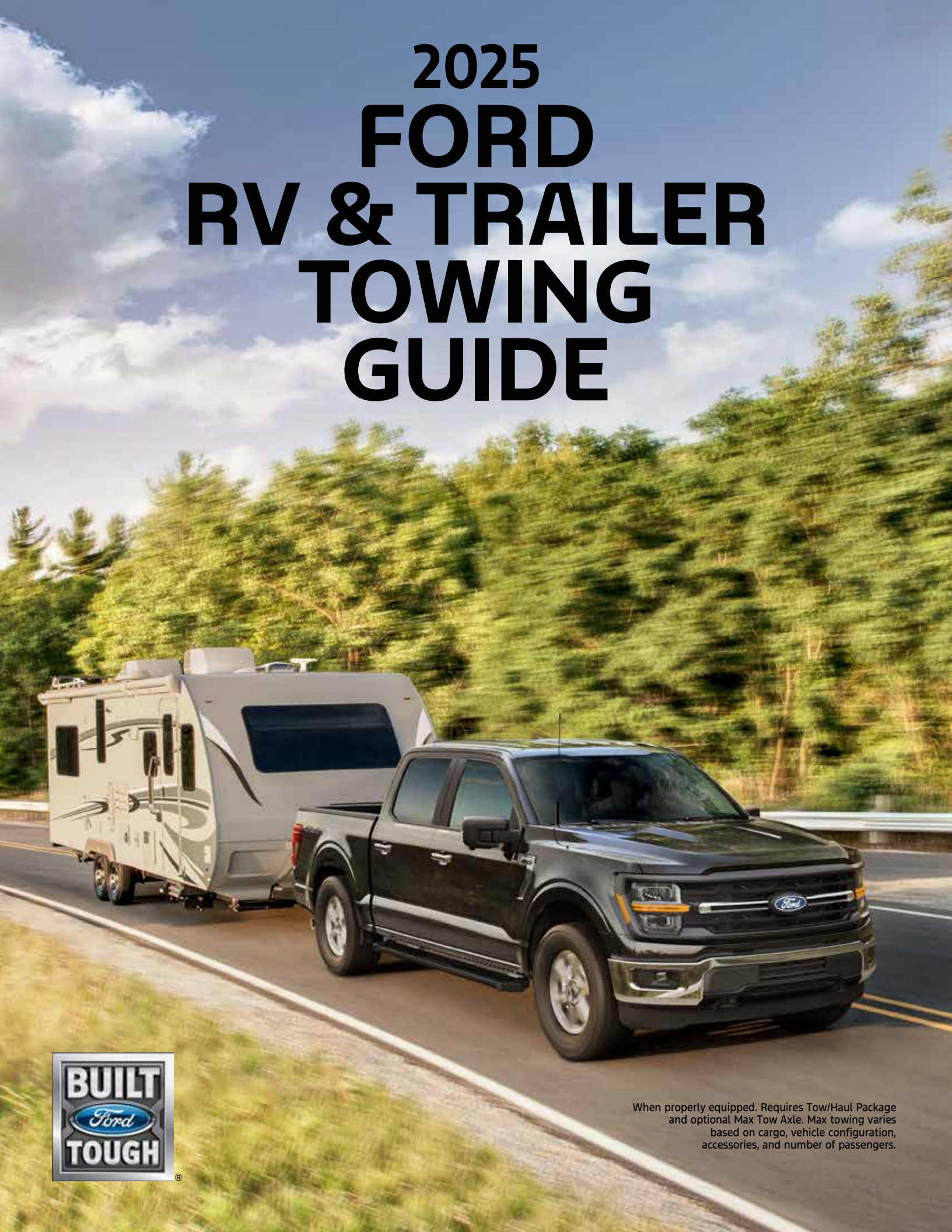
2025 FORD RV & TRAILER TOWING GUIDE



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POWERFUL. CAPABLE. BUILT FORD TOUGH.®

The 2025 F-Series® have an advanced, torque-rich powertrain lineup, delivering impressive payload and trailer tow ratings, no matter which model you choose. Whether carrying a serious payload or towing the heaviest of trailers, F-Series trucks are designed to help conquer the roughest of jobs.

F-Series – America's best-selling truck for 48 consecutive years*, brings decades of impressive RV and towing experience for every configuration!

BUILT Ford PROUD

*Based on 1977–2024 CY industry-reported total sales.

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

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The following vehicles are not recommended for trailer towing: E-Transit™ and Mustang Mach-E®.

When properly equipped. Requires Tow/Haul Package and optional Max Tow Axle. Max towing varies based on cargo, vehicle configuration, accessories, and number of passengers.

What to Know Before You Tow

BEFORE YOU BUY

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

BRAKES

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

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

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

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

Be sure your trailer brakes conform to all applicable state regulations. See Basic Towing Information on page 9 for additional braking information.

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 1,000 miles). Be sure to have your fully loaded vehicle (including passengers) and trailer weighed so as not to exceed critical weight limits (see pages 6 and 7). 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.

TRAILER LAMPS

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

SAFETY CHAINS

- Always use safety chains when towing. Safety chains are used to retain connection between the towing and towed vehicle in the event of separation of the trailer coupling or ball.
- Cross the 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.

Trailer Classes

CLASS I
LIGHT-DUTY

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

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

Many Ford vehicles can handle easily

Conventional weight-carrying hitch

CLASS II
MEDIUM-DUTY

2,001–3,500-lb. gross trailer weight

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

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

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

CLASS III
HEAVY-DUTY

3,501–5,000-lb. gross trailer weight

Dual-axle or large single-axle travel trailers

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

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

CLASS IV
EXTRA-HEAVY-DUTY[2]

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

Largest travel and 5th-wheel trailers made for recreation

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

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

Trailer Types

FOLDING CAMPING TRAILER

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

Lightweight for easy towing

Simple conventional weight-carrying hitch is usually sufficient for towing

Compact, low-profile traveling package

Easily maneuverable – generally 8 to 16 feet long

CONVENTIONAL TRAVEL TRAILER

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

Widely varied levels of roominess, comfort and luxury – depending on the towing capacity of your vehicle and your budget

Sizes usually range from 12 to 35 feet long

Normally towed with a conventional weight-distributing hitch, depending on weight

5TH-WHEEL TRAILER

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

The forward raised portion is designed to extend over the box of a pickup truck

Attaches to the truck via a 5th-wheel hitch mounted in the pickup bed

Offers the advantages of improved weight distribution and towing dynamics, since some trailer weight is directly over the towing vehicle

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

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

Hitch Styles

WEIGHT-CARRYING (NON-WEIGHT-DISTRIBUTING)

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

WEIGHT-DISTRIBUTING

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

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

5TH-WHEEL

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

GOOSENECK

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

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

5TH-WHEEL AND GOOSENECK HITCH RECOMMENDATION

Shorter pickup boxes (e.g. 5.5'/6.5' F-150®, 6.75' F-250®/F-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 **ford.com/accessories** for more information.

When properly equipped. Requires Tow/Haul Package and optional Max Tow Axle. Max towing varies based on cargo, vehicle configuration, accessories, and number of passengers.

Weight Limits

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

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

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

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 (sample label on next page). **The GVW must never exceed the GVWR.**

Base Curb Weight

PLUS

Cargo Weight

PLUS

Passenger Weight

EQUALS

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).

Gross Vehicle Weight

PLUS

Loaded Trailer Weight

EQUALS

Gross Combination Weight (GCW)

GCW must not exceed GCWR (obtain from Trailer Towing Selector charts for each vehicle or your vehicle Owner's Manual).

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.**

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.**

When properly equipped. Requires Tow/Haul Package and optional Max Tow Axle. Max towing varies based on cargo, vehicle configuration, accessories, and number of passengers.

Weight Limits

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

Tongue Load or 5th-Wheel King Pin Weight is another critical measurement that must be made before towing. It refers to the amount of the trailer's weight that presses down on the trailer hitch. Too much tongue load or king pin weight can cause suspension/drivetrain damage and can press the vehicle down in back causing the front wheels to lift to the point where traction, steering response and braking can be severely decreased. Too little tongue load or king pin weight can reduce rear-wheel traction and cause instability, which may result in tail wagging or jackknifing.

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

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

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

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

Examples:

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

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

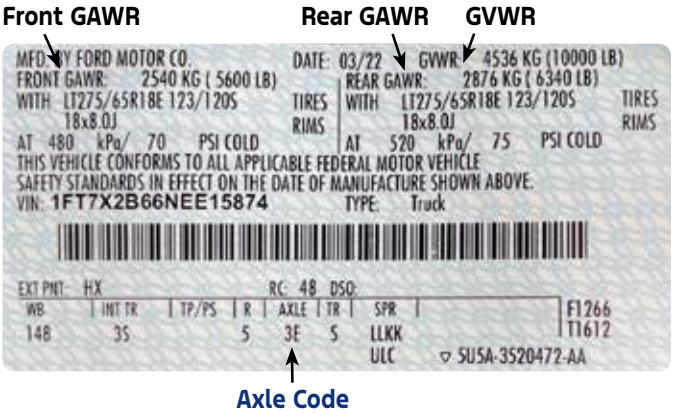
Note: Be sure the addition of tongue load or king pin weight does not cause the key towing vehicle weight limits (GVWR and Rear GAWR) to be exceeded. Remember, GVWR and GAWR are found on the vehicle's Safety Compliance Certification Label. If either of these limits is exceeded, you should go with a larger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

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.

Sample Vehicle Safety Compliance Certification Label

(Refer to actual label on your vehicle)



*Refer to specific vehicle pages for tongue load recommendations with Ford factory-installed trailer hitch receivers.

Calculate Weight Distribution

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

CALCULATION EXAMPLE			
Vehicle	=	**F-150**	
H1	=	**37 inches**	
H2	=	**38 inches**	
Correction Factor	=	**50%**	
Height Change	=	38" - 37" = **1 inch**	(H2) **minus** (H1)
Reduction Amount	=	1" x 50% = **.50 inch**	(Height Change) **times** (Correction Factor)
Height Change	=	38" - .50" = **37.5 inches**	(H2) **minus** (Reduction Amount)
Target Height	=	**37.5 inches**	

WEIGHT DISTRIBUTION HITCH SETUP

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

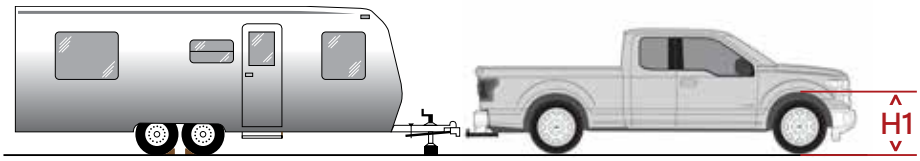


Figure 1

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

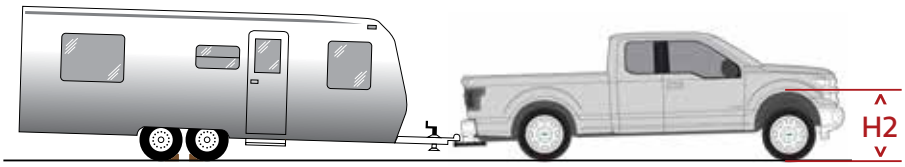


Figure 2

9 Record this value as "H2"
10 Adjust weight distribution bars per manufacturer's instructions to get tow vehicle top front of fender lip to "Target Height" and make sure trailer is level to slightly nose down
11 Complete coupler latching, electrical connections, safety chains and emergency braking system attachments

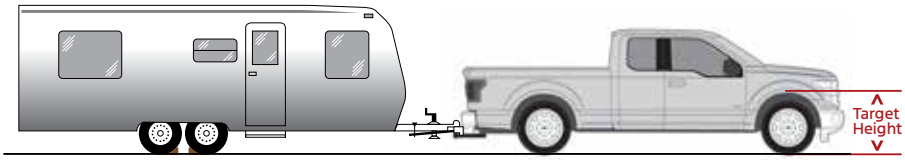


Figure 3

The content provided on this page is not "vehicle specific" and should be considered as basic towing information.

Basic Towing Information

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

Cargo And Weight Distribution

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

Keep center of gravity low for best handling

Cargo and load capacity limited by weight and weight distribution

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

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

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

Before Starting

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

Know clearance required for trailer roof

Check equipment (make a checklist)

Backing Up

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

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

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

Braking

Allow considerably more distance for stopping with trailer attached

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

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

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

Turning

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

Towing On Hills

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

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

Parking With A Trailer

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

Apply the foot service brakes and hold

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

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

Apply the parking brake

Shift automatic transmission into park, or manual transmission into reverse

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

Starting Out Parked On A Grade

Apply the foot service brake and hold

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

Shift the transmission into gear and release the parking brake

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

Apply the brake pedal while another person retrieves the chocks

Acceleration And Passing

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

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

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

If necessary, downshift for improved acceleration

Driving With An Automatic Overdrive Transmission

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

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

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

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

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

Driving With Cruise Control[1]

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

Tire Pressure

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

Overinflated tires may wear unevenly and compromise traction and stopping capability

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

Spare Tire Use

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

On The Road

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

Trailer hitch attachment

Lights and electrical connections

Trailer wheel lug nuts for tightness

Engine oil – check regularly throughout your trip

High Altitude Operation

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

Powertrain/Frontal Area Considerations

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

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

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

Selecting A Trim Series

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

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

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

Towing Accessories

FORD ACCESSORIES

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

Trailer Hitch Wiring Harnesses – 4-Pin

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

Base Part No. 15A416

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

Base Part No. 15A416

Trailer Hitch Assemblies CLASS II, III and IV:

Original equipment hitch bolts directly into existing holes – no drilling or welding required. Rear fascia may require trimming for installation.

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

Base Part No. 19D520

Trailer Hitch Ball Mounts – Square Shank

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

Base Part No. 19A282

Trailer Hitch Ball

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

Base Part No. 19F503

Locking Hitch Pin

This hitch lock allows you to lock the ball mount into the trailer hitch, deterring theft and helping prevent anyone from detaching your trailer at the ball mount. For 2" receivers.

Part No. VML3Z-19A326-A

5th-Wheel Hitch Kits

The 5th-Wheel Hitch Kits have a Gross Trailer Weight Rating of 20,000 and 35,000 lbs. Other features include a forged jaw; a high-capacity head support structure; 10° front-to-back pivot and 6° side-to-side pivot for easy hook-ups; 15-inch to 18-inch vertical height adjustment; and an extended-length handle.

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

Base Part No. 19D520

Gooseneck Hitch Kit

This Gooseneck Hitch Ball has a Gross Trailer Weight Rating of 27,500 lbs. on a 2-5/16" ball and 40,000 lbs. with a 3" ball. The kit also includes two steel safety chain tie-down attachments and a durable plastic case.

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

Base Part No. 19F503

5th-Wheel/Gooseneck Hitch Prep Package

Required Prep Package for 5th-Wheel and Gooseneck Hitch Kits. 2017 and newer Super Duty® kits include in-bed wiring harness.

Base Part No. 5F057

Trailer Brake Kit

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

Trailer-Mounted Camera

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

Part No. LC3Z-1A189-J COMBO KIT - CAM/TPMS* (w/ Pro Trailer Backup Assist™)

Part No. LC3Z-1A189-H TPMS ONLY (w/Pro Trailer Backup Assist)

Part No. LC3Z-1A189-CH CAM ONLY (w/Pro Trailer Backup Assist)

Part No. LC3Z-1A189-DH COMBO KIT - CAM/TPMS* (Less Pro Trailer Backup Assist)

Part No. LC3Z-1A189-EG TPMS ONLY (Less Pro Trailer Backup Assist)

Part No. LC3Z-1A189-FG CAM ONLY (Less Pro Trailer Backup Assist)

***Not for use 2023/24 Super Duty models.**

Trailer Tire Pressure Monitoring System (TPMS)

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

Base Part No. 1A189 (Tire Pressure Monitoring System)

Telescoping Trailer Tow Mirrors

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

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

Neutral Tow Kit

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

Base Part No. 7H332

F-SERIES PERFORMANCE

F-150 PICKUP • SUPER DUTY PICKUP

When properly equipped. Requires Tow/Haul Package and optional Max Tow Axle. Max towing varies based on cargo, vehicle configuration, accessories, and number of passengers.

Designed for getting things done, the 2025 F-Series vehicles combine exceptional toughness with impressive performance and capability to your job-related towing or recreational needs.

F-150 XL Regular Cab in Oxford White

F-150®

Combining exceptional strength, capability and intelligent technology, the 2025 F-150 is part of the Ford F-Series family that has been America's best-selling truck for 47 years straight.[1] F-150 excels in Built Ford Tough® productivity, delivering impressive towing and payload ratings, and depending on the trim level, the customer can choose from five gas engines or the 3.5L PowerBoost™ Full Hybrid powertrain to help get the job done.

For detailed information on F-150 Towing and Hauling Features and Benefits click here.

IMPRESSIVE PERFORMANCE AND CAPABILITY

F-150 performance and capability starts with an impressive, torque-rich powertrain lineup. With six different engine choices, F-150 offers several options to meet diverse job applications. So you can confidently pick the engine that best fits your recreational vehicle or job-related towing needs.

Each F-150 engine is paired to an innovative 10-speed automatic transmission with optimized gear spacing, including three overdrive gears to help maximize shift points to optimize power, low-rpm torque and fuel efficiency. Selectable Drive Modes provide added functionality.

Engine	HP @ rpm	Torque @ rpm	Available Max Towing (lbs.)[2]	Available Max Payload (lbs.)[3]
2.7L EcoBoost® V6	325 @ 5,500	400 lb.-ft. @ 3,500	8,400	1,775
3.5L EcoBoost V6	400 @ 5,250	500 lb.-ft. @ 3,100	13,500[4]	2,440
3.5L PowerBoost™ Full Hybrid V6	430 @ 5,250	570 lb.-ft. @ 3,100	11,200[4]	1,815
5.0L Ti-VCT V8	400 @ 6,250	410 lb.-ft. @ 4,250	12,900[4]	2,225[5]
3.5L EcoBoost H. O. V6[6]	450 @ 5,250	510 lb.-ft. @ 3,100	8,200	1,405[7]
5.2L Supercharged V8[8]	720 @ 6,650	640 lb.-ft. @ 4,300	8,700	1,410

Note: • Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.

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

1. Based on 1977–2023 calendar year industry-reported total sales. **2.** When properly equipped. Max towing varies based on cargo, vehicle configuration, accessories and number of passengers. **3.** Max payload varies and is based on accessories and vehicle configuration. See label on doorjamb for carrying capacity of a specific vehicle. Always properly secure cargo. **4.** Requires Tow/Haul Package and Max Tow Axle upgrade (not shown). **5.** Max payload of 2,225 lbs. on SuperCrew® 4x2 with 5.0L gas engine and Tow/Haul Package and Max Tow Axle upgrade (not shown). **6.** Raptor® only. **7.** 37" tires. **8.** Raptor R only.

Super Duty® – Capable, Durable, Work Ready

The 2025 Super Duty Pickups represent the pinnacle of BUILT FORD TOUGH® with rugged durability and capability. Impressive powertrains and innovative connected features and services meet the needs of a multitude of commercial vocations and personal use towing customers. The 2025 Super Duty Chassis Cab models define the legendary work ethic and capability associated with work-ready Ford trucks for a wide range of commercial applications. F-350®/F-450®/F-550®/ and F-600® models are always ready to be upfit and are designed to conquer even the challenging jobs.

POWERFUL CHOICES – GET THE JOB DONE

When talking capability — immense power and the Super Duty name go hand-in-hand. Four available engine choices are engineered to provide outstanding performance so you can take on whatever the day brings on.

Engine	HP @ rpm[1]	Torque @ rpm[1]	Available Max Towing (lbs.)[2]	Available Max Payload (lbs.)[3]
6.8L Gas V8	405 @ 5,000	445 lb.-ft. @ 4,000	18,900[4]	8,000
7.3L Gas V8	430 @ 5,500	485 lb.-ft. @ 4,000	23,400	7,635
6.7L Power Stroke® Diesel	475 @ 2,600	1,050 lb.-ft. @ 1,600	38,600[5]	6,952
6.7L High Output Power Stroke Diesel	500 @ 2,600	1,200 lb.-ft. @ 1,600	40,000[6]	6,935

A Torqueshift 10-speed automatic transmission is standard on all models. All Chassis Cab 10-speed transmissions feature a Line-Drive power takeoff (PTO) provision[7] with mobile mode and up to 300 lb.-ft. of torque.

CNG/Propane Gaseous Engine Prep Package is available for 7.3L V8 engine.[8] Package includes hardened valves and valve seats to help ready your Super Duty for alternative-fuel upfits.

For detailed information on Super Duty Towing and Hauling Features and Benefits click here.

1. Horsepower and torque are independent attributes and may not be achieved simultaneously. **2.** When properly equipped. Max towing varies and is based on cargo, vehicle configuration, accessories and number of passengers. **3.** Max payload varies and is based on accessories and vehicle configuration. **4.** Requires H.D. Payload Package (68F) & Gooseneck. **5.** Gooseneck. **6.** Requires 40K Gooseneck Tow Package (535). **7.** Only available with 7.3L Gas V8 engine or 6.7L Power Stroke Diesel engine. **8.** Available on XL and XLT F-450, F-550 and F-600 Chassis Cabs only.

When properly equipped. Max towing varies based on cargo, vehicle configuration, accessories, and number of passengers.

F-Series Pickup Trucks

- Select the F-Series cab design and drive system (4x2 or 4x4) you prefer. (See pages 15–24)
- Read down the column to find the trailer weight that can be towed with engine/axle ratio combinations listed.
- GCWR column shows maximum allowable combined weight of vehicle, trailer and cargo (including passengers) for each engine/axle ratio combination.

Maximum Loaded Trailer Weight assumes a towing vehicle with any mandatory options, no cargo, tongue load of 10% (conventional trailer) or king pin weight of 15% (5th-wheel trailer) and driver and passenger (150 lbs. each). Weight of additional options, passengers, cargo and hitch must be deducted from this weight. Also check Required Equipment on pages 19 and 26.

F-150 Platinum SuperCrew in Rapid Red Metallic Tinted Clearcoat.
When properly equipped. Requires Tow/Haul Package and optional Max Tow Axle. Max towing varies based on cargo, vehicle configuration, accessories, and number of passengers.

F-150® Pickup

CONVENTIONAL TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1]

Towing capability will vary based on trim series, option content and payload. Prior to making final vehicle selection, reference the Basic Towing Information on page 9. See dealer and reference "Ford University" Job Aid "Spec'ing F-Series Trucks for Towing".

Automatic Transmission

Engine	Axle Ratio	GCWR (lbs.)	REGULAR CAB 4x2 122.8" WB	REGULAR CAB 4x2 141.5" WB	REGULAR CAB 4x4 122.8" WB	REGULAR CAB 4x4 141.5" WB	SUPERCAB 4x2 145.4" WB	SUPERCAB 4x4 145.4" WB	SUPERCREW® 4x2 145.4" WB	SUPERCREW® 4x4 145.4" WB	SUPERCREW® 4x4 157.2" WB
5.0L 4-Valve V8	3.15	14,800					9,600		9,500		
	3.31	14,800					9,600		9,500	9,300	9,200
		14,900				9,600		9,400			
	3.73	13,900	9,000								
		14,600			9,400						
		15,300		10,200							
		15,600					10,400				
		15,700				10,400			10,400		
		15,800								10,300/9,900[2]	10,200
		15,900						10,400			
		17,700						12,200[3]			
		17,900					12,700[3]				
		18,100							12,700[3]		
		18,400								12,900[3]	12,800[3]

Notes:
- Do not exceed trailer weight of 5,000 lbs. when towing without a weight-distribution system.
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.
- Trailer tongue load weight should be 10% of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.
- Calculated with SAE J2807® method.

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

1. Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. For additional information, see your Ford Dealer. **2.** Tremor® Package. **3.** Requires Tow/Haul Package (53T) and optional Max Tow Axle.

F-150 XLT SuperCrew in Atlas Blue Metallic.
When properly equipped. Requires Tow/Haul Package and optional Max Tow Axle. Max towing varies based on cargo, vehicle configuration, accessories, and number of passengers.

F-150® Pickup

CONVENTIONAL TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1]

Towing capability will vary based on trim series, option content and payload. Prior to making final vehicle selection, reference the Basic Towing Information on page 9. See dealer and reference "Ford University" Job Aid "Spec'ing F-Series Trucks for Towing".

Automatic Transmission

Engine	Axle Ratio	GCWR (lbs.)	REGULAR CAB 4x2 141.5" WB	REGULAR CAB 4x4 141.5" WB	SUPERCAB 4x2 145.4" WB	SUPERCAB 4x4 145.4" WB	SUPERCREW® 4x2 145.4" WB	SUPERCREW® 4x4 145.4" WB	SUPERCREW® 4x4 157.2" WB
2.7L GTDI V6	3.15/3.55	12,300	7,400						
		12,700		7,500	7,500				
		12,800				7,400	7,600		
	3.55	13,000						7,500	
	3.73	13,300	8,400						
		13,400		8,200	8,200	8,000	8,200		
		13,500						8,000	
3.5L GTDI V6	3.31	16,200	10,900						
		16,300			10,800				
		16,500		11,000			10,600		
		16,600				10,600			
		16,800						10,400	10,800
	3.55	16,200	10,900						
		16,300			10,800				
		16,500		11,000			10,600		
		16,600				10,600			
		16,800						10,400	10,800
		19,300[4]					12,800		
		19,400[4]						13,100	13,500
	3.73	17,100[5]						10,200	
3.5L GTDI V6 H. O.[2]	4.10	14,600						8,200	
		14,650						8,200	
5.2L Supercharged V8[3]	4.10	15,300						8,700	

Notes:
- Do not exceed trailer weight of 5,000 lbs. when towing without a weight-distribution system.
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.
- Trailer tongue load weight should be 10% of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.
- Calculated with SAE J2807® method.

1. Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. For additional information, see your Ford Dealer. **2.** Raptor only. **3.** Raptor R only. **4.** Requires Tow/Haul Package (53T) and optional Max Tow Axle. **5.** Tremor® Package.

F-150 Hybrid Platinum SuperCrew in Agate Black Metallic.
When properly equipped. Max towing varies based on cargo, vehicle configuration, accessories, and number of passengers.

F-150® Pickup Hybrid

CONVENTIONAL TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1]

5TH-WHEEL/GOOSENECK TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1]

Towing capability will vary based on trim series, option content and payload. Prior to making final vehicle selection, reference the Basic Towing Information on page 9. See dealer and reference "Ford University" Job Aid "Spec'ing F-Series Trucks for Towing".

Automatic Transmission

Engine	Axle Ratio	GCWR (lbs.)	SUPERCREW® 4x4 145.4" WB	SUPERCREW® 4x4 157.2" WB
3.5L Hybrid V6	3.73	17,100	10,800	10,800
		18,400[2]	11,200	11,000

Automatic Transmission

Engine	Axle Ratio	GCWR (lbs.)	SUPERCREW 4x4 145.4" WB	SUPERCREW 4x4 157.2" WB
3.5L Hybrid V6	3.73	17,100	7,100	7,000
		18,400[2]	7,100	7,000

Notes:
- Do not exceed trailer weight of 5,000 lbs. when towing without a weight-distribution system.
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.
- Trailer tongue load weight should be 10% of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.
- Calculated with SAE J2807® method.

F-150 Lightning®

CONVENTIONAL TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1]

Towing capability will vary based on trim series, option content and payload. Prior to making final vehicle selection, reference the Basic Towing Information on page 9. See dealer and reference "Ford University" Job Aid "Spec'ing F-Series Trucks for Towing".

Automatic Transmission

Engine	Axle Ratio	GCWR (lbs.)	SUPERCREW 4x4 145.4" WB
Electric (F-150 Lightning)	9.61	11,700	5,100
		14,300[3,4]	7,700
		15,000[5]	7,700
		15,900[5,6]	8,600
		16,800[4,5,7]	9,600
		17,300[4,5]	10,000

Notes:
- Do not exceed trailer weight of 5,000 lbs. when towing without a weight-distribution system.
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.
- Trailer tongue load weight should be 10% of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.
- Calculated with SAE J2807® method.

F-150 Lightning SuperCrew in Iconic Silver Metallic. When properly equipped. Max towing varies based on cargo, vehicle configuration, accessories, and number of passengers.

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

1. Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. For additional information, see your Ford Dealer. **2.** Requires Tow/Haul Package (53T) and optional Max Tow Axle. **3.** Standard range battery. **4.** Requires Max Trailer Tow Package (53D). **5.** Extended range battery. **6.** Platinum model. **7.** Requires 20" All-Terrain tires.

F-150® Pickup

5TH-WHEEL/GOOSENECK TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1]

Towing capability will vary based on trim series, option content and payload. Prior to making final vehicle selection, reference the Basic Towing Information on page 9. See dealer and reference "Ford University" Job Aid "Spec'ing F-Series Trucks for Towing".

Automatic Transmission

Engine	Axle Ratio	GCWR (lbs.)	REGULAR CAB 4x2 122.8" WB	REGULAR CAB 4x2 141.5" WB	REGULAR CAB 4x4 122.8" WB	REGULAR CAB 4x4 141.5" WB	SUPERCAB 4x2 145.4" WB	SUPERCAB 4x4 145.4" WB	SUPERCREW® 4x2 145.4" WB[2]	SUPERCREW® 4x4 145.4" WB[2]	SUPERCREW® 4x4 157.2" WB
5.0L 4-Valve V8	3.15	14,800					9,500		9,500		
	3.31	14,800					9,500		9,500	9,200	9,100
		14,900				9,500		9,400			
	3.73	13,900	8,800								
		14,600			8,400						
		15,300		10,100							
		15,600					10,300				
		15,700				10,300			9,900		
		15,800								9,800/8,100[4]	10,000
		15,900						10,000			
		17,700[3]						10,000			
		17,900[3]					10,300				
		18,100[3]							11,600		
		18,400[3]								10,300	10,300

5TH-WHEEL/GOOSENECK TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1]

Towing capability will vary based on trim series, option content and payload. Prior to making final vehicle selection, reference the Basic Towing Information on page 9. See dealer and reference "Ford University" Job Aid "Spec'ing F-Series Trucks for Towing".

Automatic Transmission

Engine	Axle Ratio	GCWR (lbs.)	REGULAR CAB 4x2 141.5" WB	REGULAR CAB 4x4 141.5" WB	SUPERCAB 4x2 145.4" WB	SUPERCAB 4x4 145.4" WB	SUPERCREW® 4x2 145.4" WB[2]	SUPERCREW® 4x4 145.4" WB[2]	SUPERCREW® 4x4 157.2" WB
2.7L GTDI V6	3.15/3.55	12,300	7,300						
		12,700		7,400	7,500				
		12,800				7,300	7,400		
	3.55	13,000						7,200	
	3.73	13,300	8,300						
		13,400		8,100	7,500	7,500	7,400		
		13,500						7,200	
3.5L GTDI V6	3.31	16,200	10,900						
		16,300			8,500				
		16,500		10,300			8,200		
		16,600				8,300			
		16,800						8,800	8,300
	3.55	16,200	10,900						
		16,300			8,500				
		16,500		10,300			8,200		
		16,600				8,300			
		16,800						8,100	8,300
		19,300[3]					10,100		
		19,400[3]						8,800	9,200
	3.73	17,100[4]						7,900	

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

TAILGATE CLEARANCE

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

Model	F-150
Max. Tailgate Height 4x4*	58.3 inches

†5th-wheel towing is not recommended for Raptor or Lightning models.
**Distance from ground to top of closed tailgate lip at base curb weight.*

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

1. Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. For additional information, see your Ford Dealer. **2.** Vehicles equipped with a 5.5' box will accept a 5th-wheel hitch but most 5th-wheel trailer designs are not compatible with this model. **3.** Requires Tow/Haul Package (53T) and optional Max Tow Axle. **4.** Tremor® Package.

F-150® Pickups

AVAILABLE TRAILER TOW PACKAGE

Equipment	F-150 Lightning® (17V)	F-150 Lightning® (53D)[1]	F-150 (53T)	F-150 Max Tow Axle[3] (NOC)	Raptor® (NOC)
7-Wire Harness & 4-/7-Pin Connector	S	S	S		S
Hitch Receiver	S	S	S		S
Upgraded Trailer Hitch				I	
Auto Trans. Oil Cooler			S		S
Radiator Upgrade					S
Smart Trailer Tow Connector	S	S	S		S
Upgraded Rear Axle Ratio			I[2,3]		S
Electronic Locking Rear Differential		I	I		S
Increase Tow Capacity		I		I	
Tow/Haul Mode	S	S	S		S
Tow Hooks Front			S[4]		S
2-Speed Automatic 4WD			S[4]		S
Trailer Brake Controller (TBC)		I	I		S
Trailer Sway Control	S	S	S		S
Lane Keeping System	S	S			
Trailer Reverse Guidance	I		S		S
360-Degree Camera	I		S[4]		S
Pro Trailer Backup Assist™	I		S[4]		S
Pro Trailer Hitch Assist™	I		S[4]		S
Hill Decent Control		I			

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

LEGEND

I = Equipment is included in the package

S = Equipment is standard on the vehicle

NOC = No Option Code assigned

REQUIRED EQUIPMENT

Includes items that must be installed. Your New Vehicle Limited Warranty may be voided if you tow without them.[5]

F-150 Gas Pickup

For trailers over 11,600 lbs. – Tow/Haul Package (53T) and optional Max Tow Axle[3]

F-150 Hybrid

For trailers over 10,800 lbs. – Tow/Haul Package (53T) and optional Max Tow Axle[3]

F-150 Lightning

For trailers over 5,000 lbs. with standard-range battery or trailers over 7,700 lbs. with extended-range battery – Max Trailer Tow Package (53D)

FRONTAL AREA LIMITATION

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

The maximum trailer frontal area that must be considered for an **F-150 Pickup**/trailer combination is **55 sq. ft. for vehicles with Trailer Tow Rating of 7,700 lbs. or less, 65 sq. ft. for vehicles with Trailer Tow Rating of 7,701 lbs. and greater** and **75 sq. ft. for all 5th-Wheel and Gooseneck applications**. Exceeding these limitations may significantly reduce the performance of your towing vehicle.

The maximum trailer frontal area that must be considered for an **F-150 Lightning**/trailer combination is **40 sq. ft. with standard-range battery and without Trailer Tow Package (53D), 55 sq. ft. with standard-range battery and Trailer Tow Package (53D)** and **60 sq. ft. with extended-range battery.** Exceeding these limitations may significantly reduce the performance of your towing vehicle.

FACTORY-INSTALLED TRAILER HITCH RECEIVER OPTION

F-150 Lightning

Standard

F-150 Raptor Pickup

Standard

F-150 Pickup

A 2" hitch receiver rated at 11,600 lbs. is standard. Max Tow Axle includes 2" reinforced receiver rated at 14,000 lbs.

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

HITCH RECEIVER WEIGHT CAPACITY

The maximum weight capacities for the hitch receivers shown below may exceed the maximum loaded trailer weight for the vehicle specified. Refer to the Trailer Towing Selector chart for Maximum Loaded Trailer Weight for these vehicles.

	Weight-Carrying Max. Trailer Capacity (lbs.)[6]	Max. Tongue Load (lbs.)	Weight-Distributing Max. Trailer Capacity (lbs.)[6]	Max. Tongue Load (lbs.)
F-150	5,000	500	13,500[7]	1,350
F-150 Lightning	5,000	500	10,000	1,000

REAR AXLE RATIO CODES

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

	Rear Axle Ratio	Non-Limited Slip	Electronic Locking
F-150 Pickup	3.15	15	Not Available
	3.31	27	L3
	3.55	19	L9
	3.73	Not Available	L6
	4.10	Not Available	L4
F-150 Lightning	9.61	Standard	Available (53D)

1. Requires Pro Power Onboard – 9.6 kW when equipped with Standard Battery or Extended Range Battery. **2.** Standard on PowerBoost™. **3.** Optional Max Tow Axle required to achieve maximum towing. **4.** Standard on LARIAT and above. **5.** See your Ford Dealer for limited warranty details. **6.** Hitch receivers do not include a hitch ball or ball mounting. You are responsible for obtaining the proper hitch ball, ball mounting, weight-distributing equipment (i.e., equalizing arms and snap-up brackets, sway control system) and other appropriate equipment to tow both the trailer and its cargo load. **7.** Requires Tow/Haul Package (53T) and optional Max Tow Axle.

F-250 Tremor® Crew Cab in Darkened Bronze Metallic.
When properly equipped. Max towing varies based on cargo, vehicle configuration, accessories, and number of passengers.

F-250® SRW Super Duty® Pickup

CONVENTIONAL TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1]

Towing capability will vary based on trim series, option content and payload. Prior to making final vehicle selection, reference the Basic Towing Information on page 9. See dealer and reference "Ford University" Job Aid "Spec'ing F-Series Trucks for Towing".

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

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

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

1. Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. For additional information, see your Ford Dealer. **2.** Requires F-250 High-Capacity Axle Upgrade Package (535). **3.** Tremor® Off-Road Package (17Y).

F-250 LARIAT Crew Cab in Agate Black

F-250® SRW Super Duty® Pickup

5TH-WHEEL/GOOSENECK TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1]

Towing capability will vary based on trim series, option content and payload. Prior to making final vehicle selection, reference the Basic Towing Information on page 9. See dealer and reference "Ford University" Job Aid "Spec'ing F-Series Trucks for Towing".

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

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

TAILGATE CLEARANCE

Considerations When Towing a 5th-Wheel or Gooseneck Trailer

Model	F-250 SRW	F-350® SRW	F-350 DRW	F-450® DRW	TREMOR®
Max. Tailgate Height 4x4[6]	57.9–60.0 inches	57.9–59.7 inches	58.0–59.7 inches	58.6–60.3 inches	59.5–61.3 inches

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

1. Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. For additional information, see your Ford Dealer. **2.** Requires F-250 High-Capacity Axle Upgrade Package (535). **3.** Tremor Off-Road Package (17Y). **4.** 10,000 plus GVWR. **5.** Fixed 9,900 GVWR. **6.** Distance from ground to top of closed tailgate lip at base curb weight.

F-350 Platinum Crew Cab in Star White Metallic Tri-Coat.
When properly equipped. Max towing varies based on cargo, vehicle configuration, accessories, and number of passengers.

F-350® SRW Super Duty® Pickup

CONVENTIONAL TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1]

Towing capability will vary based on trim series, option content and payload. Prior to making final vehicle selection, reference the Basic Towing Information on page 9. See dealer and reference "Ford University" Job Aid "Spec'ing F-Series Trucks for Towing".

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

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

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

1. Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. For additional information, see your Ford Dealer. **2.** 18" All-Season Tires. **3.** 18" and 20" All-Terrain Tires. **4.** Tremor® Off-Road Package (17Y).

F-350 XLT Crew Cab 4x4 in Antimatter Blue. When properly equipped. Max towing varies based on cargo, vehicle configuration, accessories, and number of passengers.

F-350® SRW Super Duty® Pickup

5TH-WHEEL/GOOSENECK TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1]

Towing capability will vary based on trim series, option content and payload. Prior to making final vehicle selection, reference the Basic Towing Information on page 9. See dealer and reference "Ford University" Job Aid "Spec'ing F-Series Trucks for Towing".

			REGULAR CAB				SUPERCAB				CREW CAB							
Automatic Transmission			4x2 141.6" WB 8' Box		4x4 141.6" WB 8' Box		4x2 164.2" WB 8' Box		4x4 164.2" WB 8' Box		4x2 159.8" WB 6-3/4' Box		4x2 176.0" WB 8' Box		4x4 159.8" WB 6-3/4' Box		4x4 176.0" WB 8' Box	
Engine	Axle Ratio	GCWR (lbs.)	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck
6.7L V8 Turbo Diesel	3.31	31,000	22,100/ 23,700[2]	23,100/ 23,800[2]	22,000/ 23,300[2,3]	23,000/ 23,400[2,3]	20,800/ 23,200[2]	21,800/ 23,400[2]	20,500/ 22,800/ 22,900[3]	21,500/ 23,000[2,3]	20,700/ 23,300[2]	21,700/ 23,400[2]	20,200/ 22,900[2]	21,200/ 23,200[2]	20,500/ 22,700[2]/ 22,900[3]	21,500/ 23,000[2,3]	19,800/ 22,600[3]	20,900/ 22,800[2,3]
	3.55	31,000	22,100/ 23,700[2]	23,100/ 23,800[2]	22,000/ 23,300[2,3]	23,000/ 23,400[2,3]	20,800/ 23,200[2]	21,800/ 23,400[2]	20,500/ 22,900[2,3]	21,500/ 23,000[2,3]	20,700/ 23,300[2]	21,700/ 23,400[2]	20,200/ 22,900[2]	21,200/ 23,200[2]	20,500/ 22,700[2]/ 22,900[3]	21,500/ 23,000[2,3]	19,800/ 22,600[3]	20,900/ 22,800[2,3]
6.7L V8 H.O. Turbo Diesel	3.31	31,800	22,100/ 24,500[2]	23,100/ 24,600[2]	22,000/ 24,000[2]/ 24,000[3]	23,000/ 24,200[2,3]			20,500/ 22,600[2]	21,500/ 23,600[2,3]/ 23,800[3]			20,300/ 23,000[2]	21,300/ 24,000[2]	20,500/ 22,600[2]/ 23,600[3]	21,500/ 23,600[2]/ 23,800[3]	19,900/ 22,600[2]/ 23,400[3]	20,900/ 23,600[2,3]
	3.55	31,200													22,900[4]	23,000[4]		
		35,200	22,100/ 24,800[2]	23,100/ 25,800[2]	22,000/ 24,700[2]/ 27,400[3]	23,000/ 25,700[2]/ 27,600[3]	20,800/ 24,900[2]	21,900/ 25,900[2]	20,500/ 22,800[2]/ 26,300[3]	21,500/ 23,000[2]/ 27,200[3]			20,300/ 23,000[2]	21,300/ 24,000[2]	20,500/ 22,600[2]/ 25,900[3]	21,500/ 23,600[2]/ 26,900[3]	19,900/ 22,600[2]/ 25,600[3]	20,900/ 23,600[2]/ 26,600[3]
6.8L V8	3.73	21,000	14,500[2]	14,600[2]	14,100	14,200/ 14,200[2,3]	14,200	14,300	13,800/ 13,900[2,3]	13,900	14,100[1]/ 14,200	14,300	14,000/ 13,900[2]	14,100	13,800/ 13,700[2,3]	13,900	13,600/ 13,500[2,3]	13,700/ 13,600[3]
	4.30	24,400	17,900[2]	18,000[2]	17,500	17,700/ 17,600[2,3]			17,100[2,3] 17,200	17,300/ 17,200[2,3]	17,600/ 17,500[2]	17,700	17,400/ 17,300[2]	17,500			17,000/ 16,900[2,3]	17,000/ 17,000[3]
7.3L V8	3.73	25,200	18,500[2]	18,600[2]	18,200/ 18,100[2,3]	18,300			17,800/ 18,100[2]	17,900/ 18,300[3]	18,200/ 18,100[2,3]	18,200	17,900	18,100/ 18,000[2]	17,800/ 17,700[2,3]	17,900	17,600	17,700/ 17,500[2,3]
		28,600													21,000[4]	21,000[4]		
	4.30	29,000	22,300[2]	22,400[2]	22,000/ 21,900[2,3]	22,100			21,300/ 21,500[2,3]	21,700	21,100/ 21,900[2]	22,100	21,100/ 21,900[2]	21,900/ 22,100[2]	20,800/ 21,500[2,3]	21,500/ 21,700[2,3]	20,800/ 21,300[2,3]	21,500

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

1. Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. For additional information, see your Ford Dealer. **2.** 18" All-Season Tires. **3.** 18" and 20" All-Terrain Tires. **4.** Tremor® Off-Road Package (17Y).

F-450 XL Crew Cab in Carbonized Gray Metallic. When properly equipped. Max towing varies based on cargo, vehicle configuration, accessories, and number of passengers.

F-350®/450® DRW Super Duty® Pickups

CONVENTIONAL TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1]

Towing capability will vary based on trim series, option content and payload. Prior to making final vehicle selection, reference the Basic Towing Information on page 9. See dealer and reference "Ford University" Job Aid "Spec'ing F-Series Trucks for Towing".

Automatic Transmission			REGULAR CAB				CREW CAB			
Engine	Axle Ratio	GCWR (lbs.)	F-350 4x2 141.6" WB 8' Box	F-350 4x4 141.6" WB 8' Box	F-450 4x2 141.6" WB 8' Box	F-450 4x4 141.6" WB 8' Box	F-350 4x2 176.0" WB 8' Box	F-350 4x4 176.0" WB 8' Box	F-450 4x2 176.0" WB 8' Box	F-450 4x4 176.0" WB 8' Box
6.7L V8 Turbo Diesel	3.55	40,000	24,800/18,200[2]	24,800			27,000	27,000		
	4.10	43,900	24,800/18,200[2]	24,800			27,000	27,000		
	4.30	43,500							30,000	30,000
		46,700			25,000	25,000				
6.7L V8 H.O. Turbo Diesel	3.55	40,500	24,800	24,800			27,000	27,000		
	4.10	45,600	24,800	24,800			28,000	28,000		
	4.30	43,500							30,000	30,000
		46,700			25,000	25,000				
		48,000[3]			18,200					
6.8L V8	4.30	25,400	18,700/18,200[2]	18,300				17,700		
7.3L V8	3.73	25,700	18,900	18,500				17,900		
	4.30	29,500	22,000	22,000				21,700		

5TH-WHEEL/GOOSENECK TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1]

Automatic Transmission			REGULAR CAB								CREW CAB							
			F-350 4x2 141.6" WB 8' Box		F-350 4x4 141.6" WB 8' Box		F-450 4x2 141.6" WB 8' Box		F-450 4x4 141.6" WB 8' Box		F-350 4x2 176.0" WB 8' Box		F-350 4x4 176.0" WB 8' Box		F-450 4x2 176.0" WB 8' Box		F-450 4x4 176.0" WB 8' Box	
Engine	Axle Ratio	GCWR (lbs.)	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck
6.7L V8	3.55	40,000	32,300/ 32,400[2]	32,400/ 32,600[2]	31,900	32,000					31,600	31,800	31,200	31,400				
	4.10	43,900	35,000/ 35,000[2]	36,300/ 36,500[2]	35,000	35,900					35,000	35,700	35,000	35,300				
	4.30	43,500													34,200	34,700	32,000	33,000
		46,700					35,000	38,600	35,000	37,200								
6.7L V8 H.O. Turbo Diesel	3.55	40,500	32,800	32,900	32,300	32,500					32,100	32,300	31,700	31,800				
	4.10	45,600	35,000	38,000	35,000	37,600					35,000	37,400	34,900	35,900				
	4.30	43,500													34,100	34,700	31,900	32,900
		46,700					35,000	38,600	35,000	37,100								
		48,000[3]					35,000	40,000										
6.8L V8	4.30	25,400	18,500/ 18,700[2]	18,600/ 18,900[2]	18,000	18,200							17,400	17,600				
7.3L V8	3.73	25,700	18,700	18,800	18,200	18,400							17,600	17,800				
	4.30	29,500	22,500	22,500	22,000	22,200							21,400	21,600				

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

1. Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. For additional information, see your Ford Dealer. **2.** Heavy Duty Payload Package (68F). **3.** 40k Gooseneck Tow Package (535).

SUPER DUTY® PICKUP/ CAMPER COMBINATION SELECTOR

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

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

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

CAMPER CENTER-OF-GRAVITY

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

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

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

SLIDE-IN CAMPER INSTALLATION

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

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

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

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

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

Rear stabilizer bar (SRW)

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

Slide-in camper certification

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

MAXIMUM CARGO WEIGHT WITH SLIDE-IN CAMPER

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

		GVWR (lbs.)				Maximum Cargo Weight Rating (lbs.)[1]			
F-250 Super Duty[2]	**Wheelbase**	**6.8L**	**7.3L**	**6.7L**	**6.7L H.O.**	**6.8L Std./Opt.**[4]	**7.3L Std./Opt.**[4]	**6.7L Std./Opt.**[4]	**6.7L H.O./Opt.**[4]
4x2 Reg. Cab	141.6"	10,000	10,000	10,000	10,600[3]	3,794/3,694	3,800/3,700	3,036/2,936	3,535/ –
4x2 Reg. Cab	141.6"	–	–	10,600[2]	–	– / –	– / –	3,550/ –	– / –
4x2 Reg. Cab	141.6"	–	–	10,600	–	– / –	– / –	3,636/ –	– / –
4x2 SuperCab	164.2"	10,000	–	10,000	11,000[3]	2,967/2,867	– / –	2,170/2,070	3,069/ –
4x2 SuperCab	164.2"	–	–	11,000[3]	–	– / –	– / –	3,084/ –	– / –
4x2 SuperCab	164.2"	10,400	–	10,600	–	3,367/ –	– / –	2,770/ –	– / –
4x2 Crew Cab	159.8"	10,000	10,000	10,000	10,800[3]	3,000/2,900	3,027/2,927	2,206/2,106	2,905/ –
4x2 Crew Cab	159.8"	–	–	10,800[3]	–	– / –	– / –	2,920/ –	– / –
4x2 Crew Cab	159.8"	10,100	10,100	10,600	–	3,100/ –	3,127/ –	2,806/ –	– / –
4x2 Crew Cab	176.0"	10,000	10,000	10,000	11,100[3]	2,777/2,677	2,803/2,703	1,959/1,859	2,958/ –
4x2 Crew Cab	176.0"	–	–	11,100[3]	–	– / –	– / –	2,973/ –	– / –
4x2 Crew Cab	176.0"	10,400	10,400	10,600	–	3,177/ –	3,203/ –	2,559/ –	– / –
4x4 Reg. Cab	141.6"	10,000	10,000	10,000	11,000[3]	3,403/3,303	3,414/3,314	2,643/2,543	3,543/ –
4x4 Reg. Cab	141.6"	–	–	11,000[2]	–	– / –	– / –	3,558/ –	– / –
4x4 Reg. Cab	141.6"	10,300	10,400	10,600	–	3,703/ –	3,714/ –	3,243/ –	– / –
4x4 SuperCab	164.2"	10,000	10,000	10,000	11,400[3]	2,587/2,487	2,599/2,499	1,818/1,718	3,118/ –
4x4 SuperCab	164.2"	–	–	11,200[3]	–	– / –	– / –	2,933/ –	– / –
4x4 SuperCab	164.2"	10,600	10,600	10,600	–	3,187/ –	3,199/ –	2,418/ –	– / –
4x4 Crew Cab	159.8"	10,000	10,000	10,000	11,100[3]	2,650/2,550	2,676/2,576	1,868/1,768	2,868/ –
4x4 Crew Cab	159.8"	–	–	11,100[3]	–	– / –	– / –	2,883/ –	– / –
4x4 Crew Cab	159.8"	10,500	10,500	10,600	–	3,150/ –	3,176/ –	2,468/ –	– / –
4x4 Crew Cab	176.0"	10,000	10,000	10,000	11,400[3]	2,347/2,247	2,373/2,273	1,544/1,444	2,844/ –
4x4 Crew Cab	176.0"	–	–	11,200[2]	–	– / –	– / –	2,659/ –	– / –
4x4 Crew Cab	176.0"	10,600	10,600	10,600	–	2,947/ –	2,973/ –	2,144/ –	– / –
F-350 SRW Super Duty[2]	**Wheelbase**	**6.8L**	**7.3L**	**6.7L**	**6.7L H.O.**	**6.8L Std.**	**7.3L Std.**	**6.7L Std.**	**6.7L H.O.**
17" Tires									
4x2 Reg. Cab	141.6"	–	–	10,600	10,600	–	–	3,580	3,565
4x2 SuperCab	164.2"	10,400	–	11,000	11,000	3,334	–	3,090	3,075
4x2 Crew Cab	159.8"	10,200	10,200	10,800	–	3,131	2,948	2,906	–
4x2 Crew Cab	176.0"	10,600	10,600	11,100	11,100	3,315	3,133	2,969	2,984
4x4 Reg. Cab	141.6"	10,400	10,400	11,000	11,000	3,738	3,626	3,567	3,552
4x4 SuperCab	164.2"	10,800	10,800	11,300	11,300	3,357	3,175	3,029	2,998
4x4 Crew Cab	159.8"	10,600	10,600	11,200	11,200	3,150	2,968	2,917	2,902
4x4 Crew Cab	176.0"	10,900	10,900	11,499	11,499	3,216	3,073	2,969	2,954
18" All-Season Tires									
4x2 Reg. Cab	141.6"	10,500	10,500	11,100	11,100	4,229	4,015	4,022	4,007
4x2 SuperCab	164.2"	10,900	–	11,499	11,499	3,807	–	3,531	3,516
4x2 Crew Cab	159.8"	10,600	10,700	11,300	–	3,504	3,390	3,348	–
4x2 Crew Cab	176.0"	11,100	11,100	11,499	11,499	3,788	3,575	3,310	3,325
4x4 Reg. Cab	141.6"	10,900	10,900	11,499	11,499	4,211	4,068	4,008	3,993
4x4 SuperCab	164.2"	11,300	11,300	11,499	11,499	3,830	3,617	3,170	3,139
4x4 Crew Cab	159.8"	11,000	11,100	11,499	11,499	3,523	3,410	3,158	3,143
4x4 Crew Cab	176.0"	11,300	11,300	12,000	12,000	3,589	3,415	3,412	3,397
18"/20" All-Terrain and 20" All-Season Tires									
4x4 Reg. Cab	141.6"	11,400	11,400	12,000	12,000	4,706	4,563	4,504	4,489
4x4 SuperCab	164.2"	11,800	11,800	12,300	12,300	4,325	4,112	3,966	3,935
4x4 Crew Cab	159.8"	11,499	11,499	12,000	12,000	4,017	3,804	3,654	3,639
4x4 Crew Cab	176.0"	11,900	11,900	12,400	12,400	4,184	4,010	3,807	3,792
F-350 DRW Super Duty[2]	**Wheelbase**	**6.8L**	**7.3L**	**6.7L**	**6.7L H.O.**	**6.8L Std.**	**7.3L Std.**	**6.7L Std.**	**6.7L H.O.**
4x2 Reg. Cab	141.6"	14,000	14,000	14,000	14,000	7,344	7,236	6,558	6,542
4x2 Crew Cab	176.0"	–	–	14,000	14,000	–	–	5,437	5,423
4x4 Reg. Cab	141.6"	14,000	14,000	14,000	14,000	6,943	6,807	6,129	6,114
4x4 Crew Cab	176.0"	14,000	14,000	14,000	14,000	5,864	5,758	5,030	5,015
F-450 DRW Super Duty[2]	**Wheelbase**	**6.8L**	**7.3L**	**6.7L**	**6.7L H.O.**	**6.8L Std.**	**7.3L Std.**	**6.7L Std.**	**6.7L H.O.**
4x2 Reg. Cab	141.6"	–	–	14,000	14,000	–	–	5,933	5,917
4x2 Crew Cab	176.0"	–	–	14,000	14,000	–	–	4,818	4,803
4x4 Reg. Cab	141.6"	–	–	14,000	14,000	–	–	5,567	5,552
4x4 Crew Cab	176.0"	–	–	14,000	14,000	–	–	4,488	4,473

If you intend to pull a trailer in addition to carrying your camper, see the Super Duty Pickup Trailer Towing Selector charts on pages 20, 22 and 24.

1. Maximum cargo weight capabilities requires Camper Package (471) and are exclusive of the weight of the occupants in the vehicle, computed as 150-lbs. times the number of designated seating positions, and vary based on cargo, vehicle configuration, accessories, and option content. See Truck Camper Loading document provided with the vehicle for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer. **2.** Requires Camper Package option. **3.** With Trailer Tow Package. **4.** With available 9,900-lb. GVWR Package.

Super Duty® Pickups

AVAILABLE TRAILER TOW PACKAGE

Equipment	F-250 Super Duty (535)[1]	F-250, F-350, F-450 Super Duty (NOC)	F-450 Super Duty (535)[2]
4-/7-Pin Connector	S	S	S
Hitch Receiver	S	S	S
Auto Trans. Oil Cooler	S	S	S
Smart Trailer Tow Connector	S	S	S
Trailer Brake Wiring/Feed Kit	S	S	S
Upgraded Rear Axle	I		
Increased GCW (6.7L)	I		
Tow/Haul Mode	S	S	S
Tow Hooks Front	S	S	S
Trailer Brake Controller (TBC)	S[3]	S[3]	
Trailer Sway Control	S	S	S
Trailer Reverse Guidance	S[3]	S[3]	
360-Degree Camera	S[3]	S[3]	
Lane Keeping Alert	S[3]	S[3]	
Pro Trailer Backup Assist™ 2.0	S[3]	S[3]	
Pro Trailer Hitch Assist™	S[3]	S[3]	
Onboard Scales with Smart Hitch	I[3]	S[3]	
Unique Conventional Trailer Hitch			I

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

LEGEND

I = Equipment is included in the package

S = Equipment is standard on the vehicle

NOC = No Option Code assigned

REQUIRED EQUIPMENT

Includes items that must be installed. Your New Vehicle Limited Warranty may be voided if you tow without them.[4]

F-250 Pickup

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

FRONTAL AREA LIMITATION

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

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

FACTORY-INSTALLED TRAILER HITCH RECEIVER

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

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

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

HITCH RECEIVER WEIGHT CAPACITY

The maximum weight capacities for the hitch receivers shown below may exceed the maximum loaded trailer weight for the vehicle specified. Refer to the Trailer Towing Selector charts for Maximum Loaded Trailer Weight for these vehicles.

	Weight-Carrying Max. Trailer Capacity (lbs.)[5]	Max. Tongue Load (lbs.)	Weight-Distributing Max. Trailer Capacity (lbs.)[5]	Max. Tongue Load (lbs.)
F-250	22,000	2,200	22,000	2,200
F-350 SRW	25,000	2,500	25,000	2,500
F-250/F-350 Tremor®	18,200	1,820	18,200	1,820
F-350 DRW	28,000	2,800	28,000	2,800
F-450 DRW	30,000	3,000	30,000	3,000

REAR AXLE RATIO CODES

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

Rear Axle Ratio	Non-Limited Slip	Limited Slip	Electronic Locking
3.31	31	Not Available	3H
3.55	35	3K	3J
3.73	37	3L	3E
4.10	Not Available	4N	Not Available
4.30	Not Available	4L	4M

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

1. High Capacity Axle Upgrade Package. Requires 6.7L Engine. **2.** High Capacity Gooseneck Tow Package. Requires 4x2, 6.7L High Output Engine, XL and Regular Cab. **3.** Availability varies by trim series. See your Ford Dealer for details. **4.** See your Ford Dealer for limited warranty details. **5.** Hitch receivers do not include a hitch ball or ball mounting. You are responsible for obtaining the proper hitch ball, ball mounting, weight-distributing equipment (i.e., equalizing arms and snap-up brackets, sway control system) and other appropriate equipment to tow both the trailer and its cargo load.

Ranger LARIAT SuperCrew 4x4 with FX4 package in Carbonized Gray Metallic.
When properly equipped. Max towing varies based on cargo, vehicle configuration, accessories, and number of passengers.

Ranger®

Automatic Transmission

Engine	Axle Ratio	GCWR (lbs.)	MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1] SUPERCREW® 4x2	4x4	4x4 AUTO
2.3L EcoBoost® I4	3.73	12,370	7,500[2]		
		12,590		7,500[2]	
2.7L EcoBoost V6	3.73	12,745		7,500[2]	
3.0L EcoBoost V6[3]	4.27	11,465			5,510[2]

Notes:
- Do not exceed trailer weight of 3,500 lbs. when towing with bumper only.
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.
- Ranger calculated with SAE J2807® method.

REQUIRED EQUIPMENT

Includes items that must be installed. Your New Vehicle Limited Warranty may be voided if you tow without them.[4]

For trailers over 3,500 pounds – Trailer Tow Package (53R)

FRONTAL AREA LIMITATION

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

The maximum trailer frontal area that must be considered for a **Ranger**/trailer combination is **30 sq. ft. without Trailer Tow Package** and **55 sq. ft. with Trailer Tow Package**. Exceeding this limitation may significantly reduce the performance of your towing vehicle.

REAR AXLE RATIO CODES

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

Rear Axle Ratio	Non-Limited Slip	Electronic Locking
3.73	71	73
4.27[3]	Not Available	4L

AVAILABLE TRAILER TOW PACKAGE

Equipment	(53R)	(67P)	(67G, 67W)	Raptor® (NOC)
4-/7-Pin Connector	I	I	I	S
Hitch Receiver	I	I	I	S
Trailer Brake Controller		I	I	S
Pro Trailer Backup Assist™		I	I	S
Reverse Parking Sensors			I	S
360 Degree Camera			I[5]	S
Tow/Haul Mode	S	S	S	S
Tow Hooks Front	S[6]	S[6]	S[6]	S[6]
Trailer Sway Control	S	S	S	S
Lane Keeping Alert	S	S	S	S

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

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

FACTORY-INSTALLED TRAILER HITCH RECEIVER

Included with Trailer Tow Package – Option Code 53R

See Hitch Receiver Weight Capacity chart for the weight-carrying capacity of this hitch receiver. (This capacity also is shown on a label affixed to the receiver.)

REAR STEP BUMPER/HITCH RECEIVER WEIGHT CAPACITY

The maximum weight capacities for the hitch receivers shown below may exceed the maximum loaded trailer weight for the vehicle specified. Refer to the Trailer Towing Selector chart for Maximum Loaded Trailer Weight for this vehicle.

		Weight-Carrying Max. Trailer Capacity (lbs.)[7]	Max. Tongue Load (lbs.)
REAR STEP BUMPER	Ranger	3,500	350
HITCH RECEIVER	Ranger	7,500[2]	750
	Ranger Raptor	5,510[2]	550

1. Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. For additional information, see your Ford Dealer. **2.** Requires available Trailer Tow Package (53R); standard on Raptor. When properly equipped. Max towing varies based on cargo, vehicle configuration, accessories and number of passengers. **3.** Raptor only. **4.** See your Ford Dealer for limited warranty details. **5.** Standard on LARIAT for 67W. **6.** 4x4 only. **7.** Ford rear step bumpers and hitch receivers do not include a hitch ball or ball mounting. You are responsible for obtaining the proper hitch ball, ball mounting, and other appropriate equipment to tow both the trailer and its cargo load.

Maverick LARIAT AWD SuperCrew in Eruption Green Metallic.
When properly equipped. Max towing varies based on cargo, vehicle configuration, accessories, and number of passengers.

Maverick®

Automatic Transmission

Engine	Axle Ratio	GCWR (lbs.)	MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1] SUPERCREW® FWD	AWD
2.5L I4 Hybrid	3.37	6,090	2,000	
		6,315		2,000
		8,315		4,000[2]
2.0L EcoBoost® I4	3.81	6,130		2,000
		6,255		2,000
		8,130		4,000[2]

Notes:
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.
- Maverick calculated with SAE J2807® method.

REQUIRED EQUIPMENT

Includes items that must be installed. Your New Vehicle Limited Warranty may be voided if you tow without them.[4]

For trailers over 2,000 lbs. – 4K Tow Package (53Q)

FRONTAL AREA LIMITATION

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

The maximum trailer frontal area that must be considered for a **Maverick**/trailer combination is **29 sq. ft. without 4K Tow Package (53Q)** and **40 sq. ft. with 4K Tow Package (53Q)**. Exceeding this limitation may significantly reduce the performance of your towing vehicle.

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

AVAILABLE TRAILER TOW PACKAGE

Equipment	Maverick (53Q)
4-/7-Pin Connector	I
Hitch Receiver	I
Aux. Auto Trans. Oil Cooler	I
Radiator Upgrade (2.0L Gas Only)	I
Upgraded Cooling Fan	I
Tow/Haul Mode	S
Trailer Brake Controller	I
Trailer Sway Control	S
360 Degree Camera	S[5]
Pro Trailer Backup Assist™	S[3,5]
Pro Trailer Hitch Assist™	S[3,5]

LEGEND
I = Equipment is included in the package
S = Equipment is standard on the vehicle

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

FACTORY-INSTALLED TRAILER HITCH RECEIVER

Included with Trailer Tow Package – Option Code 53Q

See Hitch Receiver Weight Capacity chart for the weight-carrying capacity of this hitch receiver. (This capacity also is shown on a label affixed to the receiver.)

HITCH RECEIVER WEIGHT CAPACITY

The maximum weight capacity for the hitch receiver shown below may exceed the maximum loaded trailer weight for the vehicle specified. Refer to the Trailer Towing Selector chart for Maximum Loaded Trailer Weight for this vehicle.

Weight-Carrying Max. Trailer Capacity (lbs.)[6]	Max. Tongue Load (lbs.)
4,000[2]	400

1. Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. For additional information, see your Ford Dealer. **2.** Requires 4K Tow Package (53Q). When properly equipped. Max towing varies based on cargo, vehicle configuration, accessories and number of passengers. **3.** Available first quarter 2025. **4.** See your Ford Dealer for limited warranty details. **5.** Standard on LARIAT and Tremor®. Optional on Lobo. **6.** Hitch receivers do not include a hitch ball or ball mounting. You are responsible for obtaining the proper hitch ball, ball mounting, and other appropriate equipment to tow both the trailer and its cargo load.

TRAILER TOWING SELECTOR

SUPER DUTY CHASSIS CAB • MEDIUM TRUCK • TRANSIT VAN • TRANSIT CUTAWAY • E-SERIES CUTAWAY

Ford Commercial Vehicles help you get down to business with trucks and vans built to accelerate your productivity.

F-350® Super Duty® Chassis Cab

MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1]

Trailer weights shown assume 715-lb.–1,115-lb. second-unit body weight.

CONVENTIONAL TOWING[2]

Automatic Transmission

Engine	Axle Ratio	GCWR (lbs.)	REGULAR CAB CHASSIS 4x2 SRW 145.3" WB	4x4 SRW 145.3" WB	4x2 DRW 145.3" WB	4x2 DRW 169.3" WB	4x4 DRW 145.3" WB	4x4 DRW 169.3" WB	SUPERCAB CHASSIS 4x2 SRW 167.9" WB	4x4 SRW 167.9" WB	4x2 DRW 167.9" WB	4x4 DRW 167.9" WB	CREW CAB CHASSIS 4x2 SRW 179.8" WB	4x4 SRW 179.8" WB	4x2 DRW 179.8" WB	4x4 DRW 179.8" WB
6.7L V8 Diesel	3.73E[3]	31,000		13,500						13,500			13,500	13,500		
	3.73	34,000			17,500	17,500	17,500	17,500				17,500			17,500	17,500
	4.10	34,500			17,500	17,500	17,500	17,500				17,500			17,500	17,500
7.3L V8	3.73	23,500			16,400	16,100	16,000	15,700			15,900	15,600			15,900	15,500
	4.30E[3]	27,200	13,500	13,500					13,500	13,500			13,500	13,500		
		27,500			17,500	17,500	17,500	17,500			17,500	17,500			17,500	17,500

5TH-WHEEL TOWING

6.7L V8 Diesel	3.73E[2]	31,000		22,700						20,100			21,100	19,600		
	3.73	34,000			26,000	25,800	25,600	25,400				25,200			25,500	25,100
	4.10	34,500			26,500	26,300	26,100	25,900				25,700			26,000	25,600
7.3L V8	3.73	23,500			16,200	16,000	15,900	15,600			15,800	15,400			15,700	15,300
	4.30E[3]	27,200	20,300	19,800					19,900	19,400			19,700	19,300		
		27,500			20,200	20,000	19,900	19,600			19,800	19,400			19,700	19,300

GOOSENECK TOWING

6.7L V8 Diesel	3.73E[3]	31,000		23,100						20,900			21,900	20,500		
	3.73	34,000			26,100	25,900	25,800	25,500				25,300			25,600	25,200
	4.10	34,500			26,600	26,400	26,300	26,000				25,800			26,100	25,700
7.3L V8	3.73	23,500			16,300	16,100	16,000	15,700			15,900	15,500			15,800	15,400
	4.30E[3]	27,200	20,400	20,000					20,000	19,600			19,900	19,400		
		27,500			20,300	20,100	20,000	19,700			19,900	19,500			19,800	19,400

F-450® Super Duty Chassis Cab

MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1]

Trailer weights shown assume 715-lb.–1,115-lb. second-unit body weight.

CONVENTIONAL TOWING[2]

Automatic Transmission

Engine	Axle Ratio	GCWR (lbs.)	REGULAR CAB CHASSIS 4x2 DRW 145.3" WB	4x2 DRW 169.3" WB	4x2 DRW 193.3" WB	4x2 DRW 205.3" WB	4x4 DRW 145.3" WB	4x4 DRW 169.3" WB	4x4 DRW 193.3" WB	4x4 DRW 205.3" WB	SUPERCAB CHASSIS 4x2 DRW 167.9" WB	4x2 DRW 192.0" WB	4x4 DRW 167.9" WB	4x4 DRW 192.0" WB	CREW CAB CHASSIS 4x2 DRW 179.8" WB	4x2 DRW 203.8" WB	4x4 DRW 179.8" WB	4x4 DRW 203.8" WB
6.7L V8 Diesel	4.10	34,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500		17,500	17,500	17,500	17,500	17,500	17,500	17,500
	4.30	39,000[4]	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500		17,500	17,500	17,500	17,500	17,500	17,500	17,500
7.3L V8	4.88	30,000	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500		17,500	17,500	17,500	17,500	17,500	17,500

5TH-WHEEL TOWING

6.7L V8 Diesel	4.10	34,500	25,700	25,600	25,300	25,100	25,500	25,200	24,800	24,700		25,100	25,100	24,800	25,300	24,900	24,900	24,700
	4.30	39,000[4]	30,200	30,100	29,800	29,600	30,000	29,700	29,300	29,200		29,600	29,600	29,300	29,800	29,400	29,400	29,200
7.3L V8	4.88	30,000	22,000	21,800	21,500	21,300	21,700	21,400	21,100	21,000	21,600		21,300	21,000	21,500	21,200	21,200	20,900

GOOSENECK TOWING

6.7L V8 Diesel	4.10	34,500	25,800	25,700	25,400	25,200	25,600	25,400	25,000	24,900		25,200	25,200	24,900	25,400	25,000	25,100	24,900
	4.30	39,000[4]	30,300	30,200	29,900	29,700	30,100	29,900	29,500	29,400		29,700	29,700	29,400	29,900	29,500	29,600	29,400
7.3L V8	4.88	30,000	22,100	21,900	21,600	21,400	21,900	21,600	21,200	21,100	21,700		21,400	21,200	21,600	21,400	21,300	21,100

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

1. Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. For additional information, see your Ford Dealer. **2.** Super Duty Chassis Cab does not offer a conventional hitch receiver as a factory-installed option. **3.** E = Electronic Locking Rear Axle. **4.** Requires Trailer Tow Package – High Capacity (535).

F-550® Super Duty® Chassis Cab

MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1]

Trailer weights shown assume 715-lb.–1,115-lb. second-unit body weight.

CONVENTIONAL TOWING[2]

Automatic Transmission

Engine	Axle Ratio	GCWR (lbs.)	REGULAR CAB CHASSIS 4x2 DRW 145.3" WB	4x2 DRW 169.3" WB	4x2 DRW 193.3" WB	4x2 DRW 205.3" WB	4x4 DRW 145.3" WB	4x4 DRW 169.3" WB	4x4 DRW 193.3" WB	4x4 DRW 205.3" WB	SUPERCAB CHASSIS 4x2 DRW 167.9" WB	4x2 DRW 192.0" WB	4x4 DRW 167.9" WB	4x4 DRW 192.0" WB	CREW CAB CHASSIS 4x2 DRW 179.8" WB	4x2 DRW 203.8" WB	4x4 DRW 179.8" WB	4x4 DRW 203.8" WB
6.7L V8 Diesel	4.10	34,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500		18,500	18,500	18,500	18,500	18,500	18,500	18,500
	4.30	39,000[3]	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500		18,500	18,500	18,500	18,500	18,500	18,500	18,500
		43,000[3,5]	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500		18,500	18,500	18,500	18,500	18,500	18,500	18,500
7.3L V8	4.88	30,000	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500		18,500	18,500	18,500	18,500	18,500	18,500

5TH-WHEEL TOWING

Engine	Axle Ratio	GCWR (lbs.)	4x2 DRW 145.3" WB	4x2 DRW 169.3" WB	4x2 DRW 193.3" WB	4x2 DRW 205.3" WB	4x4 DRW 145.3" WB	4x4 DRW 169.3" WB	4x4 DRW 193.3" WB	4x4 DRW 205.3" WB	4x2 DRW 167.9" WB	4x2 DRW 192.0" WB	4x4 DRW 167.9" WB	4x4 DRW 192.0" WB	4x2 DRW 179.8" WB	4x2 DRW 203.8" WB	4x4 DRW 179.8" WB	4x4 DRW 203.8" WB
6.7L V8 Diesel	4.10	34,500	25,700	25,600	25,300	25,100	25,500	25,200	24,800	24,700		25,100	25,100	24,800	25,300	24,900	24,900	24,700
	4.30	39,000[3]	30,200	30,100	29,800	29,600	30,000	29,700	29,300	29,200		29,600	29,600	29,300	29,800	29,400	29,400	29,200
		43,000[3,5]	34,200	34,000	33,600	33,500	34,000	33,700	33,300	33,200		33,500	33,500	33,200	33,700	33,500	33,400	33,100
7.3L V8	4.88	30,000	22,000/ 21,900[4]	21,800/ 21,700[5]	21,500/ 21,400[5]	21,300	21,700	21,400/ 21,300[5]	21,100/ 21,000[5]	21,000/ 20,900[5]	21,600		21,300/ 21,200[5]	21,000	21,500/ 21,400[5]	21,200	21,200/ 21,100[5]	20,900/ 20,800[5]

GOOSENECK TOWING

Engine	Axle Ratio	GCWR (lbs.)	4x2 DRW 145.3" WB	4x2 DRW 169.3" WB	4x2 DRW 193.3" WB	4x2 DRW 205.3" WB	4x4 DRW 145.3" WB	4x4 DRW 169.3" WB	4x4 DRW 193.3" WB	4x4 DRW 205.3" WB	4x2 DRW 167.9" WB	4x2 DRW 192.0" WB	4x4 DRW 167.9" WB	4x4 DRW 192.0" WB	4x2 DRW 179.8" WB	4x2 DRW 203.8" WB	4x4 DRW 179.8" WB	4x4 DRW 203.8" WB
6.7L V8 Diesel	4.10	34,500	25,800	25,700	25,400	25,200	25,600	25,400	25,000	24,900		25,200	25,200	24,900	25,400	25,000	25,100	24,900
	4.30	39,000[3]	30,300	30,200	29,900	29,700	30,100	29,900	29,500	29,400		29,700	29,700	29,400	29,900	29,500	29,600	29,400
		43,000[3,5]	34,300	34,100	33,800	33,700	34,200	33,800	33,500	33,300		33,700	33,600	33,400	33,800	33,600	33,500	33,300
7.3L V8	4.88	30,000	22,100	21,900/ 21,800[5]	21,600/ 21,500[5]	21,400	21,900/ 21,800[4]	21,600/ 21,500[5]	21,200	21,100/ 21,000[5]	21,700		21,400	21,200/ 21,100[5]	21,600	21,400/ 21,300[4]	21,300	21,100/ 21,000[5]

F-600® Super Duty Chassis Cab

MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1]

Trailer weights shown assume 715-lb.–1,115-lb. second-unit body weight.

CONVENTIONAL TOWING[2]

Automatic Transmission

Engine	Axle Ratio	GCWR (lbs.)	REGULAR CAB CHASSIS 4x2 DRW 145.3" WB	4x2 DRW 169.3" WB	4x2 DRW 193.3" WB	4x2 DRW 205.3" WB	4x4 DRW 145.3" WB	4x4 DRW 169.3" WB	4x4 DRW 193.3" WB	4x4 DRW 205.3" WB
6.7L V8 Diesel	4.30	43,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500
7.3L V8	4.88	31,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500

5TH-WHEEL TOWING

Engine	Axle Ratio	GCWR (lbs.)	4x2 DRW 145.3" WB	4x2 DRW 169.3" WB	4x2 DRW 193.3" WB	4x2 DRW 205.3" WB	4x4 DRW 145.3" WB	4x4 DRW 169.3" WB	4x4 DRW 193.3" WB	4x4 DRW 205.3" WB
6.7L V8 Diesel	4.30	43,500	34,600	34,300	34,100	33,800	34,300	34,000	33,700	33,600
7.3L V8	4.88	31,500	23,300	23,000	22,800	22,600	23,000	22,700	22,500	22,300

GOOSENECK TOWING

Engine	Axle Ratio	GCWR (lbs.)	4x2 DRW 145.3" WB	4x2 DRW 169.3" WB	4x2 DRW 193.3" WB	4x2 DRW 205.3" WB	4x4 DRW 145.3" WB	4x4 DRW 169.3" WB	4x4 DRW 193.3" WB	4x4 DRW 205.3" WB
6.7L V8 Diesel	4.30	43,500	34,700	34,400	34,300	33,900	34,400	34,200	33,900	33,800
7.3L V8	4.88	31,500	23,400	23,100	23,000	22,700	23,100	22,800	22,600	22,400

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

1. Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. For additional information, see your Ford Dealer. **2.** Super Duty Chassis Cab does not offer a conventional hitch receiver as a factory-installed option. **3.** Requires Trailer Tow Package – High Capacity (535). **4.** Payload Upgrade Package (68U). **5.** Payload Plus Upgrade Package (68M).

F-450 XLT Chassis Cab in Oxford White. When properly equipped. Max towing varies based on cargo, vehicle configuration, accessories, and number of passengers.

Super Duty® Chassis Cabs

AVAILABLE TRAILER TOW PACKAGE

Equipment	F-450/F-550 Super Duty Chassis Cab (535)[1]	F-350/F-450/F-550/F-600 Super Duty Chassis Cab (NOC)
7-Wire Harness (Blunt Cut) with Relays	S	S
Tailer Brake Wiring/Feed Kit	I	
Trailer Brake Controller (TBC)	S[2]	S[2]
Upgraded Rear Axle	I	
Increased GCW (6.7L)	I	
Tow/Haul Mode	S	S
Tow Hooks, Front	S	S
Trailer Sway Control	S	S
Lane Keeping Alert	S	S

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

LEGEND

I = Equipment is included in the package

S = Equipment is standard on the vehicle

NOC = No Option Code assigned

REQUIRED EQUIPMENT

Includes items that must be installed. Your New Vehicle Limited Warranty may be voided if you tow without them.[3]

F-450/F-550 Chassis Cab

For 43,000-lb. GCWR on F-550; 39,000-lb. GCWR on F-450 – High-Capacity Trailer Tow Package (535)

FRONTAL AREA LIMITATION

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

The maximum trailer frontal area that must be considered for a **F-350®/F-450®/F-550®/F-600® Super Duty**/ trailer combination is **75 sq. ft. for all 5th-wheel and gooseneck applications** and **60 sq. ft. for all other applications**. Exceeding this limitation may significantly reduce the performance of your towing vehicle.

REAR AXLE RATIO CODES

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

Rear Axle Ratio	Non-Limited Slip	Limited Slip	Electronic Locking
3.73	37	Not Available	3E
4.10	41	4N/4W[4]	Not Available
4.30	Not Available	4L/4X[5]	4M
4.88	48	8L	Not Available

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.

1. Requires 6.7L diesel engine. **2.** Optional on XL. Standard on XLT and LARIAT. **3.** See your Ford Dealer for limited warranty details. **4.** Wide rear axle on F-350 DRW Chassis Cab with Ambulance Package and 6.7L diesel engine. **5.** Wide rear axle on F-350 DRW Chassis Cab with Ambulance Package and 7.3L gas engine.

F-750 Regular Cab in Agate Black

2026 Medium Duty Truck

DIESEL ENGINE

Model	GVWR	GCWR
F-650 (Straight Frame)	25,600-29,000 lbs.	50,000 lbs.
F-750 (Straight Frame)	30,200-37,000 lbs.	50,000 lbs.

GAS ENGINE

Model	GVWR	GCWR
F-650 (Straight Frame)	25,600-29,000 lbs.	37,000 lbs.
F-750 (Straight Frame)	30,200-33,000 lbs.	37,000 lbs.

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

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

T-150 Cargo Van Medium Roof in Oxford White

Transit®

PASSENGER VAN

REAR-WHEEL DRIVE / ALL-WHEEL DRIVE

CONVENTIONAL TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1]

Automatic Transmission Engine	Axle Ratio	GCWR (lbs.)	350 148" WB Low Roof	350 148" WB Medium Roof	350 148" WB High Roof	350 148" WB Extended High Roof	350 148" WB Low Roof	350 148" WB Medium Roof	350 148" WB High Roof	350 148" WB Extended High Roof
3.5L PFDI V6	3.73	10,800	4,200	4,100	3,900		4,000	3,900/3,800[2]	3,700	
	4.10	11,200	4,500	4,400	4,200	3,700	4,300	4,200/4,100[2]	4,000	
3.5L EcoBoost® V6	3.73	11,200	4,400	4,300	4,200	3,600	4,200	4,100	3,900	3,400

CARGO VAN

REAR-WHEEL DRIVE

CONVENTIONAL TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1]

Automatic Transmission Engine	Axle Ratio	GCWR (lbs.)	150/250/350 130" WB Low Roof	150/250/350 148" WB Low Roof	350HD 148" WB Low Roof	150/250/350 148" WB Medium Roof	350HD 148" WB Medium Roof	250/350 148" WB High Roof	350HD 148" WB High Roof	250/350 148" WB Extended High Roof	350HD 148" WB Extended High Roof	350HD DRW 148" WB Extended High Roof
3.5L PFDI V6	3.73	10,800	5,200	5,100		5,000		4,900				
	4.10	12,000	6,300	6,200	6,200	6,100	6,100	6,000	6,000	5,800	5,700	5,600
3.5L EcoBoost V6	3.73	12,600	6,900	6,800	6,800	6,600	6,600	6,500	6,500	6,300		
		13,000									6,700	6,500

ALL-WHEEL DRIVE

CONVENTIONAL TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1]

Automatic Transmission Engine	Axle Ratio	GCWR (lbs.)	150/250/350 130" WB Low Roof	150/250/350 148" WB Low Roof	350HD 148" WB Low Roof	150/250/350 148" WB Medium Roof	350HD 148" WB Medium Roof	250/350 148" WB High Roof	350HD 148" WB High Roof	250/350 148" WB Extended High Roof	350HD 148" WB Extended High Roof	350HD DRW 148" WB Extended High Roof
3.5L PFDI V6	3.73	10,800	5,000	4,900		4,800		4,700				
	4.10	12,000	6,100	6,000	6,000	5,900	5,900	5,800	5,800	5,600	5,500	5,300
3.5L EcoBoost V6	3.73	12,600	6,700	6,600	6,600	6,400	6,400	6,300	6,300	6,100		
		13,000									6,500	6,200

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

1. Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. For additional information, see your Ford Dealer. **2.** 15-passenger van.

AVAILABLE TRAILER TOWING PACKAGE

Equipment	Transit (53B)[1]	Transit (53D)[1]
4-/7-Pin Connector	I[2]	I
Trailer Wiring Harness		I
Trailer Wiring Provision	I	I
Hitch Receiver	I	
Tow/Haul Mode	I	I
Trailer Sway Control		I

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

LEGEND
I = Equipment is included in the package

REQUIRED EQUIPMENT

Includes items that must be installed. Your New Vehicle Limited Warranty may be voided if you tow without them.[3]

For trailers over 5,000 lbs. – Heavy-Duty Trailer Tow Package (53B)

FRONTAL AREA LIMITATION

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

The maximum trailer frontal area that must be considered for a **Transit Van**/trailer combination is **55 sq. ft. for all applications** and for a **Transit Cutaway or Chassis Cab**/trailer combination is **73 sq. ft.* See Incomplete Vehicle Manual (IVM) for frontal area restriction details**. Exceeding these limitations may significantly reduce the performance of your towing vehicle.

*Base vehicle frontal area.

T-350HD Cutaway in Carbonized Gray Metallic

FACTORY-INSTALLED TRAILER HITCH RECEIVER OPTION

Included with Trailer Tow Package – Option Code 53B

See Hitch Receiver Weight Capacity chart for the weight-carrying capacity of this hitch receiver. (This capacity also is shown on a label affixed to each receiver.)

HITCH RECEIVER WEIGHT CAPACITY

The maximum weight capacities for the hitch receivers shown below may exceed the maximum loaded trailer weight for the vehicle specified. Refer to the Trailer Towing Selector chart for Maximum Loaded Trailer Weight for this vehicle.

	Weight-Carrying Max. Trailer Capacity (lbs.)[4]	Max. Tongue Load (lbs.)
Transit Passenger Van	4,500	450
Transit Cargo Van	6,900	690

REAR AXLE RATIO CODES

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

Rear Axle Ratio	Non-Limited Slip	Limited Slip
3.73	73	7L
4.10	Not Available	4L

Transit®

CUTAWAY

Automatic Transmission

CONVENTIONAL TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)[5]

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

CHASSIS CAB

Automatic Transmission

CONVENTIONAL TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)[5]

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

Notes:
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.
- Trailer tongue load weight should be 10% of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

1. Not available on Cutaway or Chassis Cab models. **2.** Includes relay system for backup/B+/running lights. **3.** See your Ford Dealer for limited warranty details. **4.** Hitch receivers do not include a hitch ball or ball mounting. You are responsible for obtaining the proper hitch ball, ball mounting, and other appropriate equipment to tow both the trailer and its cargo load. **5.** Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. For additional information, see your Ford Dealer.

E-350 Cutaway DRW in Oxford White

2026 E-Series® Cutaway and Stripped Chassis

MAXIMUM TRAILER WEIGHT = GCWR (lbs.)[1] – Vehicle GVW or 10,000 pounds, whichever is less

Automatic Transmission

			CUTAWAY							STRIPPED CHASSIS			
Engine	Axle	GVWR (lbs.)	E-350 SRW 138.0" WB	E-350 SRW 158.0" WB	E-350 DRW 138.0" WB	E-350 DRW 158.0" WB	E-350 DRW 176.0" WB	E-450 DRW 158.0" WB	E-450 DRW 176.0" WB	E-350 DRW 138.0" WB	E-350 DRW 158.0" WB	E-450 DRW 158.0" WB	E-450 DRW 176.0" WB
7.3L V8 Premium	4.10	10,050	18,500	18,500									
		11,500			18,500	18,500				18,500			
		12,500				18,500	18,500				18,500		
	4.56	10,050	18,500	18,500									
		11,500			18,500					18,500			
		12,500				18,500	18,500				18,500		
		14,000						22,000	22,000			22,000	22,000
		14,500						22,000	22,000			22,000	22,000

Notes:
- Do not exceed trailer weight of 5,000 lbs. when towing with bumper only.
- Do not exceed the Maximum Loaded Trailer Weight.
- Combined weight of vehicle and trailer cannot exceed listed GCWR.

FRONTAL AREA LIMITATION

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

The maximum trailer frontal area that must be considered for a **E-Series Cutaway**/trailer combination is **82 sq. ft.* for all applications**. Exceeding this limitation may significantly reduce the performance of your towing vehicle.

*Base vehicle frontal area.

REAR AXLE RATIO CODES

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

Rear Axle Ratio	Non-Limited Slip	Limited Slip
4.10[2]	52/56	E2/E6
4.56	58/83/85	E8/F3/F5

1. Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. For additional information, see your Ford Dealer. **2.** DRW models only.

TRAILER TOWING SELECTOR

When properly equipped. Max towing varies based on cargo, vehicle configuration, accessories, and number of passengers.

Depending on the model, 2025 Ford SUVs can confidently tow a boat, trailer or camper along your trip.

Expedition Platinum in Stone Blue Metallic. When properly equipped. Max towing varies based on cargo, vehicle configuration, accessories, and number of passengers.

Expedition®

Automatic Transmission Engine	Axle Ratio	GCWR (lbs.)	MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1,2] EXPEDITION (SWB) 4x2	EXPEDITION (SWB) 4x4	EXPEDITION MAX (LWB) 4x2	EXPEDITION MAX (LWB) 4x4
3.5L EcoBoost® V6	3.31	12,000	6,000			
		12,500			6,300	
	3.73	15,600		9,000[3]/9,300[4]		9,000
		15,900		9,600		

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

4X4 HEAVY-DUTY TRAILER TOW

Equipment	Expedition (NOC)
4-/7-Pin Connector	S
Class IV Hitch Receiver	S
Upgraded Rear Axle	I
Upgraded Radiator	I
Tow/Haul Mode	S
2-Speed Automatic 4WD	I[6]
Trailer Brake Controller (TBC)	S
Trailer Sway Control	S
Pro Trailer Hitch Assist™	S
360-Degree Camera	S
Lane Keeping Alert	S
Pro Trailer Backup Assist™ 2.0	S

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

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

REQUIRED EQUIPMENT

Includes items that must be installed. Your New Vehicle Limited Warranty may be voided if you tow without them.[5]

For trailers over 7,000 lbs. – Class IV Heavy-Duty Trailer Tow is now standard on 4x4 and requires aftermarket weight-distributing hitch.

FRONTAL AREA LIMITATION

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

The maximum trailer frontal area that must be considered for a **Expedition**/ trailer combination is **55 sq. ft. without Heavy-Duty Trailer Tow** and **60 sq. ft.[6] with Heavy-Duty Trailer Tow**. Exceeding this limitation may significantly reduce the performance of your towing vehicle.

FACTORY-INSTALLED TRAILER HITCH RECEIVER

Standard

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

HITCH RECEIVER WEIGHT CAPACITY

The maximum weight capacities for the hitch receivers shown below may exceed the maximum loaded trailer weight for the vehicle specified. Refer to the Trailer Towing Selector chart for Maximum Loaded Trailer Weight for these vehicles.

	Weight-Carrying Max. Trailer Capacity (lbs.)[7]	Max. Tongue Load (lbs.)	Weight-Distributing Max. Trailer Capacity (lbs.)[7]	Max. Tongue Load (lbs.)
Expedition (SWB)	7,000	700	9,600	960
Expedition MAX (LWB)	7,000	700	9,000	900

REAR AXLE RATIO CODES

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

Rear Axle Ratio	Non-Limited Slip
3.31	15
3.73	3L

1. Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. For additional information, see your Ford Dealer. **2.** Max loaded trailer weight ratings over 7,000 lbs. require weight-distributing hitch for Expedition SWB and LWB models. When properly equipped, max towing varies based on cargo, vehicle configuration, accessories and number of passengers. **3.** Equipped with 24" wheels. **4.** Tremor® High Output engine. **5.** See your Ford Dealer for limited warranty details. **6.** 4x4 only. **7.** Hitch receivers do not include a hitch ball or ball mounting. You are responsible for obtaining the proper hitch ball, ball mounting, or weight-distributing hitch and all other appropriate equipment to tow both the trailer and its cargo load.

Explorer Platinum in Cabonized Gray Metallic. When properly equipped. Max towing varies based on cargo, vehicle configuration, accessories, and number of passengers.

Explorer®

Automatic Transmission Engine	Axle Ratio	GCWR (lbs.) RWD	GCWR (lbs.) 4WD	MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1] RWD	MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1] 4WD
2.3L EcoBoost® I4	3.58	10,000	10,100	5,000	5,000
3.0L EcoBoost V6	3.31[2]	10,800	10,800	5,000	5,000
	3.31[3]		10,200		5,000
	3.58[4]	10,800	10,800	5,000	5,000
3.3L Ti-VCT V6	3.73[3]		10,100		5,000
3.3L HEV V6	3.73[3]		10,500		5,000

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

REQUIRED EQUIPMENT

Includes items that must be installed. Your New Vehicle Limited Warranty may be voided if you tow without them.[5]

For maximum towing capacity of 5,000 pounds – Class III Trailer Tow Package Standard

FRONTAL AREA LIMITATION

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

The maximum trailer frontal area that must be considered for a **Explorer**/trailer combination is **40 sq. ft. with Trailer Tow Package**. Exceeding this limitation may significantly reduce the performance of your towing vehicle.

STANDARD TRAILER TOW PACKAGE

Equipment	Explorer (NOC)
7-Wire Harness & 4-/7-Pin Connector	I
Class III Hitch Receiver	I
Tow/Haul Mode	I
Trailer Sway Control	I
Lane Keeping Alert	I

LEGEND
I = Equipment is included in the package
(NOC) = No Option Code assigned

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

FACTORY-INSTALLED TRAILER HITCH RECEIVER

Included with standard Class III Trailer Tow Package

See Hitch Receiver Weight Capacity chart for the weight-carrying capacity of this hitch receiver. (This capacity also is shown on a label affixed to the receiver.)

HITCH RECEIVER WEIGHT CAPACITY

The maximum weight capacity for the hitch receiver shown below may exceed the maximum loaded trailer weight for the vehicle specified. Refer to the Trailer Towing Selector chart for Maximum Loaded Trailer Weight for this vehicle.

	Weight-Carrying Max. Trailer Capacity (lbs.)[6]	Max. Tongue Load (lbs.)
Explorer Gas or Hybrid	5,000[1]	500

REAR AXLE RATIO CODES

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

Rear Axle Ratio	Non-Limited Slip
3.31	3A
3.58	3B
3.73	3C

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.

1. Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. For additional information, see your Ford Dealer. **2.** Platinum models only. **3.** Police Interceptor Utility only. **4.** ST model only. **5.** See your Ford Dealer for limited warranty details. **6.** Hitch receivers do not include a hitch ball or ball mounting. You are responsible for obtaining the proper hitch ball, ball mounting, and other appropriate equipment to tow both the trailer and its cargo load.

Bronco Badlands 4-door in Carbonized Gray Metallic with Sasquatch™ Package

AVAILABLE TRAILER TOW PACKAGE

Equipment	Bronco (NOC)	Bronco Raptor (NOC)
7-Wire Harness & 4-/7-Pin Connector	I[6]	S
Trailer Module	I[6]	S
Hitch Receiver	I[6]	S
Aux. Auto Trans. Oil Cooler		S
Tow/Haul Mode		S
Tow Hooks Front	S	S
Trailer Sway Control	S	S
360-Degree Camera		S
Lane Keeping Alert	I[7]	S

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

LEGEND

I = Equipment is included in the package

S = Equipment is standard on the vehicle

(NOC) = No Option Code assigned

Bronco®

MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1,2]

10-Speed Automatic Transmission

Engine	Axle Ratio	GCWR (lbs.) 2-Door	GCWR (lbs.) 4-Door	BASE 2-Door	BASE 4-Door	BIG BEND™ 4-Door	OUTER BANKS™ 4-Door	BADLANDS™ 2-Door	BADLANDS™ 4-Door	STROPPE™ EDITION 2-Door	HERITAGE™ 4-Door	RAPTOR™ 4-Door
2.3L EcoBoost® I4	3.73	8,500	8,980	3,500	3,500	3,500	3,500					
	4.46	8,800	8,980			3,500		3,500				
	4.70[3]	8,800	8,980	3,500	3,500	3,500	3,500	3,500	3,500		3,500	
2.7L EcoBoost V6	3.73		8,980				3,500					
	4.46	8,980	8,990						3,500			
	4.70[3]	9,120	9,120				3,500		3,460	3,500	3,500	
3.0L EcoBoost V6	4.70		10,650									4,500[4]

7-Speed Manual Transmission

Engine	Axle Ratio	GCWR (lbs.) 2-Door	GCWR (lbs.) 4-Door	BASE 2-Door	BASE 4-Door	BIG BEND™ 4-Door	OUTER BANKS™ 4-Door	BADLANDS™ 2-Door	BADLANDS™ 4-Door	STROPPE™ EDITION 2-Door	HERITAGE™ 4-Door	RAPTOR™ 4-Door
2.3L EcoBoost I4	3.73	8,500		3,500								
	4.46		8,980			3,500						
	4.70[3]	8,980				3,500		3,500			3,500	

Notes:
- Do not exceed the Maximum Loaded Trailer Weight listed.
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Bronco calculated with SAE J2807® method.

REQUIRED EQUIPMENT

Includes items that must be installed. Your New Vehicle Limited Warranty may be voided if you tow without them.[5]

For trailers over 2,000 lbs. – dealer-installed towing equipment

FRONTAL AREA LIMITATION

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

The maximum trailer frontal area that must be considered for a **Bronco**/trailer combination is **30 sq. ft. without dealer-installed towing equipment, 30 sq. ft. with dealer-installed towing equipment, Tow Rating of 3,500 lbs. or less** and **40 sq. ft. with Raptor Tow Package 2**. Exceeding this limitation may significantly reduce the performance of your towing vehicle.

DEALER-INSTALLED OEM TRAILER HITCH RECEIVER OPTION

Included with dealer-installed towing equipment

See Hitch Receiver Weight Capacity chart for the weight-carrying capacity of this hitch receiver. (This capacity also is shown on a label affixed to the receiver.)

HITCH RECEIVER WEIGHT CAPACITY

The maximum weight capacities for the hitch receivers shown below may exceed the maximum loaded trailer weight for the vehicle specified. Refer to the Trailer Towing Selector chart for Maximum Loaded Trailer Weight for these vehicles.

	Weight-Carrying Max. Trailer Capacity (lbs.)[8]	Max. Tongue Load (lbs.)
Bronco	3,500	350
Bronco Raptor™	4,500	450

REAR AXLE RATIO CODES

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

Rear Axle Ratio	Non-Limited Slip	Electronic Locking
3.73	73	Not Available
4.46	46	4L
4.70	Not Available	7L

1. Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. For additional information, see your Ford Dealer. **2.** Trailer Tow Prep Package included on all models, excluding Raptor. Requires dealer-installed OEM trailer and hitch receiver option. **3.** Sasquatch™ Package (765). **4.** Raptor model includes Tow Package 2 as standard equipment. **5.** See your Ford Dealer for limited warranty details. **6.** Dealer-installed equipment. **7.** Included on Big Bend™ and above. **8.** Hitch receivers do not include a hitch ball or ball mounting. You are responsible for obtaining the proper hitch ball, ball mounting, and other appropriate equipment to tow both the trailer and its cargo load.

Bronco Sport Badlands™ with Sashquatch Package in Ruby Red Metallic Tinted Clearcoat

Bronco Sport®

Automatic Transmission

Engine	Final Drive Ratio	GCWR (lbs.) 4x4	MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1]
1.5L EcoBoost® I3	3.80	6,305	2,200[2,3]
2.0L EcoBoost I4	3.80	6,890	2,700[3,4]

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

REQUIRED EQUIPMENT

Includes items that must be installed. Your New Vehicle Limited Warranty may be voided if you tow without them.[5]

For trailers over 1,500 lbs. – Class II Trailer Tow Package

FRONTAL AREA LIMITATION

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

The maximum trailer frontal area that must be considered for a **Bronco Sport**/trailer combination is **20 sq. ft. without Class II Trailer Tow Package** and **30 sq. ft. with Class II Trailer Tow Package**. Exceeding this limitation may significantly reduce the performance of your towing vehicle.

CLASS II TRAILER TOW PACKAGE[6]

Equipment	Bronco Sport (NOC)
Trailer Wiring Harness (4-Pin)	I
Hitch Receiver	I
Recovery Hooks Front & Back	I
Trailer Sway Control	I
Full Size Spare Tire	I

LEGEND

I = Equipment is included in the package

(NOC) = No Option Code assigned

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

FACTORY-INSTALLED TRAILER HITCH RECEIVER

Included with Class II Trailer Tow Package

See Hitch Receiver Weight Capacity chart for the weight-carrying capacity of this hitch receiver. (This capacity also is shown on a label affixed to the receiver.)

HITCH RECEIVER WEIGHT CAPACITY

The maximum weight capacities for the hitch receivers shown below may exceed the maximum loaded trailer weight for the vehicle specified. Refer to the Trailer Towing Selector chart for Maximum Loaded Trailer Weight for these vehicles.

	Weight-Carrying Max. Trailer Capacity (lbs.)[7]	Max. Tongue Load (lbs.)
Bronco Sport	2,200	220
Bronco Sport Badlands	2,700	270

1. Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. For additional information, see your Ford Dealer. **2.** Big Bend™ Black Diamond Off-Road and Sasquatch™ Outer Banks Packages only. **3.** Requires Class II Trailer Tow Package. **4.** Badlands Sasquatch Package. **5.** See your Ford Dealer for limited warranty details. **6.** Standard on Badlands. Included with the available Big Bend Black Diamond Off-Road Package and the available Outer Banks Sasquatch Package. **7.** Hitch receivers do not include a hitch ball or ball mounting. You are responsible for obtaining the proper hitch ball, ball mounting, and other appropriate equipment to tow both the trailer and its cargo load.

Escape Platinum in Carbonized Gray Metallic. When properly equipped. Max towing varies based on cargo, vehicle configuration, accessories, and number of passengers.

Escape®

Automatic Transmission

Engine	Final Drive Ratio	GCWR (lbs.) FWD	GCWR (lbs.) AWD	MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1]
2.5L I4 Hybrid	2.91	5,483	5,624	1,500[2]
2.5L I4 Plug-in Hybrid	2.91	5,785		1,500[2]
1.5L EcoBoost® I3	3.81	5,635		2,000[3]
			5,790	2,000[3]
2.0L EcoBoost I4	3.47		7,440	2,000[2]/3,500[4]

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

REQUIRED EQUIPMENT

Includes items that must be installed. Your New Vehicle Limited Warranty may be voided if you tow without them.[5]

For trailers over 2,000 pounds – Class II Trailer Tow Package (536)

FRONTAL AREA LIMITATION

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

The maximum trailer frontal area that must be considered for a **Escape**/trailer combination is **20 sq. ft. without Class II Trailer Tow Package** and **30 sq. ft. with Class II Trailer Tow Package**. Exceeding this limitation may significantly reduce the performance of your towing vehicle.

AVAILABLE TRAILER TOW PACKAGE

Equipment	Escape[4] (536)
Trailer Wiring Harness (4-Pin)	I
Hitch Receiver	I
Auto Trans. Oil Cooler	I
Trailer Sway Control	I
Lane Keeping Alert	S

LEGEND
I = Equipment is included in the package
S = Equipment is standard on the vehicle

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

FACTORY-INSTALLED TRAILER HITCH RECEIVER

Included with Class II Trailer Tow Package – Option Code 536

See Hitch Receiver Weight Capacity chart for the weight-carrying capacity of this hitch receiver. (This capacity also is shown on a label affixed to the receiver.)

HITCH RECEIVER WEIGHT CAPACITY

The maximum weight capacities for the hitch receivers shown below may exceed the maximum loaded trailer weight for the vehicle specified. Refer to the Trailer Towing Selector chart for Maximum Loaded Trailer Weight for these vehicles.

	Weight-Carrying Max. Trailer Capacity (lbs.)[7]	Max. Tongue Load (lbs.)
Escape Hybrid/Plug-in Hybrid	1,500[8]	150[8]
Escape	3,500	350

1. Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. For additional information, see your Ford Dealer. **2.** Requires Class II Trailer Tow Package (536) available on ST-Line Select, ST-Line Elite and Platinum Hybrid or Plug-in Hybrid series. **3.** Escape does not offer factory-installed towing equipment for this application; only available as dealer accessory. **4.** Requires Class II Trailer Tow Package (536). **5.** See your Ford Dealer for limited warranty details. **6.** Available with 2.0L EcoBoost I4 or 2.5L I4 Hybrid/Plug-in Hybrid (Platinum, ST-Line Select, ST-Line Elite and PHEV) only. **7.** Hitch receivers do not include a hitch ball or ball mounting. You are responsible for obtaining the proper hitch ball, ball mounting, and other appropriate equipment to tow both the trailer and its cargo load. **8.** When properly equipped.

Mustang EcoBoost with wheel and stripe package in Oxford White

Mustang®[2,3]

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

Notes: • Do not exceed the Maximum Loaded Trailer Weight listed.
• Mustang calculated with SAE J2807® method.

FRONTAL AREA LIMITATION

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

The maximum trailer frontal area that must be considered for a **Mustang**/trailer combination is **12 sq. ft.** for **all applications**. Exceeding this limitation may significantly reduce the performance of your towing vehicle.

1. Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. For additional information, see your Ford Dealer. **2.** Mustang does not offer factory-installed towing equipment for this application; only available as aftermarket accessory. **3.** Mustang Dark Horse is not rated to tow a trailer.

Class A Motorhome Chassis

FEATURES

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

Four Gross Vehicle Weight Ratings (GVWRs): 18,000/22,000/24,000/26,000 lbs.

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

7.3L OHV V8 gas engine (335 hp/468 lb.-ft. of torque[1])

6-speed automatic transmission with tow/haul mode

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

Standard traction control for better vehicle handling when braking

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

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

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

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

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

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

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

Hill start assist

Embedded modem

Standard electronic stability control

High-capacity front axle system

80-gallon fuel tank, aft axle

Heavy-duty shock absorbers

Air Conditioning Prep Package

CNG/LPG Gaseous Fuel Prep Package available

Available Driver-Assist Technology Package

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

TRAILER TOWING SELECTOR

SUPER DUTY® CLASS A MOTORHOME CHASSIS

GVWR	GCWR	Trailer Weight[2]
18,000 lbs.	23,000 lbs.	5,000 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.

Notes:
- Towing vehicle's braking system is rated for operation at GVWR – NOT GCWR. See page 3 for more details.
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.

REAR AXLE RATIO CODES

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

Rear Axle Ratio	Non-Limited Slip
4.88	48
5.86	58
6.14	61

1. Horsepower and torque ratings determined based upon testing requirements prescribed in SAE J1349. Your results may vary. Horsepower and torque are independent attributes and may not be achieved simultaneously. **2.** Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. For additional information, see your Ford Dealer.

For additional information on Class A Motorhome Chassis, see your Ford Dealer.

Commercial Stripped Chassis

FEATURES

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

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

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

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

7.3L OHV V8 gas engine (335 hp/468 lb.-ft. of torque[2])

6-speed automatic transmission

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

Standard electronic stability control

19.5-inch steel wheels and tires

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

Fleet telematics modem

Front and rear stabilizer bars

40-gallon fuel tank capacity, aft of axle

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

Driver's steering column positioned for easy ingress and egress

Low load floor height for ease of cargo loading

Heavy-duty Sachs shock absorbers

Traction control

Hill start assist

Fleet telematics modem

Air Conditioning Prep Packages available

Driver-Assist Technology Package available

CNG/LPG Gaseous Fuel

TRAILER TOWING SELECTOR

SUPER DUTY® STRIPPED CHASSIS

GVWR	GCWR	Trailer Weight[3,4]
16,000 lbs.	23,000 lbs.	7,000 lbs.
19,500 lbs.	26,000 lbs.	6,500 lbs.
19,500 lbs.	27,200 lbs.	7,700 lbs.[5]
22,000 lbs.	26,000 lbs.	4,000 lbs.
22,000 lbs.	29,700 lbs.	7,700 lbs.[5]

Notes:
- Towing vehicle's braking system is rated for operation at GVWR – NOT GCWR. See page 3 for more details.
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.

REAR AXLE RATIO CODES

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

Rear Axle Ratio	Non-Limited Slip
4.30	43
4.88	48
5.38	53

1. Only available with Parcel Delivery Package (59P). **2.** Horsepower and torque ratings determined based upon testing requirements prescribed in SAE J1349. Your results may vary. Horsepower and torque are independent attributes and may not be achieved simultaneously. **3.** Maximum towing capabilities require Parcel Delivery Package (59P) for Commercial Stripped Chassis. For additional information on Commercial Stripped Chassis, see your Ford Dealer. **4.** Maximum towing capabilities are for properly-equipped vehicles with required equipment and a 150 lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. For additional information, see your Ford Dealer. **5.** Requires Parcel Delivery Package option.

E-350 Cutaway DRW
in Oxford White

E-Series® Class C Motorhome Chassis

FEATURES

Three wheelbase choices: 138/158/176-inch

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

7.3L V8 engine

6-speed automatic transmission

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[2]

Steel ladder-type truck frame with seven cross members

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

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

Standard electronic stability control

Comfortable driver position with updated ergonomic instrument panel and controls

Available Driver-Assist Technology Package

Fleet telematics modem

Traction control

Standard hill start assist

Available dual alternators – 240-amp/157-amp

CNG/Propane Gaseous Fuel Prep Package available

MOTORHOME CUSTOMER CARE

Customer Assistance Center

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

The nearest appropriate service location

Assistance in scheduling a service appointment

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

In-Dealership Service Support

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

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

Verification of available owner notification and recall information affecting motorhomes

1. 22,000-lb. GCWR requires electrical connector heat shield on all E-450 Cutaways.
2. Always wear your safety belt.

For additional information, see your Ford Dealer.

T-350HD AWD LWB-EL DRW in Oxford White

Transit® Class C Motorhome Chassis

FEATURES

Three wheelbase choices: 138/156/178-inch
Up to 11,000-lb. GVWR[1] and 15,000-lb. GCWR[1]
Two engine choices: 3.5L PFDI V6 gas and 3.5L EcoBoost® V6
10-speed automatic transmission with SelectShift®
Available All-Wheel-Drive (AWD)
Ford Co-Pilot360® Technologies[2]
Driver and front passenger airbags[3]
4-wheel disc Anti-lock Brake System (ABS)
AdvanceTrac® with Roll Stability Control™ (RSC®)
Independent MacPherson strut front suspension and stabilizer bar
Leaf spring rear suspension with heavy-duty shock absorbers
25-gallon fuel tank capacity; 31-gallon available
Frame rail extension adapters
Available Trailer Brake Controller (TBC)
Available Tow/Haul Mode with Trailer Wiring Provisions
Available dual alternators – 240-amp/157-amp

NOTE: Image shown on TV screen is simulated.

1. Only available with 3.5L EcoBoost. **2.** Driver-assist features are supplemental and do not replace the driver's attention, judgment and need to control the vehicle. It does not replace safe driving. See Owner's Manual for details and limitations. **3.** Always wear your safety belt.

For additional information, see your Ford Dealer.

Four-Wheel-Down Towing

Many motorhome owners prefer the practicality of having another vehicle along when they travel. In fact, towing another vehicle behind the motorhome has become more and more popular in recent years. Furthermore, many of those who want to tow another vehicle prefer one that can be easily towed without a dolly or trailer.

The chart on this page shows which car, truck and SUV models can be towed with all four wheels down. For safe operation, towed vehicles (or dollies or trailers carrying them) should be equipped with a separate functional brake system. See pages 3 and 9 for additional brake information.

Note: Some aftermarket camper centers offer kits which may allow vehicles with automatic transmissions to be flat-towed. **(Four-Wheel-Down Towing is somestimes referred to as "Flat Tow" or "Flat Towing.")** Check your new vehicle Warranty Guide, as this could void the warranty of your vehicle.

INDIVIDUAL VEHICLES HAVE DIFFERENT RESTRICTIONS AND TOWING PROCEDURES. REFER TO THE VEHICLE OWNER'S MANUAL OR CONTACT YOUR FORD DEALER FOR COMPLETE DETAILS.

FOUR-WHEEL-DOWN AVAILABILITY

2025 FORD CARS	Automatic Transmission	Manual Transmission
Mustang® – All Models	No	No
2025 FORD ELECTRIC VEHICLES		
Mustang Mach-E®	No	N/A
E-Transit™	No	N/A
F-150® Lightning®	No	N/A
2025 FORD SUVS		
Bronco Sport®	No	N/A
Escape®	No	N/A
Escape Hybrid	Yes[1,2,3]	N/A
Escape Plug-in Hybrid	Yes	N/A
Bronco®	Yes[4]	Yes[4]
Explorer®	No	N/A
Expedition®/Expedition MAX 4x2	No	N/A
Expedition/Expedition MAX 4x4	Yes[4,5]	N/A
2025 FORD TRUCKS		
Maverick®	No	N/A
Maverick Hybrid	Yes	N/A
Maverick Hybrid 4x4	Yes	N/A
Ranger® 4x2	No	N/A
Ranger 4x4	Yes[4]	N/A
F-150 Pickup 4x2	No	N/A
F-150 Pickup 4x4	Yes[4]	N/A
F-150 Raptor Pickup 4x4	Yes[4]	N/A
F-250®/350®/450®/550®/600® Super Duty® 4x2	No	N/A
F-250/350/450/550/600 Super Duty 4x4	Yes[4]	N/A
Transit®	No	N/A
E-Series® Cutaway/Stripped Chassis	No	N/A

1. Maximum speed with hybrid transmission is 70 mph. **2.** Select "Stay In Neutral" mode – refer to Owner's Manual transmission and towing sections to follow procedures. **3.** Start the engine and allow it to run for a few minutes at the beginning of each day and every six (6) hours or fewer, thereafter. With the engine running and your foot on the brake, shift into drive (D) and then into reverse (R) before shifting back into neutral (N). **4.** Place the transfer case in the neutral tow position to engage the four-wheel-down towing feature – refer to Owner's Manual to follow additional steps. **5.** Requires 2-speed transfer case.

N/A – Not Applicable.

Tow-Dolly Flexibility

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

TOW-DOLLY AVAILABILITY

2025 FORD CARS	FWD	RWD	AWD/4WD[1]
Mustang®	N/A	No	N/A
2025 FORD ELECTRIC VEHICLES			
Mustang Mach-E	N/A	No	No
E-Transit™	N/A	No	N/A
F-150® Lightning®	N/A	N/A	No
2025 FORD SUVS			
Bronco Sport®	N/A	N/A	No
Escape®	Yes	N/A	No
Escape Hybrid	Yes	N/A	No
Escape Plug-in Hybrid	Yes	N/A	N/A
Bronco®	N/A	N/A	No
Explorer®	N/A	No	No
Expedition®	N/A	No	No
2025 FORD TRUCKS			
Maverick®	Yes	N/A	No
Maverick Hybrid	Yes	N/A	No
Ranger®	N/A	No	No
F-150® Pickup	N/A	No	No
Super Duty® Pickup/Chassis Cab	N/A	No	No
Transit®	N/A	No	No
E-Series® Cutaway/Stripped Chassis	N/A	No	N/A

1. AWD/4WD vehicles cannot be towed with 2 wheels lifted off the ground.

N/A – Not Applicable.

Before using the tow-dolly, read the manufacturer's instructions that came with the tow-dolly before towing, loading or unloading the dolly.

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

INDIVIDUAL VEHICLES HAVE DIFFERENT RESTRICTIONS AND TOWING PROCEDURES. REFER TO THE VEHICLE OWNER'S MANUAL OR CONTACT YOUR FORD DEALER FOR COMPLETE DETAILS.

For the latest RV & Trailer Towing information, check out Ford Pro I Manuals & Certificates.

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