | – | – | – |
| | | 13,500 | – | 8,400 | – | – | 8,100 | 7,900 | – | – | – | 8,000 | 7,900 | – | – |
| | 3.55 | 12,900 | – | – | 7,600 | – | – | – | – | – | – | – | – | – | – |
| | | 13,300 | 8,300 | – | – | – | – | – | – | – | – | – | – | – | – |
| | | 13,500 | – | – | – | 8,100 | – | – | – | 7,800 | 7,600 | 8,000 | 7,900 | 7,700 | 7,500 |
| | | 14,900 | – | 9,800 | – | – | 9,500 | 9,300 | – | – | – | – | – | – | – |
| | 3.73 | 13,300 | – | – | 8,000 | – | – | – | – | – | – | – | – | – | – |
| | | 14,900 | – | – | – | – | – | – | – | – | – | 9,400 | 9,300 | – | – |
| | | 15,100 | – | – | – | 9,700 | – | – | – | 9,400 | 9,200 | – | – | 9,300 | 9,100 |
| | | 15,300(3) | – | 10,000 | – | 9,700 | – | 9,600 | – | – | 9,300 | – | 9,500 | – | 9,200 |
| 3.5L GTDI V6 | 3.15 | 14,000 | – | 8,800 | – | – | 8,600 | 8,400 | – | – | – | 8,500 | 8,400 | – | – |
| | 3.31 | 14,900 | – | 9,700 | – | – | 9,500 | 9,300 | – | – | – | 9,400 | 9,300 | – | – |
| | | 15,100 | – | – | – | 9,600 | – | – | – | 9,400 | 9,300 | – | – | 9,200 | 9,100 |
| | 3.55 | 15,000 | – | 9,800 | – | – | – | – | – | – | – | – | – | – | – |
| | | 15,200 | – | – | – | 9,700 | 9,800 | 9,600 | – | – | – | – | – | – | – |
| | | 15,300 | – | – | – | – | – | – | – | – | – | 9,800 | 9,700 | – | – |
| | | 15,400 | – | – | – | – | – | – | – | 9,700 | 9,600 | – | – | – | – |
| | | 15,500 | – | – | – | – | – | – | – | – | – | – | – | 9,600 | 9,500 |
| | 3.73 | 13,300(5) | – | – | – | – | – | – | – | – | – | 7,500 | – | – | – |
| | | 13,400(5) | – | – | – | – | – | – | – | – | – | – | – | 7,300 | – |
| | | 15,200 | – | – | – | 9,700 | – | – | – | – | – | – | – | – | – |
| | | 15,400 | – | – | – | – | – | – | – | 9,700 | 9,600 | – | – | – | – |
| | | 15,500 | – | – | – | – | – | – | – | – | – | – | – | 9,600 | 9,500 |
| | | 16,600(3) | – | 11,300 | – | – | – | – | – | – | – | – | – | – | – |
| | | 16,900 | – | – | – | 11,300(3) | 11,300(4) | – | – | – | – | 11,300(4) | – | – | – |
| | | 17,000 | – | – | – | – | – | 11,300(3)(4) | – | – | – | – | 11,300(4) | – | – |
| | | 17,100 | – | – | – | – | – | – | – | 11,300(4) | 11,100(3)(4) | – | 11,300(3) | 11,200(4) | 11,100(4)/ 11,000(3) |
| | 4.10 | 17,100(4) | – | – | – | – | – | – | – | 11,300 | 11,100 | – | – | 11,200 | 11,100 |
| 6.2L 2-Valve V8 | 3.55 | 15,500 | – | – | – | – | 9,800 | – | – | – | – | – | – | – | – |
| | | 15,600 | – | – | – | – | – | – | – | 9,700 | – | 9,800 | 9,700 | 9,600 | 9,500 |
| | 3.73 | 13,500(5) | – | – | – | – | – | – | – | – | – | 7,500 | – | 7,300 | – |
| | | 17,000 | – | – | – | – | 11,300 | – | – | – | – | – | – | – | – |
| | | 17,100 | – | – | – | – | – | – | – | 11,200 | – | 11,300 | 11,200 | 11,100 | 11,000 |
| | 4.10 | 12,500(6) | – | – | – | – | – | – | 6,000 | – | – | – | – | – | – |
| | | 14,700(6) | – | – | – | – | – | – | – | – | – | – | – | 8,000 | – |

(1) Maximum loaded trailer weight requires weight-distributing hitch. See page 23 for additional information. (2) Vehicles equipped with 5.5' box will accept a 5th-wheel hitch, but current 5th-wheel trailer designs are not compatible with these models (133" wb. SuperCab and 145" wb. Crew Cab). (3) Requires Heavy-Duty Payload Package. (4) Requires Max Trailer Towing Package. (5) Limited model. (6) Ford Raptor. While the pickup box will accept a 5th-wheel hitch, current 5th-wheel trailer designs are not compatible with this model.

**Notes:**
- Do not exceed trailer weight of 5,000 lbs. when towing with bumper only.
- Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10-15% (15-25% for 5th-wheel towing) of total loaded trailer weight. Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

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

# Trailer Towing Selector.

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

## F-250/F-350/F-450 SUPER DUTY® PICKUPS CONVENTIONAL TOWING (1)

| | | | Maximum Loaded Trailer Weight (Lbs.) — Automatic Transmission | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | REGULAR | | | | SUPERCAB | | | | | CREW CAB | | | | | | |
| Engine | Axle Ratio | GCWR (Lbs.) | F-250/F-350 SRW 4x2 | F-250/F-350 SRW 4x4 | F-350 DRW 4x2 | F-350 DRW 4x4 | F-250/F-350 SRW 4x2 | F-250 SRW 4x4 | F-350 SRW 4x4 | F-350 DRW 4x2 | F-350 DRW 4x4 | F-250/F-350 SRW 4x2 | F-250 SRW 4x4 | F-350 SRW 4x4 | F-350 DRW 4x2 | F-350 DRW 4x4 | F-450 DRW 4x4 |
| 6.2L SOHC V8 | 3.73 | 19,000 | 12,500 | 12,500 | – | – | 12,500 | 12,400 | 12,300 | – | – | 12,500 | 12,200 | 12,100 | – | – | – |
| FFV | | 19,500 | – | – | 13,100 | 12,700 | – | – | – | 12,700 | 12,300 | – | – | – | 12,500 | 12,100 | – |
| | 4.30 | 22,000 | 12,500 | 12,500 | – | – | 12,500 | 12,500 | 12,500 | – | – | 12,500 | 12,500 | 12,500 | – | – | – |
| | | 22,500 | – | – | 15,000 | 15,000 | – | – | – | 15,000 | 15,000 | – | – | – | 15,000 | 15,000 | – |
| 6.7L V8 | 3.31 | 23,500 | 12,500 | 12,500 | – | – | 14,000 | 14,000 | 14,000 | – | – | 14,000 | 14,000 | 14,000 | – | – | – |
| Turbo Diesel | 3.55 | 23,500 | 12,500 | 12,500 | – | – | 14,000 | 14,000 | 14,000 | – | – | 14,000 | 14,000 | 14,000 | – | – | – |
| | 3.73 | 30,500 | – | – | 15,000 | 15,000 | – | – | – | 15,000 | 15,000 | – | – | – | 18,500 | 18,500 | – |
| | 4.30 | 33,000 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 18,500 |

## F-250/F-350/F-450 SUPER DUTY PICKUPS 5th-WHEEL TOWING

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6.2L SOHC V8 | 3.73 | 19,000 | 13,000/12,900 | 12,500 | – | – | 12,700/12,600 | 12,300 | 12,200 | – | – | 12,400 | 12,100 | 12,000 | – | – | – |
| FFV | | 19,500 | – | – | 13,000 | 12,600 | – | – | – | 12,600 | 12,200 | – | – | – | 12,400 | 12,000 | – |
| | 4.30 | 22,000 | 16,000/15,900 | 15,500 | – | – | 15,700/15,600 | 15,300 | 15,200 | – | – | 15,400 | 15,100 | 15,000 | – | – | – |
| | | 22,500 | – | – | 16,000 | 15,600 | – | – | – | 15,600 | 15,200 | – | – | – | 15,400 | 15,000 | – |
| 6.7L V8 | 3.31 | 23,500 | 16,800/16,700 | 16,400/16,300 | – | – | 16,500/16,400 | 16,100 | 16,100 | – | – | 16,300 | 15,900 | 15,900 | – | – | – |
| Turbo Diesel | 3.55 | 23,500 | 16,800/16,700 | 16,400/16,300 | – | – | 16,500/16,400 | 16,100 | 16,100 | – | – | 16,300 | 15,900 | 15,900 | – | – | – |
| | 3.73 | 30,500 | – | – | 23,200 | 22,900 | – | – | – | 22,800 | 22,400 | – | – | – | 22,600 | 22,200 | – |
| | | 30,500(2) | – | – | 23,900 | 23,500 | – | – | – | 23,400 | 23,000 | – | – | – | 23,200 | 22,800 | – |
| | 4.30 | 33,000 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 24,700 |

(1) Maximum loaded trailer weight requires weight-distributing hitch. See page 23 for additional information. (2) Pickup Box Delete Option.

**Notes:** · This information also applies to models with Pickup Box Delete Option (66D).
· Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10-15% (15-25% for 5th-wheel towing) of total loaded trailer weight. Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

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

| Model | F-150 | F-250 | F-350 SRW | F-350 DRW | F-450 DRW |
|---|---|---|---|---|---|
| Max. Tailgate Height* | 56-60 inches | 56-57 inches | 59-60 inches | 56-57 inches | 56-57 inches |

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

**Distance from ground to top of closed tailgate.*

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

# Trailer Towing Selector.

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

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

| | | | Maximum Loaded Trailer Weight (Lbs.) — Automatic Transmission | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | REGULAR CHASSIS CAB | | | | | | | | SUPER CHASSIS CAB | | | | | | | | CREW CHASSIS CAB | | | | | | | |
| | | | F-350 | F-350 | F-350 | F-350 | F-450 | F-450 | F-550 | F-550 | F-350 | F-350 | F-350 | F-350 | F-450 | F-450 | F-550 | F-550 | F-350 | F-350 | F-350 | F-350 | F-450 | F-450 | F-550 | F-550 |
| Engine | Axle Ratio | GCWR (Lbs.) | 4x2 SRW | 4x4 SRW | 4x2 DRW | 4x4 DRW | 4x2 DRW | 4x4 DRW | 4x2 DRW | 4x4 DRW | 4x2 SRW | 4x4 SRW | 4x2 DRW | 4x4 DRW | 4x2 DRW | 4x4 DRW | 4x2 DRW | 4x4 DRW | 4x2 SRW | 4x4 SRW | 4x2 DRW | 4x4 DRW | 4x2 DRW | 4x4 DRW | 4x2 DRW | 4x4 DRW |
| 6.2L | 3.73 | 19,000 | 12,400 | 12,100 | – | – | – | – | – | – | 12,100 | 11,700 | – | – | – | – | – | – | 11,900 | 11,400 | – | – | – | – | – | – |
| SOHC V8 | | 19,500 | – | – | 12,400 | 12,000 | – | – | – | – | – | – | 12,000 | 11,600 | – | – | – | – | – | – | 11,800 | 11,400 | – | – | – | – |
| FFV | 4.30 | 22,000 | 12,500 | 12,500 | – | – | – | – | – | – | 12,500 | 12,500 | – | – | – | – | – | – | 12,500 | 12,500 | – | – | – | – | – | – |
| | | 22,500 | – | – | 15,000 | 15,000 | – | – | – | – | – | – | 15,000 | 14,600 | – | – | – | – | – | – | 14,800 | 14,400 | – | – | – | – |
| 6.8L SOHC V10 | 4.88 | 26,000 | – | – | – | – | 16,000 | 16,000 | 16,000 | 16,000 | – | – | – | – | 16,000 | 16,000 | 16,000 | 16,000 | – | – | – | – | 16,000 | 16,000 | 16,000 | 16,000 |
| 6.7L V8 | 3.73 | 23,500 | 12,500 | 12,500 | – | – | – | – | – | – | 12,500 | 12,500 | – | – | – | – | – | – | 12,500 | 12,500 | – | – | – | – | – | – |
| Turbo | | 24,500 | – | – | 15,000 | 15,000 | – | – | – | – | – | – | 15,000 | 15,000 | – | – | – | – | – | – | 15,000 | 15,000 | – | – | – | – |
| Diesel | 4.10 | 24,500 | – | – | 15,000 | 15,000 | – | – | – | – | – | – | 15,000 | 15,000 | – | – | – | – | – | – | 15,000 | 15,000 | – | – | – | – |
| | | 26,000 | – | – | – | – | 16,000 | 16,000 | 16,000 | 16,000 | – | – | – | – | 16,000 | 16,000 | 16,000 | 16,000 | – | – | – | – | 16,000 | 16,000 | 16,000 | 16,000 |
| | 4.30 | 30,000(3) | – | – | – | – | 16,000 | 16,000 | – | – | – | – | – | – | 16,000 | 16,000 | – | – | – | – | – | – | 16,000 | 16,000 | – | – |
| | | 35,000(3) | – | – | – | – | – | – | 16,000 | 16,000 | – | – | – | – | – | – | 16,000 | 16,000 | – | – | – | – | – | – | 16,000 | 16,000 |
| | 4.88 | 26,000(3) | – | – | – | – | – | – | 16,000 | 16,000 | – | – | – | – | – | – | 16,000 | 16,000 | – | – | – | – | – | – | 16,000 | 16,000 |
| | | 35,000(3) | – | – | – | – | – | – | 16,000 | 16,000 | – | – | – | – | – | – | 16,000 | 16,000 | – | – | – | – | – | – | 16,000 | 16,000 |

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

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6.2L | 3.73 | 19,000 | 12,400 | 12,100 | – | – | – | – | – | – | 12,100 | 11,700 | – | – | – | – | – | – | 11,900 | 11,400 | – | – | – | – | – | – |
| SOHC V8 | | 19,500 | – | – | 12,400 | 12,000 | – | – | – | – | – | – | 12,000 | 11,600 | – | – | – | – | – | – | 11,800 | 11,400 | – | – | – | – |
| FFV | 4.30 | 22,000 | 15,400 | 15,100 | – | – | – | – | – | – | 15,100 | 14,700 | – | – | – | – | – | – | 14,900 | 14,300 | – | – | – | – | – | – |
| | | 22,500 | – | – | 15,400 | 15,000 | – | – | – | – | – | – | 15,000 | 14,600 | – | – | – | – | – | – | 14,800 | 14,400 | – | – | – | – |
| 6.8L SOHC V10 | 4.88 | 26,000 | – | – | – | – | 18,300 | 18,000 | 18,300 | 18,000 | – | – | – | – | 17,900 | 17,600 | 17,900 | 17,600 | – | – | – | – | 17,700 | 17,300 | 17,700 | 17,300 |
| 6.7L V8 | 3.73 | 23,500 | 16,200 | 15,600 | – | – | – | – | – | – | 15,700 | 15,200 | – | – | – | – | – | – | 15,300 | 14,900 | – | – | – | – | – | – |
| Turbo | | 24,500 | – | – | 16,700 | 16,200 | – | – | – | – | – | – | 16,300 | 15,800 | – | – | – | – | – | – | 16,100 | 15,600 | – | – | – | – |
| Diesel | 4.10 | 24,500 | – | – | 16,700 | 16,200 | – | – | – | – | – | – | 16,300 | 15,800 | – | – | – | – | – | – | 16,100 | 15,600 | – | – | – | – |
| | | 26,000 | – | – | – | – | 17,600 | 17,300 | 17,600 | 17,300 | – | – | – | – | 17,100 | 16,700 | 17,100 | 16,700 | – | – | – | – | 16,900 | 16,500 | 16,900 | 16,500 |
| | 4.30 | 30,000(3) | – | – | – | – | 21,600 | 21,300 | – | – | – | – | – | – | 21,100 | 20,700 | – | – | – | – | – | – | 20,900 | 20,500 | – | – |
| | | 35,000(3) | – | – | – | – | – | – | 26,600 | 26,300 | – | – | – | – | – | – | 26,100 | 25,700 | – | – | – | – | – | – | 25,900 | 25,500 |
| | 4.88 | 26,000(3) | – | – | – | – | – | – | 17,400 | 17,100 | – | – | – | – | – | – | 16,900 | 16,600 | – | – | – | – | – | – | 16,700 | 16,400 |
| | | 35,000(3) | – | – | – | – | – | – | 26,400 | 26,100 | – | – | – | – | – | – | 25,900 | 25,600 | – | – | – | – | – | – | 25,700 | 25,400 |

(1) Maximum loaded trailer weight requires weight-distributing hitch. See page 23 for additional information. (2) Super Duty Chassis Cab does not offer a conventional hitch receiver as a factory-installed option. (3) Available with High-Capacity Trailer Tow Package only.

**Note:** Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10-15% (15-25% for 5th-wheel towing) of total loaded trailer weight. Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

# Trailer Towing Selector.

## F-650/F-750 SUPER DUTY® Chassis Cabs

### Diesel Engine

| Model | Max. GVWR | Max. GCWR |
|---|---|---|
| F-650 Pro Loader (Kick-Up Frame) | 20,500-26,000 lbs. | * |
| F-650 (Straight Frame) | 20,940-29,000 lbs. | * |
| F-750 | 25,999-37,000 lbs. | * |

*Specific GCWR and Maximum Trailer Weight applicable to a given F-650/F-750 model depend on many variables and customer performance expectations. See your Ford dealership sales consultant for a Commercial Truck Tools (CTT) performance evaluation for a specific vehicle/trailer configuration.

### Gas Engine

| Model | Max. GVWR | Max. GCWR |
|---|---|---|
| F-650 Pro Loader (Kick-Up Frame) | 20,780-26,000 lbs. | 33,000 lbs. |
| F-650 (Straight Frame) | 20,940-30,000 lbs. | 33,000 lbs. |

## SUPER DUTY Class A Motorhome Chassis

| Max. GVWR | Max. GCWR | Max. 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. Separate functional brake systems should be used for safe control of towed vehicles or trailers weighing more than 1,500 lbs. when loaded.

## SUPER DUTY Commercial Stripped Chassis

| Max. GVWR | Max. GCWR | Max. Trailer Weight |
|---|---|---|
| 16,000 lbs. | 23,000 lbs. | 7,000 lbs. |
| 19,500 lbs. | 26,000 lbs. | 6,500 lbs. |
| 22,000 lbs. | 26,000 lbs. | 4,000 lbs. |

**Note:** Towing vehicle's braking system is rated for operation at GVWR – NOT GCWR. Separate functional brake systems should be used for safe control of towed vehicles or trailers weighing more than 1,500 lbs. when loaded.

# Trailer Towing Selector.

## E-SERIES VAN/WAGON (1)

| | | | Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | VAN | | | | | | WAGON | | | |
| Engine | Axle Ratio | GCWR (Lbs.) | E-150 | E-150 Extended | E-250 | E-250 Extended | E-350 Super Duty | E-350 Super Duty Extended | E-150 | E-350 Super Duty | E-350 Super Duty Extended 11-Pass. | E-350 Super Duty Extended 15-Pass. |
| 4.6L SOHC V8 | 3.73 | 11,500 | 6,000 | 5,900 | 6,000 | 5,900 | – | – | 5,600 | – | – | – |
| | 4.10 | 12,000 | 6,500 | 6,400 | 6,500 | 6,400 | – | – | 6,100 | – | – | – |
| 5.4L SOHC V8 | 3.73 | 13,000 | 7,500 | 7,300 | 7,400 | 7,300 | 7,400 | 7,200 | 7,000 | 6,700 | 6,500 | 6,300 |
| | 4.10 | 13,000 | 7,500 | 7,300 | 7,400 | 7,300 | 7,400 | 7,200 | 7,000 | 6,700 | 6,500 | 6,300 |
| 6.8L SOHC V10 | 3.73 | 15,000 | – | – | – | – | 9,100 | 9,000 | – | 8,500 | 8,300 | 8,100 |
| | 4.10 | 18,500 | – | – | – | – | 10,000 | 10,000 | – | 10,000 | 10,000 | 10,000 |

(1) Maximum loaded trailer weight requires weight-distributing hitch. See page 23 for additional information.

**Note:** Trailer tongue load weight should be 10-15% 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.

## E-SERIES CUTAWAY & STRIPPED CHASSIS

**To determine Maximum Trailer Weight, subtract your vehicle's GVWR from the following GCWRs:**

**E-350 Super Duty Cutaway GCWRs:**
– 5.4L V8/5R110W – 13,000 lbs.
– 6.8L V10/5R110W – 18,500 lbs.

**E-450 Super Duty Cutaway GCWRs:**
– 5.4L V8/5R110W – 14,050 lbs.
– 6.8L V10/5R110W – 22,000 lbs.

**E-350 Super Duty Stripped Chassis GCWRs:**
– 5.4L V8/5R110W – 13,000 lbs.
– 6.8L V10/5R110W – 18,500 lbs.

**E-450 Super Duty Stripped Chassis GCWRs:**
– 5.4L V8/5R110W – 14,050 lbs.
– 6.8L V10/5R110W – 22,000 lbs.

# Trailer Towing Selector.

## EXPEDITION/NAVIGATOR (1)

| Engine | Axle Ratio | GCWR (Lbs.) | Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | EXPEDITION | | EXPEDITION EL | | NAVIGATOR | | NAVIGATOR L | |
| | | | 4x2 | 4x4 | 4x2 | 4x4 | 4x2 | 4x4 | 4x2 | 4x4 |
| 5.4L SOHC V8 | 3.31 | 11,800 | 6,000 | – | – | – | – | – | – | – |
| | | 12,100 | – | 6,000 | – | – | – | – | – | – |
| | | 15,000(2) | 9,200 | 9,000 | – | – | – | – | – | – |
| | 3.73 | 11,800 | 6,000 | – | – | – | – | – | – | – |
| | | 12,000 | – | – | – | – | 6,000 | – | – | – |
| | | 12,100 | – | 6,000 | 6,000 | – | – | – | – | – |
| | | 12,300 | – | – | – | 6,000 | – | 6,000 | 6,000 | – |
| | | 12,500 | – | – | – | – | – | – | – | 6,000 |
| | | 15,000(2) | 9,200 | 9,000 | 8,900 | 8,700 | 9,000 | 8,700 | 8,700 | 8,500 |

(1) Maximum loaded trailer weight requires weight-distributing hitch. See page 23 for additional information.

(2) Requires optional Heavy-Duty Trailer Tow Package.

**Note:** Trailer tongue load weight should be 10-15% 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.

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

## EXPLORER

| Engine | Final Drive Ratio | GCWR (Lbs.) FWD | GCWR (Lbs.) 4WD | Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission |
|---|---|---|---|---|
| 2.0L I4 | 3.36 | 6,830 | – | 2,000 |
| EcoBoost® | 3.51 | 6,830 | – | 2,000 |
| 3.5L V6 | 3.39 | 6,940 | – | 2,000 |
| | 3.65 | – | 7,110 | 2,000 |
| | 3.39 | 9,980 | – | 5,000* |
| | 3.65 | – | 10,160 | 5,000* |
| 3.5L V6 | 3.16 | 7,400 | – | 2,000 |
| EcoBoost® | 3.16 | 10,400 | – | 5,000* |

*Requires optional Heavy-Duty Trailer Tow Package and weight-distributing hitch.

## ESCAPE (1)

| Engine | Final Drive Ratio | GCWR (Lbs.) FWD | GCWR (Lbs.) 4WD | Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission |
|---|---|---|---|---|
| 2.5L I4 | 3.51 | 5,417 | – | 1,500 (2) |
| 1.6L I4 | 3.21 | 5,866 | – | 2,000 (2) |
| EcoBoost® | 3.51 | – | 6,035 | 2,000 (2) |
| 2.0L I4 EcoBoost® | 3.07 | 7,477 | 7,626 | 3,500 (3) |

(1) Calculated with new SAE J2807 method.

(2) Escape does not offer factory-installed towing equipment for this application; only available as dealer accessory.

(3) Requires Class II Trailer Tow Package.

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

# Trailer Towing Selector.


Edge


Lincoln MKX


Flex

## CROSSOVERS

| Engine | Axle Configuration | Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission EDGE | LINCOLN MKX | FLEX | MKT |
|---|---|---|---|---|---|
| 2.0L I4 EcoBoost® | FWD | 1,500 | – | – | – |
| 3.5L V6 | FWD/AWD | 3,500 | – | 4,500 | – |
| 3.5L V6 EcoBoost® | AWD | – | – | 4,500 | 4,500 |
| 3.7L V6 | FWD/AWD | 2,000(1) | 3,500 | – | 2,000(2) |

(1) Sport model with 22" wheels.
(2) FWD only.


MKT


Mustang


Taurus


Fusion

## CARS

| CAR LINE Towing Class | MUSTANG(1) Light-Duty I | TAURUS(2) Light-Duty I | FUSION(3) Light-Duty I | MKS Light-Duty I | MKZ(3) Light-Duty I |
|---|---|---|---|---|---|
| Max. Gross Trailer Wt. (Lbs.) | 1,000 | 1,000 | 2,000(4) | 1,000 | 1,000(4) |
| Max. Tongue Load (Lbs.) | 100 | 100 | 200 | 100 | 100 |
| Minimum Engine | 3.7L V6 | 3.5L V6 | 2.0L EcoBoost® I4 | 3.7L V6 | 2.0L EcoBoost® I4 |

(1) Mustang GT Premium, Boss 302 and Shelby GT500 are not rated to tow a trailer.
(2) Taurus SHO with 3.5L EcoBoost® V6 is not rated to tow a trailer.
(3) Fusion Hybrid, Fusion Energi and MKZ Hybrid are not rated to tow a trailer.
(4) Fusion and MKZ do not offer factory-installed towing equipment for this application; only available as aftermarket accessory.

**Note:** Fusion and MKZ calculated with new SAE J2807 method.


MKS


MKZ

# Know the facts 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 13). Keep in mind that performance can be severely compromised in hilly terrain when minimum acceptable powertrain combination is selected. Consider purchasing a vehicle with a more powerful engine.

## After you buy

Before heading out on a trip, check your vehicle Owner's Manual for break-in and severe-duty maintenance schedules (do not tow a trailer until your vehicle has been driven at least 500 miles). Be sure to have your fully-loaded vehicle (including passengers) and trailer weighed so as not to exceed critical weight limits (see page 25). 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:

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

Be sure your trailer brakes conform to all applicable state regulations. *See Tips on Towing on back cover 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
- Use cross chains under the trailer tongue to prevent the tongue from contacting the ground if a separation occurs. Allow only enough slack to permit full turning – be sure they do not drag on the pavement
- When using a frame-mounted trailer hitch, attach the safety chains to the frame-mounted hitch using the recommendations supplied by the hitch manufacturer
- See your vehicle Owner's Manual for safety chain attachment information
- For rental trailers, follow rental agency instructions for hookup of safety chains

### Trailer Wiring Harness

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

*Refer to chart on page 12 for standard and optional wiring harness usage.*

# All hitches are not created equal.

## Weight-Carrying (Non-Weight-Distributing) Hitch

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

## Weight-Distributing Hitch

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

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


## Gooseneck Hitch

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

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

## 5th-Wheel Hitch

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

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

# Hitch receiver options and capacities.

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

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

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

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

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

**E-Series Van/Wagon:** Included with Trailer Tow Package – Option Code 536

**Expedition/Navigator:** Standard

**F-150 Pickup:** Included with Trailer Tow Packages – Option Code 535, 60M, 60P and 60C

**F-250/F-350/F-450 Super Duty® Pickups:**
- F-250/350 SRW – Standard for 12,500-lb. Maximum Trailer Capacity (N/A with 6.7L diesel with 156", 158" and 172" wheelbases)
- F-250/350 SRW with 6.7L diesel engine – Standard for 14,000-lb. Maximum Trailer Capacity (156", 158" and 172" wheelbases only)
- F-350 DRW – Standard for 15,000-lb. Maximum Trailer Capacity (except F-350 DRW with 6.7L diesel engine/172" wheelbase)
- F-350 DRW w/6.7L diesel engine – 18,500-lb. Maximum Trailer Capacity (172" wheelbase only)
- F-450 – Standard for 18,500-lb. Maximum Trailer Capacity

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

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

## 5th-Wheel and Gooseneck Hitch Recommendation

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

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

## REAR STEP BUMPER/HITCH RECEIVER WEIGHT CAPACITY

The maximum weight capacities for the weight-distributing hitch receivers shown below may exceed the maximum loaded trailer weight for the vehicle specified. Refer to the Trailer Towing Selector charts on pages 15–21 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:** | | | | |
| E-Series Van/Wagon | 5,000 | 500 | – | – |
| **Hitch Receiver:** | | | | |
| Edge/Lincoln MKX | 3,500 | 350 | – | – |
| Escape | 3,500 | 350 | – | – |
| Flex/MKT | 2,000 | 200 | 4,500 | 450 |
| Explorer | 2,000 | 200 | 5,000 | 500 |
| E-Series Van/Wagon | 5,000 | 500 | 10,000 | 1,000 |
| Expedition | 6,000 | 600 | 9,200 | 920 |
| Navigator | 6,000 | 600 | 9,000 | 900 |
| Expedition EL | 6,000 | 600 | 8,900 | 890 |
| Navigator L | 6,000 | 600 | 8,700 | 870 |
| F-150 | 5,000 | 500 | 11,300 | 1,130 |
| F-250/F-350 Super Duty SRW | 6,000 | 600 | 12,500[2] | 1,250[2] |
| F-250/F-350 Super Duty SRW w/6.7L engine | 8,500 | 850 | 14,000[3][4] | 1,400[3][4] |
| F-350 Super Duty DRW w/6.2L engine | 8,500 | 850 | 15,000[3] | 1,500[3] |
| F-350 Super Duty DRW w/6.7L engine and F-450 Super Duty | 8,500 | 850 | 18,500[3][5] | 1,850[3][5] |

(1) Rear step bumpers and hitch receivers do not include a hitch ball or ball mounting. The vehicle owner is responsible for obtaining the proper hitch ball, ball mounting, weight-distributing equipment (i.e., equalizing arms and snap-up brackets, sway control system) and other appropriate equipment to tow both the trailer and its cargo load. (2) Not available with 6.7L diesel with 156", 158" and 172" wheelbases. (3) 2.5" receiver. If the provided 2.5" to 2.0" adapter is used, this reduces the Max. Trailer Capacity to 12,500 lbs. and the Max. Tongue Load to 1,250 lbs. (4) Available only with 156", 158" and 172" wheelbases. (5) Available only with 172" wheelbase.

# Understanding the numbers.

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

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

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

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

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

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

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

**Base Curb Weight + 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 15–21 or your vehicle 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.

# Know your limits.

## Gross Combination Weight (GCW)

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

## Gross Combination Weight Rating (GCWR)

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

## Maximum Loaded Trailer Weight

(as shown in the Trailer Towing Selector charts pages 15–21) 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 10-15% (conventional trailer) or king pin weight of 15-25% (5th-wheel trailer), and driver only (150 lbs.). F-Series Super Duty® Chassis Cab models also assume a second-unit body weight of 1,000 lbs. Weight of additional options, passengers, cargo and hitch must be deducted from this weight.

## Tongue Load or 5th-Wheel King Pin Weight

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

Tongue load or king pin weights must meet the following requirements:*
- For trailers up to 2,000 lbs., tongue load not to exceed 200 lbs.
- For conventional trailers over 2,000 lbs., tongue load 10-15% of loaded trailer weight.
- For 5th-wheel trailers, king pin weight 15-25% of loaded trailer weight.

Examples: For a 5,000-lb. conventional trailer, multiply 5,000 by .10 and .15 to obtain a proper tongue load range of 500 to 750 lbs. For an 11,500-lb. 5th-wheel trailer, multiplying 11,500 by .15 and .25 yields a king pin weight range of 1,725 to 2,875 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 24 for tongue load recommendations with Ford factory-installed rear step bumpers and trailer hitch receivers.*

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

## How to Find Your Truck's Axle Ratio

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

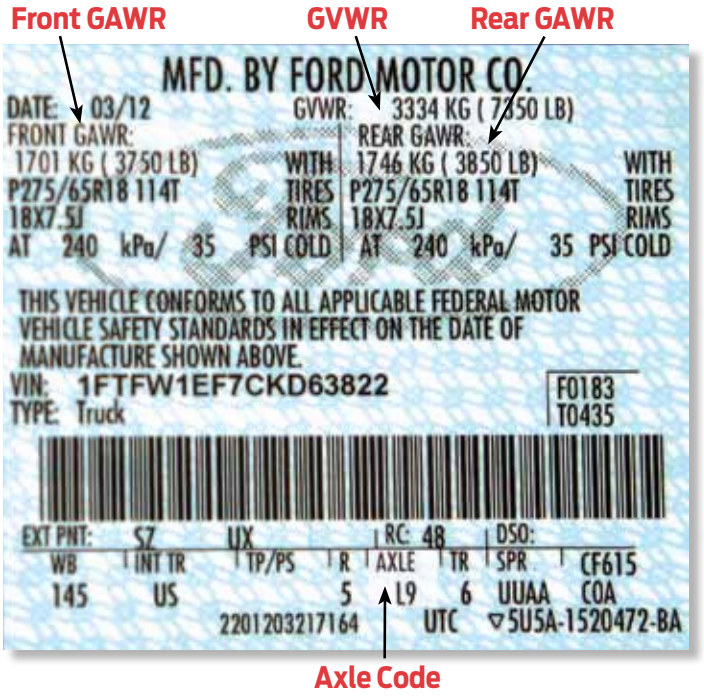
## REAR AXLE RATIO CODES

| Vehicle | Rear Axle Ratio | Non-Limited Slip | Limited Slip | Electronic Locking |
|---|---|---|---|---|
| Super Duty | 3.31 | 31 | Not Available | 3H |
| | 3.55 | 35 | Not Available | 3J |
| | 3.73 | 37 | 3L | 3E |
| | 4.10 | 41 | 4N/4W(1) | Not Available |
| | 4.30 | 43 | 4L | 4M |
| | 4.88 | 48 | 8L | Not Available |
| F-150 | 3.15 | 15 | Not Available | L5 |
| | 3.31 | 27 | Not Available | L3 |
| | 3.55 | 19 | H9 | L9 |
| | 3.73 | 26 | B6 | L6 |
| | 4.10 | Not Available | Not Available | L4 |
| Expedition | 3.31 | 15 | Not Available | Not Available |
| | 3.73 | 16 | Not Available | Not Available |
| Navigator | 3.73 | 16 | Not Available | Not Available |
| E-Series | 3.73 | 24/34/A2/A4/D2/D4 | B4/C4 | Not Available |
| | 4.10 | 22/32/52/56 | B2/C2/E2/E6/F2 | Not Available |
| | 4.56 | 83 | F3 | Not Available |
| Motorhome | 4.30 | 43 | Not Available | Not Available |
| | 5.38 | 53 | Not Available | Not Available |
| | 6.17 | 61 | Not Available | Not Available |
| Commercial Stripped Chassis | 4.30 | 43 | Not Available | Not Available |
| | 4.88 | 48 | Not Available | Not Available |
| | 5.38 | 53 | Not Available | Not Available |

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

### Sample Truck Safety Compliance Certification Label

(Refer to actual label on your vehicle)



# Accessorize your vehicle.

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

## Trailer Hitch Wiring Harnesses – 4-Pin

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

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

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

**Base Part No. 15A416**
**Available for: Flex**

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

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

## Trailer Hitch Assemblies

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

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

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

## 5th-Wheel/Gooseneck Hitch Prep Package

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

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

## Gooseneck Hitch Kit

This 2-5/16-inch Gooseneck Hitch Ball has a Gross Trailer Weight Rating of 25,000 lbs., plus a pin weight rating of 6,250 lbs. The kit also includes two cast-steel safety chain tie-down hooks and a nylon storage bag.

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

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

## 5th-Wheel Hitch Kit

The 5th-Wheel Hitch Kit has a Gross Trailer Weight Rating of 18,000 and 24,500 lbs. and a pin weight rating of 6,250 lbs. Other features include a forged jaw; a high-capacity head support structure; 10º front-to-back pivot and 4º side-to-side pivot for easy hook-ups; 14-inch to 16.5-inch vertical height adjustment; and an extended-length handle.

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

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

## Trailer Hitch Drawbars – Square Shank

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

**Base Part No. 19A282**
**Available for: Vehicle with 2-1/2" (6cm) receiver for Super Duty**

**Vehicles with 2" (5cm) receiver for Escape, Edge, Lincoln MKX, Flex, Expedition/EL, Navigator/L, F-150 and E-Series**

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

## Trailer Hitch Ball

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

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


## Trailer Brake Kit

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

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


## Neutral Tow Kit

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

**Base Part No. 7H332**

## Telescoping Trailer Tow Mirrors

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

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

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

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

# Tips on towing.

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

## Weight Distribution

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

## Before Starting

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

## Backing

– 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 (Also see page 22)

– Allow considerably more distance for stopping with trailer attached
– Remember, the braking system of the tow vehicle is rated for operation at the GVWR, not GCWR
– If your tow vehicle is a F-150, F-Series Super Duty®, E-Series or Expedition and your trailer has electric brakes, the optional Integrated Trailer Brake Controller (TBC) will help assure smooth, effective trailer braking by automatically proportioning the trailer braking to that of the towing vehicle
– If your trailer starts to sway, apply brake pedal gradually. The sliding lever on the TBC should be used only for manual activation of trailer brakes when adjusting the gain. Misuse, such as application during trailer sway, could cause instability of trailer and/or tow vehicle

## Towing On Hills

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

## Parking With A Trailer

Whenever possible, vehicles with trailers should not be parked on a grade. However, if it is necessary, place wheel chocks under the trailer's wheels, following the instructions below.
– Apply the foot service brakes and hold
– Have another person place the wheel chocks under the trailer wheels on the downgrade side
– Once the chocks are in place, release brake pedal, making sure the chocks will hold the vehicle and trailer
– Apply the parking brake
– Shift automatic transmission into park, or manual transmission into reverse
– With 4-wheel drive, make sure the transfer case is not in neutral (if applicable)

## Starting Out Parked On A Grade

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

## Acceleration And Passing

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

## Driving With An Automatic Overdrive Transmission

With certain automatic overdrive transmissions, towing – especially in hilly areas – may cause excessive shifting between overdrive and the next lower gear.
– To eliminate this condition and achieve steadier performance, overdrive can be locked out (see vehicle Owner's Manual)
– If excessive shifting does not occur, use overdrive to optimize fuel economy
– Overdrive may also be locked out to obtain engine braking on downgrades
– When available, select Tow/Haul Mode to automatically eliminate unwanted gear search and help control vehicle speed when going downhill

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

## Driving With Speed Control

When driving uphill with a heavy load, significant speed drops may occur.
– An 8-14 mph speed drop will automatically cancel speed control
– Temporarily resume manual control through the vehicle's accelerator pedal until the terrain levels off

## Tire Pressure

– Underinflated tires get hot and may fail, leading to possible loss of vehicle control
– Overinflated tires may wear unevenly
– Tires should be checked often for conformance to recommended cold inflation pressures

## Spare Tire Use

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

## On The Road

After about 50 miles, stop in a protected location and double-check:
– Trailer hitch attachment
– Lights and electrical connections
– Trailer wheel lug nuts for tightness
– Engine oil – check regularly throughout trip

## High Altitude Operation

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

## Powertrain/Frontal Area Considerations

The charts in this Guide show the minimum engine size needed to move the GCW of tow vehicle and trailer.
– Under certain conditions, however, (e.g., when the trailer has a large frontal area that adds substantial air drag or when trailering in hilly or mountainous terrain) it is wise to choose a larger engine
– Selecting a trailer with a low-drag, rounded front design will help optimize performance and fuel economy

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

**For the latest RV/Towing information, check out www.fleet.ford.com/showroom or for Ford Dealers go to esourcebook.dealerconnection.com and for Lincoln Dealers go to lincoln.productportfolio.dealerconnection.com.**



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