

# 2012 RV & TRAILER TOWING GUIDE



LINCOLN



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

**The Tough  
Get Tougher**

**HORSEPOWER**  
400 hp @ 2800 rpm <sup>(1)</sup>

**TORQUE**  
800 lb.-ft. @ 1600 rpm <sup>(1)</sup>

**CONVENTIONAL  
TOWING**  
up to 17,500 lbs. <sup>(2)</sup>

**5TH-WHEEL TOWING**  
up to 24,500 lbs. <sup>(2)</sup>

**PAYLOAD**  
up to 7110 lbs. <sup>(3)</sup>

## Equipped to Perform.

America's most capable pickup includes tested-tough powertrains. Designed, engineered and built by Ford, they deliver great fuel economy plus outstanding horsepower and torque. Superb towing and payload capacities get the job done too.

## Choose Your Power – Gas or Turbo Diesel.

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

- Delivers best-in-class fuel economy <sup>(4)</sup>
- Generates 28% more standard HP and 11% more standard torque than its predecessor
- New CNG/LPG Fuel Capable Engine Package for alternative fuel applications (F-250/350 only)

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

- Delivers best-in-class fuel economy <sup>(4)</sup>
- Tested for over 10 million cumulative miles

<sup>(1)</sup> 6.7L Power Stroke® V8 Turbo Diesel.

<sup>(2)</sup> Maximum capacity when properly equipped. See your Ford dealer for specific equipment requirements and other limitations.

<sup>(3)</sup> F-350 DRW Regular Cab 4x2.

<sup>(4)</sup> Based on Ford drive-cycle tests of comparably equipped 2011 Ford and 2010/2011 competitive models. Class is Full-size Pickups over 8500 lbs. GVWR.

**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.

For more information on any of these Ford trucks, see your Ford dealer or visit [www.ford.com](http://www.ford.com).

## Tow Like the Pros With Ford Technology.

### Standard Hill Start Assist

- Helps prevent rolling back on a grade by momentarily maintaining brake pressure until the engine delivers enough torque to move the truck up the hill
- Whether heading up an incline in drive or in reverse, you're covered

### Standard Trailer Sway Control<sup>(5)</sup>

- **Single-rear-wheel (SRW) models** – Trailer Sway Control works with AdvanceTrac<sup>®</sup> with RSC<sup>®</sup> (Roll Stability Control™)<sup>(5)</sup> using a yaw motion sensor to monitor the motions of the truck to detect trailer sway. When sway is detected, the system works to apply selected brakes and/or reduce engine power to help the driver regain control
- **Dual-rear wheel (DRW) models** are not equipped with AdvanceTrac<sup>®</sup>, but operate with a similar yaw motion sensor to detect and control trailer sway and apply brake pressure selectively to the front brakes or reduce engine power to help the driver maintain control

### Tow/Haul Mode With Integrated Exhaust Brake<sup>(6)</sup>

- Automatically increases engine exhaust back pressure when needed to help slow the vehicle and trailer while in Tow/Haul Mode
- A single touch of the brake pedal in Tow/Haul Mode activates the system to improve control with less wear and tear on the transmission

### Integrated Trailer Brake Controller<sup>(7)</sup>

- Uses braking input, vehicle speed and ABS logic to balance the performance of the truck brakes and electric trailer brakes
- User-friendly display in instrument cluster message center indicates TBC<sup>(8)</sup> output, gain levels and trailer connection status

<sup>(5)</sup> Remember that even advanced technology cannot overcome the laws of physics. It's always possible to lose control of a vehicle due to inappropriate driver input for the conditions.

<sup>(6)</sup> 6.7L Power Stroke<sup>®</sup> V8 Turbo Diesel.

<sup>(7)</sup> Standard on F-350 DRW/F-450; optional on F-250/F-350 SRW.

<sup>(8)</sup> TBC verified to be compatible with electrically actuated drum brakes and certain Electric-Over-Hydraulic brake systems. See your Ford dealer for details.



## Super Duty<sup>®</sup> Chassis Cabs

### F-350/F-450/F-550

### Power, Quality, Reliability & Capability.

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

### Proven Ford 6.8L 3V SOHC V10.

- The V10 gas powerplant gets your heavy loads moving with up to 457 lb.-ft. of torque and 362 horsepower on F-450 and F-550
- It's paired with a TorqShift<sup>®</sup> 5-speed automatic transmission featuring a massive torque converter, beefy gear sets and a selectable Tow/Haul Mode
- The optional CNG/LPG Prep Package includes hardened valves and valve seats to help ready your Super Duty for alternative-fuel upfits

### CNG/LPG Fuel Capable Engine Package Now Available for 6.2L Gas Engine on F-350.

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Super Duty F-650/F-750  
Information



## Ford Expedition

Expedition and Expedition EL (extended length) take on life's biggest adventures and challenges, with maximum towing capability of up to 9,200 pounds, when properly equipped, and roomy seating for up to eight passengers. Expedition brings new meaning to the phrase "doing it big."

### EXPEDITION FEATURES

- Class-leading 9,200-lb. trailer towing capacity (8,900 lbs. for Expedition EL)
- Standard front tow hooks (4x4 only) and standard Trailer Tow – Integrated Class IV with 4-pin connector
- New standard Trailer Sway Control works with standard AdvanceTrac® with RSC® (Roll Stability Control™)<sup>(a)</sup> to detect trailer sway, then automatically reacts to help maintain control of both the vehicle and the trailer<sup>(b)</sup>
- Massive cargo space of up to 108.3 cu. ft. on Expedition and 130.8 cu. ft. on EL
- Available PowerFold™ 3rd-row seat with standard 2nd-row CenterSlide™ feature for improved cargo area utility
- Standard 5.4L SOHC V8 generating 310 hp and 365 lb.-ft. of torque, mated to 6-speed automatic transmission
- Standard MyKey™ owner controls feature lets you program ignition keys with specific parameters to help encourage smart driving habits, such as buckling up and traveling at appropriate speeds



## Ford Explorer

Explorer captured the 2011 North American Truck of the Year Award for good reason. Robust capability, amazing styling, versatility and driver-focused technological innovations help Explorer meet the demands of the SUV lifestyle. With towing of up to 5,000 lbs.<sup>(1)</sup> and seating for up to seven passengers, Explorer takes the meaning of SUV to new heights.

### EXPLORER FEATURES

- Standard 3.5L DOHC V6 engine with twin independent variable camshaft timing (Ti-VCT) delivers 290 hp\* and 255 lb.-ft.\* of torque for outstanding performance and a 6-speed Select Shift Automatic™ Transmission
- Available new 2.0L I4 EcoBoost™ engine delivers 237 hp\* and 250 lb.-ft.\* of torque over a broad rpm range
- Choice of front-wheel-drive or Intelligent 4WD System with Terrain Management System (TMS)
- Available Class III Trailer Tow Package includes SelectShift Automatic™ transmission, engine oil cooler, and 4-/7-pin wiring harness
- Trailer Sway Control works with standard AdvanceTrac® with RSC® (Roll Stability Control™)<sup>(2)</sup> to detect trailer sway, then automatically reacts to help maintain control of both the vehicle and the trailer<sup>(3)</sup>
- Available Adaptive Cruise Control and Collision Warning with Brake Support are smart radar-based technologies.
- New BLIS® Plus Inflatable Rear Safety Belt Package includes Blind Spot Information System with Cross Traffic Alert and inflatable rear seatbelts for 2nd-row outboard seating positions
- Exceptional front head room and 2nd-row head room along with excellent 2nd- and 3rd-row leg room
- Available PowerFold® third-row 50/50 split bench seat for cargo flexibility

(1) Class III Trailer Tow Package.

(2) Designed to help in real-world situations, such as making emergency maneuvers or driving on slippery or uneven surfaces, this system features a vehicle-roll motion sensor in addition to AdvanceTrac's ABS, traction control and yaw control. RSC uses the sensor to directly measure the vehicle's roll rate at least 100 times every second, which helps determine when and how the system will apply individual brakes and modify engine power to help keep all four wheels firmly planted.

(3) Remember that even advanced technology cannot overcome the laws of physics. It is always possible to lose control of a vehicle due to inappropriate driver input for the conditions.

\*Preliminary horsepower and torque numbers for 2012.

**M** Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in liters, divide cubic feet by .0353; to obtain information in centimeters, multiply inches by 2.54.



## Ford Escape

Escape also provides great flexibility with towing capacity up to 3,500 pounds when properly equipped. With fully independent suspension, outstanding clearance and the option of an Intelligent 4WD System, Escape provides serious credentials for the road.

### ESCAPE FEATURES

- 67.2 cu. ft. of cargo space behind front row and 31.4 cu. ft. behind 2nd-row (dimensions vary by model)
- Available Flex Fuel capable Duratec® 3.0L V6 engine runs on gasoline, E85, or any blend of the two. Mated to an efficient 6-speed automatic transmission, it cranks out 240 hp and tows up to 3,500 lbs. when properly equipped
- Capable of flat/neutral tow
- Electric Power Assisted Steering System adapts to changing road conditions and vehicle speed, allowing for more confident steering and handling
- 4-wheel independent suspension helps maximize agility and control
- Available Voice-activated Navigation System includes 320-watt premium sound, HD Radio™, 10 gigabyte hard drive for music/photo storage and SIRIUS Travel Link services\*

\*Comes with introductory 6-month subscription.



## Ford Flex

The incredible Ford Flex delivers three rows of seating for up to seven passengers. Flex will easily tow up to 4,500 pounds when properly equipped.

### FLEX FEATURES

- 4,500-lb. towing capability when equipped with Class III Trailer Tow Package, which includes a class-exclusive Trailer Sway Control
- Standard 3.5L Duratec® V6 engine with 6-speed automatic transmission delivers 262 hp, 248 lb.-ft. of torque and up to 24 mpg<sup>(3)</sup>
- Available 3.5L EcoBoost™ V6 twin turbo-charged, direct-injection engine with 355 hp and 350 lb.-ft. of torque, provides V8 power and up to 21 mpg<sup>(4)</sup>
- Three rows of innovative seating for up to seven people, including the most expansive 2nd-row space in the class (large crossover class). Includes a standard safety canopy system for all three rows
- Flat-load surface from front to back with fold-flat front passenger seat
- Fold-flat 2nd-row seat and fold-in-floor 3rd-row seat



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to come

## Ford Edge

The boldly redesigned Edge crossover wraps an impressive package with outstanding flexibility, capability and performance and can tow up to 3,500 lbs. when properly equipped.

### EDGE FEATURES

- Standard 3.5L V6 engine, with new twin independent variable camshaft timing (Ti-VCT), delivers 285 hp and 253 lb.-ft. of torque on regular fuel with fuel economy of 27 mpg<sup>(5)</sup>
- Available Class II Trailer Tow Package includes Trailer Sway Control which works with Standard AdvanceTrac® with RSC® (Roll Stability Control™)<sup>(a)</sup> to provide enhanced towing stability<sup>(b)</sup>
- New Standard Hill Start Assist engages automatically to reduce rollback on hills
- Available Blind Spot Information System (BLIS®) with Cross Traffic Alert
- Available Adaptive Cruise Control and Collision Warning with Brake Support are smart new radar-based technologies. Adaptive Cruise Control uses forward radar to monitor traffic and can adjust cruising speed to maintain a preset distance to forward vehicles. Collision Warning with Brake Support warns drivers of a potential forward collision risk. If risk increases, it automatically pre-charges brakes and increases brake-assist sensitivity to provide full responsiveness when braking
- All-new MyFord Touch™ driver connect technology makes operating vehicle features seamless and intuitive

(a) Designed to help in real-world situations, such as making emergency maneuvers or driving on slippery or uneven surfaces, this system features a vehicle-roll motion sensor in addition to AdvanceTrac's ABS, traction control and yaw control. RSC uses the sensor to directly measure the vehicle's roll rate at least 100 times every second, which helps determine when and how the system will apply individual brakes and modify engine power to help keep all four wheels firmly planted.

(b) Remember that even advanced technology cannot overcome the laws of physics. It is always possible to lose control of a vehicle due to inappropriate driver input for the conditions.

(1) Class III Trailer Tow Package.

(2) Class is three-row midsize SUVs vs. 2011 competitors.

(3) EPA-estimated 17 mpg city/24 hwy for Flex FWD with Duratec® engine, 16 mpg city/22 hwy for Flex AWD with Duratec® engine. (2011 model year ratings)

(4) EPA-estimated 16 mpg city/21 hwy for Flex AWD with EcoBoost™ engine. (2011 model year ratings)

(5) EPA-estimated 19 city/27 hwy/22 combined mpg, FWD with 6-speed SelectShift Automatic™ transmission. (2011 model year ratings)



## Lincoln MKT

The Lincoln MKT three-row luxury crossover gives new meaning to the word amazing. Its innovative blend of luxury and technology make it the perfect vehicle for the discerning driver. MKT seats up to seven passengers and can easily tow your favorite recreational vehicle, up to 4,500 pounds, when properly equipped.

### MKT FEATURES

- 3.5L EcoBoost™ V6 twin-turbocharged, direct-injection engine provides 355 hp<sup>(2)</sup> and smooth acceleration on demand with 350 lb.-ft. of torque. No other competitors' AWD vehicle in the class provides better gas highway fuel economy<sup>(3)</sup>
- Standard 3.7L Duratec® V6 engine delivers 268 hp and best-in-class highway fuel economy of 23 mpg<sup>(4)</sup>
- 4,500-lb. towing capacity when equipped with Class III Trailer Tow Package which includes Trailer Sway Control
- Intelligent All-Wheel Drive (AWD)<sup>(5)</sup> reacts instantly in rain, snow or uneven roads, seamlessly distributing torque to the wheel or wheels with the best grip
- Weight-saving magnesium and aluminum power liftgate opens to reveal 39.6 cu. ft. of cargo space behind the 2nd-row
- Standard integrated Blind Spot Mirrors reflect the image of approaching vehicles as they enter the blind spots
- Available Active Park Assist provides virtually hands-free parallel parking in as quickly as 24 seconds
- Available radar-based Adaptive Cruise Control maintains one of three driver selected, safe preset gaps between MKT and the vehicle in front of it
- Standard fold flat 60/40 split bench 2nd-row seat with heated outboard sections, and fold-down armrest with dual cupholders provides best-in-class<sup>(6)</sup> leg room

(a) Designed to help in real-world situations, such as making emergency maneuvers or driving on slippery or uneven surfaces, this system features a vehicle-roll motion sensor in addition to AdvanceTrac's ABS, traction control and yaw control. RSC uses the sensor to directly measure the vehicle's roll rate at least 100 times every second, which helps determine when and how the system will apply individual brakes and modify engine power to help keep all four wheels firmly planted.

(b) Remember that even advanced technology cannot overcome the laws of physics. It is always possible to lose control of a vehicle due to inappropriate driver input for the conditions.



## Lincoln MKX

The dramatically redesigned 2011 MKX matches engaging looks with enlightened ingenuity including an all-new interior with the revolutionary MyLincoln Touch™ driver connect technology. A new 3.7L V6 engine delivers the best standard horsepower and torque in its class<sup>(7)</sup> (305 hp and 280 lb.-ft. of torque) along with best-in-class fuel economy of 26 mpg.<sup>(8)</sup>

### MKX FEATURES

- Can tow trailers up to 3,500 lbs. with available Class II Trailer Tow Package
- Trailer Tow Package now includes Trailer Sway Control which works with Standard AdvanceTrac® with RSC® (Roll Stability Control™)<sup>(a)</sup> to provide enhanced towing stability<sup>(b)</sup>
- New Standard Hill Start Assist engages automatically to reduce rollback on hills
- Available Adaptive Cruise Control and Collision Warning with Brake Support are smart new radar-based technologies. Adaptive Cruise Control uses forward radar to monitor traffic and can adjust cruising speed to maintain a preset distance to forward vehicles. Collision Warning with Brake Support warns drivers of a potential forward collision risk. If risk increases, it automatically pre-charges brakes and increases brake-assist sensitivity to provide full responsiveness when braking
- All-new MyLincoln Touch™ driver connect technology, uses simple commands and effortless touch to make operating vehicle features seamless and intuitive
- Available Blind Spot Information System (BLIS®) with Cross Traffic Alert helps detect vehicles in blind spots during normal driving and approaching traffic when reversing out of parking spots
- 68.6 cu. ft. of cargo space behind the front row

(1) EPA-estimated 14 mpg city/20 hwy on 4x2. (2011 model year ratings)

(2) Figures achieved using premium unleaded gasoline and optional 3.5L EcoBoost™ V6 engine.

(3) EPA-estimated 16 city/21 hwy/18 combined mpg with 3.5L EcoBoost™ V6 engine (AWD). (2011 model year ratings) Luxury Large Crossover class vs. 2011 competitors.

(4) EPA-estimated 17 city/23 hwy/19 combined mpg with 3.7L Duratec® V6 engine (FWD). (2011 model year ratings) Luxury Large Crossover class vs. 2011 competitors.

(5) AWD standard on MKT with 3.5L EcoBoost™ V6 engine.

(6) Luxury Large Crossover class vs. 2011 competitors.

(7) Class is non-diesel Luxury Midsize Crossovers vs. 2011 competitors.

(8) EPA-estimated 19 city/26 hwy/21 combined mpg, FWD. (2011 model year ratings)



# Class A Motorhome Chassis

## Explore New Horizons With a Ford Class A Motorhome Chassis.

### CLASS A FEATURES

- Seven wheelbase choices: 158/178/190/208/228/242/252-inch
- Six Gross Vehicle Weight Ratings (GVWRs): 16,000/18,000/20,500/22,000/24,000/26,000 lbs.
- 6.8L 3-valve SOHC V10 gas engine (362 hp/457 lb.-ft. of torque)
- 4-wheel disc Anti-lock Brake System (ABS) for consistent, responsive braking performance
- 19.5-inch wheels and tires
- 22.5-inch aluminum wheels included with 22,000/24,000/26,000 lbs. GVWR
- Heavy-duty front track bar enhances ride and handling on all models (optional on 16,000-lb. GVWR)
- 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)
- TorqShift® 5-speed automatic transmission with Tow/Haul Mode
- 81-inch front tread width contributes to handling and lateral stability (79-inch on 22,000/24,000/26,000-lbs. GVWR)
- Designed to accommodate wide-body and slide-out type motorhomes

### ADDITIONAL FEATURES INCLUDE

- High-capacity front axle system
- 80-gallon fuel tank
- Large-diameter stabilizer bars, front and rear, for ride control
- Custom Bilstein® monotube gas-pressurized shock absorbers, front and rear, for a smooth, controlled ride



**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.

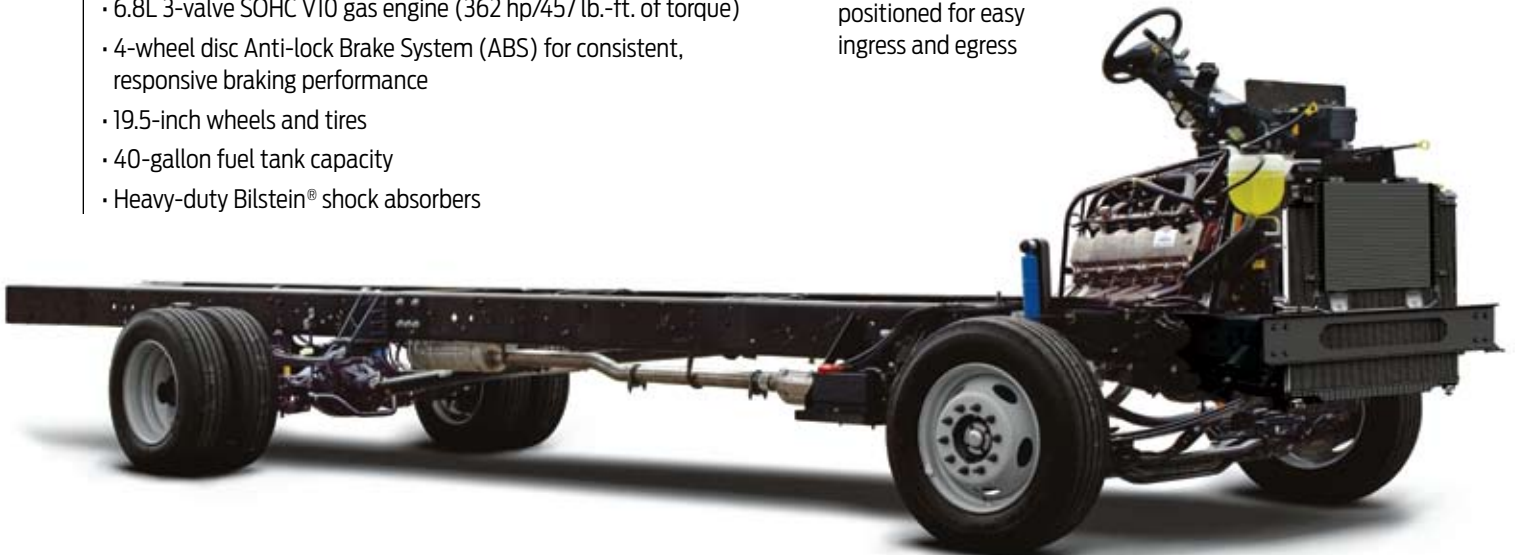


# Commercial Stripped Chassis

## Built for Serious Business.

### **STRIPPED CHASSIS FEATURES**

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



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





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

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

## CONVENTIONAL TOWING (1)

		Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission															
		REGULAR				SUPERCAB				CREW CAB							
Engine	Axle Ratio	GCWR (Lbs.)	F-250/F-350 SRW 4x2	F-250/F-350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-250/F-350 SRW 4x2	F-250 SRW 4x4	F-350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-250/F-350 SRW 4x2	F-250 SRW 4x4	F-350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-450 DRW 4x4
6.2L SOHC V8 FFV	3.73	19,000	12,500	12,500/12,400	-	-	12,500	12,200	12,100	-	-	12,400	12,000	12,000	-	-	-
		19,500	-	-	12,900	12,500	-	-	-	12,500	12,100	-	-	-	12,300	11,900	-
	4.30	22,000	12,500	12,500	-	-	12,500	12,500	12,500	-	-	12,500	12,500	12,500	-	-	-
		22,500	-	-	15,000	15,000	-	-	-	15,000	15,000	-	-	-	15,000	14,900	-
6.7L V8 Turbo Diesel	3.31	23,500	12,500	12,500	-	-	14,000	14,000	14,000	-	-	14,000	14,000	14,000	-	-	-
		3,55	23,500	12,500	12,500	-	-	14,000	14,000	14,000	-	-	14,000	14,000	14,000	-	-
	3.73	30,000	-	-	15,000	15,000	-	-	-	15,000	15,000	-	-	-	17,500	17,500	-
		4.30	33,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-

## 5th-WHEEL TOWING

6.2L SOHC V8 FFV	3.73	19,000	12,800/12,700	12,300	-	-	12,500/12,400	12,100	12,000	-	-	12,300/12,200	11,900	11,900	-	-	-
		19,500	-	-	12,800	12,400	-	-	-	12,400	12,000	-	-	-	12,200	11,700	-
	4.30	22,000	15,800/15,700	15,300	-	-	15,500/15,400	15,100	15,000	-	-	15,300/15,200	14,900	14,900	-	-	-
		22,500	-	-	15,800	15,400	-	-	-	15,400	15,000	-	-	-	15,200	14,700	-
6.7L V8 Turbo Diesel	3.31	23,500	16,700/16,600	16,200/16,100	-	-	16,300/16,300	16,000	15,900	-	-	16,100	15,200	15,600	-	-	-
		3,55	23,500	16,700/16,600	16,200/16,100	-	-	16,300/16,300	16,000	15,900	-	-	16,100	15,200	15,600	-	-
	3.73	30,000	-	-	22,700	22,200	-	-	-	22,100	21,700	-	-	-	21,900	21,500(2)	-
		4.30	33,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-

(1) Maximum loaded trailer weight requires weight distribution hitch. See page 29 for additional information. (2) 21,900 with Pickup Box Delete option (66D)

**Notes:** • This information also applies to models with Pickup Box Delete option (66D).

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

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

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

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

\*Distance from ground to top of closed tailgate.



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



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

## CONVENTIONAL TOWING <sup>(1)(2)</sup>

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

		Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission																							
		REGULAR CHASSIS CAB								SUPER CHASSIS CAB								CREW CHASSIS CAB							
Engine	Axle GCWR Ratio (Lbs.)	F-350	F-350	F-350	F-350	F-450	F-450	F-550	F-550	F-350	F-350	F-350	F-350	F-450	F-450	F-550	F-550	F-350	F-350	F-350	F-350	F-450	F-450	F-550	F-550
		4x2 SRW	4x4 SRW	4x2 DRW	4x4 DRW	4x2 DRW	4x4 DRW	4x2 DRW	4x4 DRW	4x2 SRW	4x4 SRW	4x2 DRW	4x4 DRW	4x2 DRW	4x4 DRW	4x2 DRW	4x4 DRW	4x2 SRW	4x4 SRW	4x2 DRW	4x4 DRW	4x2 DRW	4x4 DRW	4x2 DRW	4x4 DRW
6.2L SOHC V8	3.73 19,000	12,400	12,000	-	-	-	-	-	-	12,100	11,600	-	-	-	-	-	-	11,800	11,400	-	-	-	-	-	-
FFV	4.30 22,000	12,500	12,500	-	-	-	-	-	-	12,500	12,500	-	-	-	-	-	-	12,500	12,500	-	-	-	-	-	-
	22,500	-	-	15,000	14,900	-	-	-	-	-	-	15,000	14,500	-	-	-	-	-	-	14,700	14,300	-	-	-	-
6.8L SOHC V10	4.88 26,000	-	-	-	-	16,000	16,000	16,000	16,000	-	-	-	-	16,000	16,000	16,000	16,000	-	-	-	-	16,000	16,000	16,000	16,000
6.7L V8 Turbo Diesel	3.73 23,500	12,500	12,500	-	-	-	-	-	-	12,500	12,500	-	-	-	-	-	-	12,500	12,500	-	-	-	-	-	-
	24,500	-	-	15,000	15,000	-	-	-	-	-	-	15,000	15,000	-	-	-	-	-	-	15,000	15,000	-	-	-	-
	4.10 24,500	-	-	15,000	15,000	-	-	-	-	-	-	15,000	15,000	-	-	-	-	-	-	15,000	15,000	-	-	-	-
	26,000	-	-	-	-	16,000	16,000	16,000	16,000	-	-	-	-	16,000	16,000	16,000	16,000	-	-	-	-	16,000	16,000	16,000	16,000
	4.30 30,000(3)	-	-	-	-	16,000	16,000	-	-	-	-	-	-	16,000	16,000	-	-	-	-	-	-	16,000	16,000	-	-
	35,000(3)	-	-	-	-	-	-	16,000	16,000	-	-	-	-	-	-	16,000	16,000	-	-	-	-	-	-	16,000	16,000
	4.88 26,000	-	-	-	-	-	-	16,000	16,000	-	-	-	-	-	-	16,000	16,000	-	-	-	-	-	-	16,000	16,000
	35,000(3)	-	-	-	-	-	-	16,000	16,000	-	-	-	-	-	-	16,000	16,000	-	-	-	-	-	-	16,000	16,000

## 5th-WHEEL TOWING

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

(1) Maximum loaded trailer weight requires weight distribution hitch. See page 29 for additional information.

(2) Super Duty Chassis Cab does not offer a conventional hitch receiver as a factory-installed option. (3) Available with High-Capacity Trailer Tow Package only.

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



**2012  
information  
to come**

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

**Ford Chassis –  
A Solid Foundation.**

**F-650/F-750 SUPER DUTY  
Chassis Cabs**

Model	Max. GVWR	Max. GCWR
F-650 Pro Loader (Kick-Up Frame)	20,160-26,000 lbs.	*
F-650 Pro Loader (Straight Frame)	20,500-29,000 lbs.	*
F-650 (Straight Frame)	20,940-29,000 lbs.	*
F-750	25,999-37,000 lbs.	*

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



**Super Duty  
Class A Motorhome Chassis**

**SUPER DUTY  
Class A Motorhome Chassis**

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

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



**Super Duty  
Commercial Stripped Chassis**

**SUPER DUTY  
Commercial Stripped Chassis**

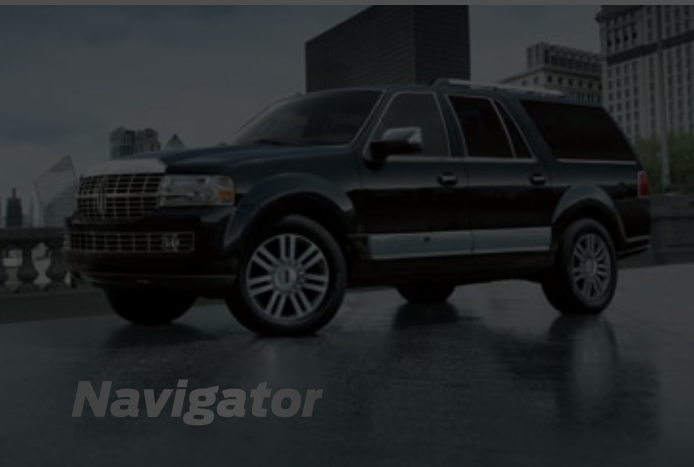
Max. GVWR	Max. GCWR	Max. Trailer Weig
16,000 lbs.	23,000 lbs.	7,000 lbs.
19,500 lbs.	26,000 lbs.	6,500 lbs.
22,000 lbs.	26,000 lbs.	4,000 lbs.

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



2012  
information  
to come

Expedition



Navigator



Explorer



Escape

## SUVs Got Pull.

### EXPEDITION/NAVIGATOR<sup>(1)</sup>

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

(1) Maximum loaded trailer weight requires weight distribution hitch. See page 29 for additional information.

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

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

### EXPLORER

Engine	Final Drive Ratio	GCWR (Lbs.)		Maximum Loaded Trailer Weight (Lbs.) Automatic Transmission
		FWD	AWD	
2.0L I4	3.36	6,820	-	2,000
EcoBoost	3.51	6,820	-	2,000
3.5L V6	3.16	6,880	-	2,000
	3.39	-	7,060	2,000
	3.16	9,920	-	5,000*
	3.39	-	10,125	5,000*

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

### ESCAPE/ESCAPE HYBRID

Engine	Final Drive Ratio	GCWR (Lbs.)		Maximum Loaded Trailer Weight (Lbs.) Automatic Transmission
		FWD	4x4	
2.5L Hybrid I4	3.04	4,860	5,020	1,000*
2.5L I4	3.51	5,060	5,200	1,500**
3.0L V6	3.51	7,140	7,300	3,500***
Manual Transmission				
2.5L I4	4.13	5,000	-	1,500**

\*Escape does not offer factory- or dealer-installed towing equipment for this application.

\*\*Escape does not offer factory-installed towing equipment for this application; only available as dealer accessory.

\*\*\*With Class II Trailer Tow Package.

**Notes:**

- Conventional trailer hitches are not compatible with Escape Hybrid components.
- Certain states require electric trailer brakes for trailers over a specified weight. Be sure to check state regulations for this specified weight. The maximum trailer weights listed above may be limited to this specified weight, as the Escape's electrical system does not include the wiring connector needed to activate electric trailer brakes.



**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.



**2012  
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to come**

**Edge**



**Lincoln MKX**



**Flex**



**MKT**

**CROSSOVERS**

VEHICLE LINE Towing Class	EDGE/LINCOLN MKX		FLEX/MKT	
	Light-Duty Class I	Medium-Duty Class II	Light-Duty Class I	Heavy-Duty Class III
Max. Gross Trailer Wt. (Lbs.)	2,000	3,500(a)	2,000	4,500(b)
Max. Tongue Load (Lbs.)	200	350	200	450

(a) Tow rating reduced to 2,000 lbs. when ordered with 22" wheels and tires.  
 (b) Maximum loaded trailer weight requires weight distribution hitch. See page 29 for additional information.

**CARS**

CAR LINE Towing Class	MUSTANG Light-Duty I	TAURUS <sup>(c)</sup> Light-Duty I	MKS <sup>(c)</sup> Light-Duty I
Max. Gross Trailer Wt. (Lbs.)	1,000	1,000	1,000
Max. Tongue Load (Lbs.)	100	100	100
Minimum Engine	3.7L V6	3.5L V6	3.7L V6

(c) Taurus SHO/Lincoln MKS with 3.5L EcoBoost™ V6 are not rated to tow a trailer.



**Mustang**



**Taurus**



**MKS**