Super Duty® – Capable, Durable, Work Ready

The 2026 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 2026 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.

POWER TO 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 throws at you.

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	22,500[5]	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 10-speed TorqShift® 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.

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

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

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.** Availability varies by model and engine. See your Ford Dealer for details.

2026 F-250 XL STX Crew Cab in Agate Black 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 148.0" WB 6-3/4' Box	4x2 164.2" WB 8' Box	4x4 148.0" WB 6-3/4' 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	15,900	15,800	16,200	15,900	15,900	15,500
		30,000[2]	18,200	20,000	18,200	19,500	20,000	22,000	19,500	19,500	22,000	21,900
	3.55	28,300[4]									18,200	
		30,000[2]	18,200	20,000	18,200	19,500	20,000	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	18,200	19,500	20,000	22,000	19,500	19,500	22,000	22,000
	3.55E[3]	28,300[4]									18,200	
	3.55	31,000[2]	18,200	20,000	18,200	19,500	20,000	22,000	19,500	19,500	22,000	22,000
6.8L V8	3.73	21,000	14,800	14,400	14,500	14,500	14,100	14,100	14,500	14,300	14,100	13,800
	4.30	23,500	17,300	16,900	17,000	17,000	16,600	16,600	17,000	16,800	16,600	16,300
7.3L V8	3.73	23,500		16,900	17,100	17,000/16,900[5]	16,600	16,600			16,700	16,400
	3.73E[3]	24,600	18,200	18,000	18,200	18,100/18,000[5]	17,700	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	18,200	18,200	18,200[4]	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).

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.** 3.55E and 3.73E are electronic locking rear axles. **4.** Tremor® Off-Road Package (17Y). **5.** Fixed 9,900 GVWR.

2026 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".

			REGULAR CAB				SUPERCAB								CREW CAB							
Automatic Transmission			4x2 141.6" WB 8' Box		4x4 141.6" WB 8' Box		4x2 148.0" WB 6-3/4' Box		4x2 164.2" WB 8' Box		4x4 148.0" WB 6-3/4' 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	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[6]	16,100	14,600/ 14,000[6]	15,700/ 15,000[6]	14,100/ 15,600[5]/ 13,400[6]	15,100/ 15,700[5]/ 14,400[6]	16,000	16,100	15,000/ 15,700[5]/ 14,400[6]	15,900/ 15,400[6]	14,400/ 13,700[6]/ 15,600[5]	15,400/ 14,800[6]/ 15,800[5]	12,200/ 11,600[6]/ 15,300[5]	13,300/ 12,600[6]/ 15,400[5]
		30,000[2]	22,300	22,900	21,600	22,500	20,900	21,900	20,900	21,900	20,400	21,500	20,600	21,600	20,900	21,900	20,200	21,200	20,500	21,500	19,400	20,400
	3.55	28,300[4]																	19,000	20,000		
		30,000[2]	22,300	22,900	21,600	22,500	20,900	21,900	20,900	21,900	20,400	21,500	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	20,900	21,900	20,900	21,900	20,400	21,400	20,600	21,600	20,900	21,900	20,200	21,200	20,500	21,500	19,800	20,800
	3.55E[3]	28,300[4]																	18,900	19,900		
	3.55	31,000[2]	22,300	23,000	21,600	22,700	20,900	21,900	20,900	21,900	20,400	21,400	20,600	21,600	20,900	21,900	20,200	21,200	20,500	21,500	19,800	20,800
6.8L V8	3.73	21,000	14,600	14,800	14,200	14,400	14,300	14,500	14,200	14,400	13,900	14,000	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	16,800	17,000	16,700	16,900	16,400	16,500	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	16,800	17,000	16,700	16,900	16,400	16.600	16,300	16,500					16,400	16,600	16,100	16,300
	3.73E[3]	24,600	18,200	18,400	17,800	18,000	17,900	18,100	17,800	18,000	17,500	17,700	17,400	17,600	17,900	18,000	17,700	17,800	17,500	17,700	17,200	17,400
	4.30	26,000	19,500	19,500	19,200	19,400	19,300	19,500	19,200	19,400	18,900	19,100	18,800/ 18,600[6]	19,000	19,300	19,400	19,100	19,200	18,900/ 18,500[4]	19,100/ 18,500[4]	17,800/ 18,600[5]/ 17,100[6]	18,800/ 18,800[5]/ 18,100[6]

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[7]	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.** 3.55E and 3.73E are electronic locking rear axles. **4.** Tremor® Off-Road Package (17Y). **5.** 10,000 plus GVWR. **6.** Fixed 9,900 GVWR. **7.** Distance from ground to top of closed tailgate lip at base curb weight.

2026 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 148.0" WB 6-3/4' Box	4x2 164.2" WB 8' Box	4x4 148.0" WB 6-3/4' 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	20,000	23,000	20,000	23,200/23,100[2,3]	23,000	23,000	23,200/23,100[2,3]	22,900/22,800[3]
	3.55	31,000	20,000	20,000	20,000	23,000	20,000	23,200/23,100[2,3]	23,000	23,000	23,200/23,100[2,3]	22,900/22,800[3]
		31,200[4]									18,200	
6.7L V8 H.O. Turbo Diesel	3.31	31,800	20,000	20,000			20,000	23,700/23,900[2,3]		23,000	23,500/23,900[2,3]	23,500/23,600[2,3]
	3.55	31,200[4]									18,200	
		35,200	20,000	20,000		23,000	20,000	23,700/24,000[2,3]		23,000	23,500/24,000[2,3]	23,500/25,000[2,3]
6.8L V8	3.73	21,000	14,700[2]	14,400/14,300[3]	14,500/14,400[2]	14,400[2]	14,100/14,000[2,3]	14,000	14,400	14,200/14,100[2]	14,000	13,800/13,700[2,3]
	4.30	24,400	18,100[2]	17,800/17,700[3]	17,900/17,800[2]		17,500/17,400[2,3]	17,400	17,800	17,600/17,500[2]		17,200/17,100[2,3]
7.3L V8	3.73	25,200	18,200[2]	18,200	18,200	18,200	18,100/18,000[2,3]	18,000	18,200	18,200/18,100[2]	18,000/17,900[3]	17,800
	4.30	28,600[4]									18,200	
		29,000	18,200[2]	19,500	18,200	19,500[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).

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® 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 148.0" WB 6-3/4' Box		4x2 164.2" WB 8' Box		4x4 148.0" WB 6-3/4' 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	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]	21,400/ 23,500[2]	22,400/ 23,600[2]	20,800/ 23,200[2]	21,800/ 23,400[2]	20,800/ 23,000[2,3]	21,800/ 23,200[2,3]	20,500/ 22,800[2]/ 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[2,3]	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]	21,400/ 23,500[2]	22,400/ 23,600[2]	20,800/ 23,200[2]	21,800/ 23,400[2]	20,800/ 23,000[2,3]	21,800/ 23,200[2,3]	20,500/ 22,800[2]/ 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[2,3]	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]					20,800/ 23,800[2,3]	21,800/ 24,000[2,3]	20,500/ 22,600[2]/ 23,600[3]	21,500/ 23,600[2]/ 23,800[3]			20,300/ 23,000[2]	21,300/ 24,000[2]	20,500/ 22,600[2]/ 23,600[3]	21,500/ 23,000[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/ 23,600[2]	21,900/ 24,600[2]	20,800/ 23,800[2,3]/ 26,700[3]	21,800/ 24,800[2,3]/ 27,400[3]	20,500/ 22,600[2]/ 26,300[3]	21,500/ 23,600[2]/ 27,200[3]			20,300/ 23,000[2]	21,300/ 24,000[2]	20,500/ 22,600[2]/ 25,900[3]	21,500/ 23,000[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	14,300/ 14,200[2,3]	14,300/ 14,200[2]	14,400	14,200/ 14,100[2]	14,300	13,800	14,000/ 13,900[2,3]	13,800/ 13,700[2,3]	13,900	14,200/ 14,100[2]	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[2,3]
	4.30	24,400	17,900[2]	18,000[2]	17,500	17,700/ 17,600[2,3]	17,700/ 17,600[2]	17,800			17,200	17,400/ 17,300[2,3]	17,200/ 17,100[2,3]	17,300	17,600/ 17,500[2]	17,700	17,400/ 17,300[2]	17,500			17,000/ 16,900[2,3]	17,100/ 17,000[2,3]
7.3L V8	3.73	25,200	18,500[2]	18,600[2]	18,200/ 18,100[2,3]	18,300	18,200	18,400/ 18,300[2]	18,100	18,300/ 18,200[2]	17,800	18,000/ 17,900[2,3]	17,800/ 17,700[2,3]	17,900	18,200/ 18,100[2]	18,300	17,900	18,100/ 18,000[2]	17,800/ 17,700[2,3]	17,900	17,600/ 17,500[2,3]	17,700
		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/ 22,000[2]	22,200/ 22,100[2]	21,900[2]	22,000[2]	20,900/ 21,600[2,3]	21,800/ 21,700[2,3]	21,300/ 21,500[2,3]	21,700	21,100/ 21,900[2]	22,100	21,100/ 21,700[2]	21,900/ 21,800[2]	20,900/ 21,500[2,3]	21,700	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).

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).

2026 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	24,800			27,000	27,000		
	4.10	43,900	24,800/18,200	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	Gooseneck	5th-Wheel	Gooseneck	5th-Wheel	Gooseneck	5th-Wheel	Gooseneck	5th-Wheel	Gooseneck	5th-Wheel	Gooseneck	5th-Wheel	Gooseneck	5th-Wheel	Gooseneck
6.7L V8	3.55	40,000	32,300/32,400	32,400/32,600	31,900	32,000					31,600	31,800	31,200	31,400				
	4.10	43,900	35,000/35,000	36,300/36,500	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]	18,100	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 Ford 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 truck bed. 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 have been computer-selected as standard equipment).

Rear stabilizer bar (SRW)

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

Slide-in camper certification

Tailgate delete cap kit

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[3]	–	– / –	– / –	3,550/ –	– / –
4x2 Reg. Cab	141.6"	–	–	10,600	–	– / –	– / –	3,636/ –	– / –
4x2 SuperCab	148.0"	10,000	10,000	–	–	3,046/ –	3,072/ –	– / –	– / –
4x2 SuperCab	148.0"	10,100	10,100	–	–	3,146/ –	3,172/ –	– / –	– / –
4x2 SuperCab	148.0"	–	–	10,700[3]	10,700[3]	– / –	– / –	2,913/ –	2,898/ –
4x2 SuperCab	148.0"	9,900	9,900	–	–	– /2,946	– /2,972	– / –	– / –
4x2 SuperCab	164.2"	10,000	10,000	10,000	11,000[3]	2,967/2,867	2,964/2,854	2,170/2,070	3,069/ –
4x2 SuperCab	164.2"	–	–	11,000[3]	–	– / –	– / –	3,084/ –	– / –
4x2 SuperCab	164.2"	10,400	10,400	10,600	–	3,367/ –	3,364/ –	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[3]	–	– / –	– / –	3,558/ –	– / –
4x4 Reg. Cab	141.6"	10,300	10,300	10,600	–	3,703/ –	3,714/ –	3,243/ –	– / –
4x4 SuperCab	148.0"	10,000	10,000	10,000	–	2,631/ –	2,658/ –	1,906/ –	– / –
4x4 SuperCab	148.0"	10,400	10,400	10,600	–	3,031/ –	3,058/ –	2,506/ –	– / –
4x4 SuperCab	148.0"	–	–	11,000[3]	11,000[3]	– / –	– / –	2,820/ –	2,805/ –
4x4 SuperCab	148.0"	9,900	9,900	9,900	–	– /2,531	– /2,558	– /1,806	– / –
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[3]	–	– / –	– / –	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	148.0"	10,100	10,100	10,700	–	3,116	2,933	3,011	–
4x2 SuperCab	164.2"	10,400	10,400	11,000	11,000	3,334	3,122	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	148.0"	10,500	10,500	11,000	11,000	3,094	2,912	2,899	2,883
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	148.0"	10,600	10,600	11,200	–	3,586	3,373	3,454	–
4x2 SuperCab	164.2"	10,900	10,900	11,499	11,499	3,807	3,565	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	148.0"	10,900	11,000	11,499	11,499	3,468	3,355	3,340	3,324
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	148.0"	11,400	11,400	12,000	12,000	3,963	3,750	3,837	3,821
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

REQUIRED EQUIPMENT

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

Your New Vehicle Limited Warranty may be voided if you tow without this.[1]

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.)[2]	Max. Tongue Load (lbs.)	Weight-Distributing Max. Trailer Capacity (lbs.)[2]	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

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

1. See your Ford Dealer for limited warranty details. **2.** 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.

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 with your towing experience.

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[1]

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

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

Driving With Cruise Control[2]

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, judgment and need to control the vehicle. 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. **2.** Driver-assist features are supplemental and do not replace the driver's attention, judgment and need to control the vehicle. They do not make your vehicle autonomous or replace your responsibility to drive safely. Please only use if you will pay attention to the road and be prepared to take over at any time. See Owner's Manual for details and limitations.

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