

2021

FORD RV & TRAILER TOWING GUIDE

EQUIPMENT | WEIGHTS | TECHNOLOGY | CAPABILITY



BOLDER. SMARTER. BUILT FORD TOUGH.®

The 2021 F-Series have the most advanced, torque-rich powertrain lineup ever, 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 and built to conquer the toughest of jobs.

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F-150 Platinum SuperCrew® 4x4
in Antimatter Blue

F-Series – America's best-selling truck for 43 years¹ running, bringing decades of RV and towing experience for every configuration!

SAE TOWING STANDARD

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

The following vehicles are not recommended for trailer towing: Mustang Mach-E, Shelby GT500 Mustang and Mustang Mach 1.

¹ Based on
1977–2019 CY
total sales.

F-150 TOUGH, POWERFUL, PRODUCTIVE.



F-150 Lariat SuperCrew® 4x4 with Sport Appearance Package in Agate Black

The all-new 2021 F-150 Pickup is a true workhorse and is purpose-built to handle the toughest jobs. A fully boxed high-strength steel frame with a high-strength, military-grade, aluminum alloy body to save weight and add capability, helping F-150 tow best-in-class maximum available **14,000 lbs.**¹ and deliver a best-in-class available payload rating of **3,325 lbs.**²

More Power and Capability

F-150 has earned the reputation of being composed while working the hardest due to the strength of its torque-rich powertrain lineup. With 6 different engine choices, F-150 offers you many options – to meet diverse job applications. All new for 2021, the available 3.5L PowerBoost™ Full Hybrid V6 delivers Built Ford Tough® capability with most torque in an F-150, and 12,700 pounds of available maximum towing capacity³ with an EPA-estimated range of approximately 700 miles on a single tank of gas.⁴ The entire F-150 engine lineup has been extensively tested to meet the highest durability and reliability standards. So you can confidently pick the engine that best fits your recreational vehicle or job-related towing needs.

All 2021 F-150 powertrains include an innovative 10 speed automatic transmission with optimized gear spacing, including 3 overdrive gears to help maximize shift points to optimize power, low-rpm torque and fuel efficiency. New Selectable Drive Modes provide added functionality for 2021.

| Engine | HP @ rpm | Torque @ rpm | Available Max. Towing (lbs.) | Available Max. Payload (lbs.) |
|------------------------------------|-------------|---------------------|------------------------------|-------------------------------|
| 3.3L Ti-VCT V6 | 290 @ 6,500 | 265 lb.-ft. @ 4,000 | 8,200 | 1,985 |
| 2.7L EcoBoost® V6 | 325 @ 5,000 | 400 lb.-ft. @ 3,000 | 10,100 | 2,480 |
| 3.5L EcoBoost V6 | 400 @ 6,000 | 500 lb.-ft. @ 3,100 | 14,000 | 3,250 |
| 3.5L PowerBoost Full Hybrid V6 | 430 @ 6,000 | 570 lb.-ft. @ 3,000 | 12,700 | 2,120 |
| 5.0L Ti-VCT V8 | 400 @ 6,000 | 410 lb.-ft. @ 4,250 | 13,000 | 3,325 |
| 3.0L Turbo Diesel V6 | 250 @ 3,250 | 440 lb.-ft. @ 1,750 | 12,100 | 1,840 |
| 3.5L EcoBoost H.O. V6 ⁵ | 450 @ 5,850 | 510 lb.-ft. @ 3,000 | 8,200 | 1,400 |

¹ Max towing of 14,000 lbs. available on SuperCab 8' box 4x2 and SuperCrew® 4x2 configurations with the 3.5L EcoBoost engine and Max Trailer Tow Package (not shown). Max towing varies based on cargo, vehicle configuration, accessories and number of passengers.

² Max payload of 3,325 lbs. on Regular Cab 8' box 4x2 with 5.0L gas engine and Max Trailer Tow and Heavy-Duty Payload Packages (not shown). Max payload varies and is based on accessories and vehicle configuration. ³ Max towing on F-150 XL, PowerBoost, 4x2, Max Trailer Tow Package. Maximum towing varies based on cargo, vehicle configuration, accessories and number of passengers. ⁴ Targeted EPA-estimated range applies to an available trim. Actual range will vary. Final EPA-estimated ratings available later in the 2020 calendar year. ⁵ Raptor only.

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

F-150 TOWING FEATURES

Standard Trailer Sway Control

works in conjunction with the AdvanceTrac® with RSC (Roll Stability Control™) system to expand the vehicle's dynamic stability control capabilities, adding an additional layer of confidence and control while towing a trailer.

Standard Tow/Haul Mode

reduces gear hunting, improves power delivery. Especially useful with hauling or towing a heavy load.

Standard Hill Start Assist

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

Available Trailer Brake

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

Available Pro Trailer Backup

Assist™ improves driver confidence by letting the driver steer the trailer instinctively while controlling the accelerator and brakes – the truck takes care of the rest.

BLIS® (Blind Spot Information System) with cross traffic alert and available trailer tow monitoring alerts the driver if something is detected in the trailer's blind spot (Standard on Lariat, King Ranch®, Platinum and Limited; available on XLT).

Trailer Reverse Guidance

uses high-definition cameras to provide multiple views along with helpful steering guidance graphics to assist in backing and maneuvering a conventional trailer. Included with available Tow Technology Package (17T).

Note: 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.

F-150

PRODUCTIVITY MAXIMIZED.

Designed and built for getting things done, the all-new 2021 F-150 Pickup brings ingenious features and new technology to maximize your productivity.

Pro Power Onboard

Available class-exclusive¹ feature expands F-150's capability by bringing generator levels of exportable power to work sites and campsites. Provides 2.0kW, 2.4kW or 7.2kW of output depending on configuration. Accessible via in-cabin outlets and up to 4 cargo bed-mounted 120-volt/20-amp outlets with a 240-volt/30-amp outlet on models equipped the available 7.2kW system.

Available Interior Work Surface and Stowable Shifter

Interior work surface provides space for working on a laptop or enjoying a meal when parked. The shifter stows so the large work surface can fold directly from the center console or pivot out with bench seats.

Rear Seat Storage and Lockable Under-Seat Storage

Keeps your essentials concealed and secure with new, available lockable under-seat storage. It's integrated with the floor to keep your gear conveniently out of the way. The rear flat load floor gives you a spot to slide in all your larger equipment.

Class Exclusive¹ Max Recline Seats²

Provides ultimate comfort during downtime. Max Recline Seats fold flat to nearly 180 degrees, with the bottom cushion rising to meet the back cushion and the upper back support rotating forward up to 10 degrees for maximum comfort and rest between jobs.

Tailgate Cleats and Work Surface

Standard new cleats mounted to the sides of the tailgate act as tie-down locations for extra-long items in the bed. New clamp pockets are built in to the tailgate to hold down materials for precision work. Available flat Tailgate Work Surface includes integrated rulers, mobile device holder, cup holder and pencil holder.

12" Center Stack Touchscreen

New Sync[®] 4 with new available 12-inch touchscreen with landscape orientation allows split-screen access and control of multiple functions simultaneously, including navigation and key truck features.

Ford Co-Pilot360™ Assist 2.0³

Provides an extra level of driver-assist technology including Intelligent Adaptive Cruise Control with Stop-and-Go, Lane Centering and Speed Sign Recognition, Evasive Steering Assist, Intersection Assist and Connected Built-in Navigation.⁴

Over-the-Air Updates

Standard bumper-to-bumper feature helps your truck stay at the forefront of purposeful technology. Includes all-new functions and features throughout the life of the truck.

¹ Class is Full-Size Pickups under 8500-lbs. GVWR. ² Available on King Ranch[®] Platinum and Limited models. ³ Ford Co-Pilot360 Assist 2.0 is available on XLT and Lariat; standard on King Ranch, Platinum and Limited models. ⁴ Navigation services require Sync 4 and FordPass Connect, complimentary Connected Service and the FordPass app.



SUPER DUTY® MOST CAPABLE HEAVY-DUTY PICKUP EVER.

The 2021 Super Duty reinforces the long tradition of F-Series toughness and continues to meet the needs of a multitude of commercial vocations, as well as personal use towing customers. Within the toughest industries, Super Duty Pickups provide tough-as-nails work capability as well as SuperCab and Crew Cab configurations in both 4x2 and 4x4 drivetrains for added flexibility.

6.7L V8 POWER STROKE® TURBO DIESEL

Available on all models and cab configurations.

HORSEPOWER

475 hp @ 2,600 rpm

TORQUE

1,050 lb.-ft. @ 1,600 rpm

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



NEXT LEVEL POWER

6.7L Power Stroke Diesel – Maximum Horsepower and Torque

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

7.3L Gas V8 – Most Powerful In Its Class¹

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

6.2L 2-Valve Gas V8 – Leads The Class

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

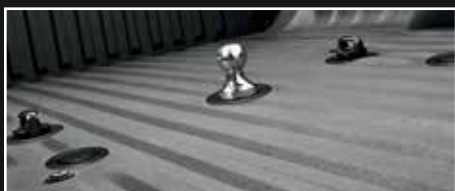
¹ Class is Full-Size Pickups over 8,500 lbs. GVWR.

F-350 XL Regular Cab 4x2 with 6.7L V8 Turbo Diesel in Oxford White



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

SUPER DUTY® SMART TECHNOLOGY.



5th-Wheel/Gooseneck Prep Package

Available on all models

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

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

Smart Trailer Tow Connector

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

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

Included in all optional towing packages

Standard Trailer Sway Control

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

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

The added software measures the yaw motion of the vehicle to determine if the trailer is swaying and then responds to eliminate the sway condition¹

Standard Hill Start Assist

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

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

Trailer Brake Controller (TBC)

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

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

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

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

Fully integrated into the truck's brake system

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

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

Factory-installed and warranted by Ford Motor Company²

Tow/Haul Mode With Integrated Engine-Exhaust Brake

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

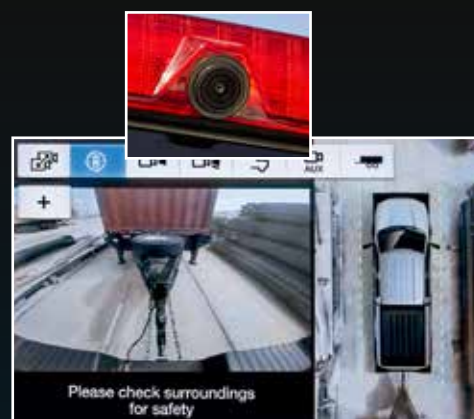
Helps eliminate unwanted frequency of gear shifting on steep uphill grades and allow engine braking to maintain or reduce vehicle speed and assist the driver in controlling the vehicle when descending a steep grade



Trailer Reverse Guidance

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

Included with the Ultimate Trailer Tow Camera System



Ultimate Trailer Tow Camera System With Pro Trailer Backup Assist

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

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

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

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

¹ Remember that even advanced technology cannot overcome the laws of physics. It's always possible to lose control of a vehicle due to inappropriate driver input or improper trailer loading for the conditions. ² See limited warranty for details. Ask your dealer for details.

SUPER DUTY® CHASSIS CABS HARD LINE CAPABILITY.

The 2021 Super Duty Chassis Cab models exist to be challenged with their Built Ford Tough® heritage and next-level capability. Powerful engines, a heavy-duty 10-speed automatic transmission and available driver-assist technologies make F-350/F-450/F-550 and the F-600 Super Duty Chassis Cabs smarter and more capable than ever. They are always ready to handle the hardest of towing jobs, aggressive payloads and are designed to conquer even the most challenging jobs.



F-600 XL Regular Cab in Antimatter Blue

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

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

Selectable Drive Modes (Normal, Tow/Haul, Eco and Deep Sand/Snow)

SelectShift® capability and Progressive Range Select

Live-Drive power takeoff (PTO) provision with mobile mode and up to 300 lb.-ft. of torque – standard on diesel models

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

FORD RANGER... TOUGH AND READY.

2021 Ranger is Built Ford Tough, equipped and ready for most any adventure. Whether carrying serious gear or towing your favorite trailer, Ranger is ready for any season and nearly any terrain. A proven 2.3-liter EcoBoost® engine makes Ranger a turbocharged adventure machine, delivering outstanding torque for towing or climbing trails.

With up to 7,500 pounds of available towing capability,¹ Ranger is more than ready to move boats to their slips and campers to their sites.

Ford Co-Pilot360™ Technology

From the boat launch to the highway, standard and available driver-assist features² are designed to help you feel confidently in command at the wheel of Ranger. Features include available BLIS® (Blind Spot Information System) with Cross-Traffic Alert with coverage for both the truck and trailer, available Lane-Keeping System,³ Standard Pre-Collision Assist with Automatic Emergency Braking,⁴ available Auto High-Beam Headlamps and standard Rear View Camera.



Lariat SuperCrew® 4x4 with Tremor Package in Race Red

¹ Requires Trailer Tow Package (53R). Maximum towing varies based on cargo, vehicle configuration, accessories and number of passengers. ² Driver-assist features are supplemental and do not replace the driver's attention, judgment and need to control the vehicle. ³ Lane-Keeping System does not control steering. ⁴ Pre-Collision Assist with Automatic Emergency Braking can detect pedestrians, but not in all conditions and does not replace safe driving. See owner's manual for system limitations.



CLASS A MOTORHOME CHASSIS

FEATURES

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

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

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

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

6-speed automatic transmission

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

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

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

Fleet telematics modem

Electronic stability control available

High-capacity front axle system

80-gallon fuel tank, aft axle

Heavy-duty shock absorbers

Air Conditioning Prep Package

240-amp extra/extra heavy-duty
alternator available

CNG/LPG Gaseous Fuel Prep Package
available

COMMERCIAL STRIPPED CHASSIS

FEATURES

Five wheelbase choices:
158/168¹/178/190/208-inch

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

Four Gross Combination Weight Ratings (GCWRs): 23,000/26,000/27,200¹/29,700¹ lbs.

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

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

6-speed automatic transmission

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

¹Only available with Parcel Delivery Package (59P).

19.5-inch steel wheels and tires

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

Fleet telematics modem

40-gallon fuel tank capacity, aft of axle

Front and rear stabilizer bars

Driver's steering column positioned for easy ingress and egress

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

Low load floor height for ease of cargo loading

Heavy-duty Sachs shock absorbers

Traction control

Hill start assist

Embedded modem

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

Air Conditioning Prep Packages available

Available Driver-Assist Technology Package

240-amp extra/extra heavy-duty alternator available

CNG/LPG Gaseous Fuel Prep Package available



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

Maximum towing capabilities require Parcel Delivery Package (59P). For additional information, see your Ford Dealer.



E-350 Cutaway DRW in White

2022 E-SERIES CLASS C MOTORHOME CHASSIS

FEATURES

Three wheelbase choices:
138/158/176-inch

Up to 14,500 lbs. GVWR and 22,000 lbs. GCWR¹

Two engine choices:
7.3L V8 premium engine or
7.3L V8 economy engine

6-speed automatic transmission

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

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

Driver and front passenger airbags²

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

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

Steel ladder-type truck frame with seven cross members

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

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

Available Driver-Assist Technology Package

Fleet telematics modem

Electronic stability control

Traction control

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



TRANSIT CLASS C MOTORHOME CHASSIS

T-350HD Cutaway AWD LWB-EL DRW



NOTE: Image shown on TV screen is simulated.

FEATURES

Three wheelbase choices:
138/156/178-inch

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

Two engine choices: 3.5L PFDI
V6 gas and 3.5L EcoBoost® V6

10-speed automatic
transmission with SelectShift®

Available All-Wheel-Drive
(AWD)

Co-Pilot360™ Technologies

Driver and front passenger
airbags¹

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

¹ Always wear your safety belt.



F-150 Lariat SuperCrew® 4x4 in Rapid Red

F-150 PICKUP SLIDE-IN CAMPER

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

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

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

Camper Center-of-Gravity

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

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

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

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

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

LT275/65R18C OWL A/T tires

18" silver aluminum heavy-duty wheels

Upgraded springs

9.75" gear set with 3.73 electronic-locking rear axle

36-gallon fuel tank

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

MAXIMUM CARGO WEIGHT WITH SLIDE-IN CAMPER

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

| F-150 ¹ | Wheelbase | GVWR (lbs.) | | Maximum Cargo Weight Rating (lbs.) | |
|--------------------|-----------|-------------|-------|------------------------------------|-----------|
| | | 3.5L GTDI | 5.0L | 3.5L GTDI Std. | 5.0L Std. |
| 18" Tires | | | | | |
| 4x2 Reg. Cab | 141.5" | 7,850 | 7,850 | 2,780 | 2,856 |
| 4x2 SuperCab | 164.1" | 7,850 | 7,850 | 2,064 | 2,093 |
| 4x2 SuperCrew | 157.2" | 7,850 | 7,850 | 1,963 | 1,980 |
| 4x4 Reg. Cab | 141.5" | 7,850 | 7,850 | 2,566 | 2,583 |
| 4x4 SuperCab | 164.1" | 7,850 | 7,850 | 1,824 | 1,848 |
| 4x4 SuperCrew | 157.2" | 7,850 | 7,850 | 1,721 | 1,731 |

¹ Requires Heavy-Duty Payload Package option.

If you intend to pull a trailer in addition to carrying your camper, see the F-150 Pickup Trailer Towing Selector charts on pages 19 and 20.

Maximum cargo weight capabilities requires Heavy-Duty Payload Package (627) 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.

SUPER DUTY® PICKUP/CAMPER COMBINATION SELECTOR

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

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

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

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

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

Rear stabilizer bar (SRW)

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

Slide-in camper certification

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

If you intend to pull a trailer in addition to carrying your camper, see the Super Duty Pickup Trailer Towing Selector charts on pages 23, 25 and 27.

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

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

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.

MAXIMUM CARGO WEIGHT WITH SLIDE-IN CAMPER

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

| | Wheelbase | GVWR (lbs.) | | | Maximum Cargo Weight Rating (lbs.) | | |
|-------------------------------------|-----------|-------------|--------|---------------------|------------------------------------|--|-----------------------------|
| | | 6.2L | 7.3L | 6.7L | 6.2L Std./Opt. ³ | 7.3L Std./Opt. ³ | 6.7L Std./Opt. ³ |
| F-250 Super Duty¹ | | | | | | | |
| 4x2 Reg. Cab | 141.6" | 10,000 | 10,000 | 10,000 | 3,816/3,716 | 3,710/3,610 | 3,010/2,910 |
| 4x2 Reg. Cab | 141.6" | – | – | 10,600 ² | – / – | – / – | 3,542/ – |
| 4x2 SuperCab | 148.0" | 10,000 | 10,000 | 10,000 | 3,091/2,991 | 2,985/2,885 | 2,291/2,191 |
| 4x2 SuperCab | 148.0" | – | – | 10,700 ² | – / – | – / – | 2,923/ – |
| 4x2 SuperCab | 164.2" | 10,000 | 10,000 | 10,000 | 2,979/2,879 | 2,874/2,774 | 2,159/2,059 |
| 4x2 SuperCab | 164.2" | – | – | 10,800 ² | – / – | – / – | 2,893/ – |
| 4x2 Crew Cab | 159.8" | 10,000 | 10,000 | 10,000 | 2,991/2,891 | 2,886/2,786 | 2,171/2,071 |
| 4x2 Crew Cab | 159.8" | – | – | 10,800 ² | – / – | – / – | 2,905/ – |
| 4x2 Crew Cab | 176.0" | 10,000 | 10,000 | 10,000 | 2,762/2,662 | 2,657/2,557 | 1,942/1,842 |
| 4x2 Crew Cab | 176.0" | – | – | 10,800 ² | – / – | – / – | 2,676/ – |
| 4x4 Reg. Cab | 141.6" | 10,000 | 10,000 | 10,000 | 3,385/3,285 | 3,280/3,180 | 2,597/2,497 |
| 4x4 Reg. Cab | 141.6" | – | – | 10,800 ² | – / – | – / – | 3,330/ – |
| 4x4 SuperCab | 148.0" | 10,000 | 10,000 | 10,000 | 2,672/2,572 | 2,566/2,466 | 1,894/1,794 |
| 4x4 SuperCab | 148.0" | – | – | 10,800 ² | – / – | – / – | 2,626/ – |
| 4x4 SuperCab | 164.2" | 10,000 | 10,000 | 10,000 | 2,580/2,480 | 2,474/2,374 | 1,773/1,673 |
| 4x4 SuperCab | 164.2" | – | – | 10,800 ² | – / – | – / – | 2,507/ – |
| 4x4 Crew Cab | 159.8" | 10,000 | 10,000 | 10,000 | 2,584/2,484 | 2,478/2,378 | 1,784/1,684 |
| | | | 10,000 | 9,900 | – / – | 2,102 ⁵ /2,045 ⁶ | – /1,333 ⁶ |
| 4x4 Crew Cab | 159.8" | – | – | 10,800 ² | – / – | – / – | 2,518/ – |
| | | | – | 10,800 | – / – | – / – | 2,233 ⁵ / – |
| 4x4 Crew Cab | 176.0" | 10,000 | 10,000 | 10,000 | 2,328/2,228 | 2,222/2,122 | 1,508/1,408 |
| 4x4 Crew Cab | 176.0" | – | – | 10,800 ² | – / – | – / – | 2,242/ – |

| | | | | | | | |
|---|-----------|--------|--------|--------|-----------------------------|-----------------------------|-----------------------------|
| F-350 SRW Super Duty¹ | Wheelbase | 6.2L | 7.3L | 6.7L | 6.2L Std./Opt. ⁴ | 7.3L Std./Opt. ⁴ | 6.7L Std./Opt. ⁴ |
| 17" Tires | | | | | | | |
| 4x2 Reg. Cab | 141.6" | 10,100 | 10,100 | 10,600 | 3,725/3,625 | 3,691/3,591 | 3,537/2,937 |
| 4x2 SuperCab | 148.0" | 10,100 | 10,100 | 10,700 | 3,027/2,927 | 2,993/2,893 | 2,960/2,260 |
| 4x2 SuperCab | 164.2" | 10,400 | 10,400 | 11,000 | 3,214/2,814 | 3,180/2,780 | 3,133/2,133 |
| 4x2 Crew Cab | 159.8" | 10,200 | 10,200 | 10,800 | 2,966/2,766 | 2,932/2,732 | 2,879/2,079 |
| 4x2 Crew Cab | 176.0" | 10,600 | 10,600 | 11,100 | 3,139/2,539 | 3,105/2,505 | 2,941/1,841 |
| 4x4 Reg. Cab | 141.6" | 10,400 | 10,400 | 11,000 | 3,603/3,203 | 3,568/3,168 | 3,519/2,519 |
| 4x4 SuperCab | 148.0" | 10,500 | 10,500 | 11,000 | 3,001/2,501 | 2,967/2,467 | 2,843/1,843 |
| 4x4 SuperCab | 164.2" | 10,800 | 10,800 | 11,300 | 3,192/2,392 | 3,158/2,358 | 3,016/1,716 |
| 4x4 Crew Cab | 159.8" | 10,600 | 10,600 | 11,200 | 2,951/2,351 | 2,917/2,317 | 2,864/1,664 |
| | | | 10,000 | 10,000 | – / – | 2,042 ⁵ / – | 1,379 ⁵ / – |
| 4x4 Crew Cab | 176.0" | 10,900 | 10,900 | 11,500 | 3,018/2,118 | 2,984/2,084 | 2,882/1,382 |
| 18" Tires | | | | | | | |
| 4x2 Reg. Cab | 141.6" | 10,500 | 10,500 | 11,100 | 4,098/ – | 4,064/ – | 3,980/ – |
| 4x2 SuperCab | 148.0" | 10,600 | 10,600 | 11,200 | 3,497/ – | 3,463/ – | 3,403/ – |
| 4x2 SuperCab | 164.2" | 10,900 | 10,900 | 11,500 | 3,688/ – | 3,654/ – | 3,575/ – |
| 4x2 SuperCab | 164.2" | – | – | 11,400 | – / – | – / – | 3,533/ – |
| 4x2 Crew Cab | 159.8" | 10,700 | 10,700 | 11,300 | 3,440/ – | 3,406/ – | 3,322/ – |
| 4x2 Crew Cab | 176.0" | 11,100 | 11,100 | 11,500 | 3,613/ – | 3,579/ – | 3,284/ – |
| 4x2 Crew Cab | 176.0" | – | – | 11,400 | – / – | – / – | 3,241/ – |
| 4x4 Reg. Cab | 141.6" | 10,900 | 10,900 | 11,500 | 4,077/ – | 4,042/ – | 3,962/ – |
| 4x4 SuperCab | 148.0" | 11,000 | 11,000 | 11,500 | 3,475/ – | 3,441/ – | 3,285/ – |
| 4x4 SuperCab | 164.2" | 11,300 | 11,300 | 11,500 | 3,666/ – | 3,632/ – | 3,159/ – |
| 4x4 Crew Cab | 159.8" | 11,100 | 11,100 | 11,500 | 3,425/ – | 3,391/ – | 3,107/ – |
| 4x4 Crew Cab | 176.0" | 11,300 | 11,300 | 12,000 | 3,391/ – | 3,357/ – | 3,356/ – |

| | | | | | | | |
|---|--------|--------|--------|--------|----------|------------------------|------------------------|
| 18"/20" All-Terrain and 20" All-Season Tires | | | | | | | |
| 4x4 Reg. Cab | 141.6" | 11,400 | 11,400 | 11,500 | 4,572/ – | 4,537/ – | 3,957/ – |
| 4x4 Reg. Cab | 141.6" | – | – | 11,400 | – / – | – / – | 3,919/ – |
| 4x4 SuperCab | 148.0" | 11,300 | 11,300 | 11,500 | 3,770/ – | 3,736/ – | 3,281/ – |
| 4x4 SuperCab | 148.0" | – | – | 11,400 | – / – | – / – | 3,243/ – |
| 4x4 SuperCab | 164.2" | 11,500 | 11,800 | 11,500 | 3,861/ – | 4,067/ – | 3,154/ – |
| 4x4 SuperCab | 164.2" | 11,400 | 11,500 | 11,400 | 3,823/ – | 3,827/ – | 3,116/ – |
| 4x4 SuperCab | 164.2" | – | 11,400 | – | – / – | 3,789/ – | – / – |
| 4x4 Crew Cab | 159.8" | 11,300 | 11,300 | 11,500 | 3,620/ – | 3,586/ – | 3,102/ – |
| | | | 11,300 | 11,500 | – / – | 3,373 ⁵ / – | 2,910 ⁵ / – |
| 4x4 Crew Cab | 159.8" | – | – | 11,400 | – / – | – / – | 3,064/ – |
| | | | – | 11,400 | – / – | – / – | 2,810 ⁵ / – |
| 4x4 Crew Cab | 176.0" | 11,500 | 11,900 | 12,400 | 3,586/ – | 3,892/ – | 3,751/ – |
| 4x4 Crew Cab | 176.0" | 11,400 | 11,500 | 11,400 | 3,549/ – | 3,552/ – | 2,813/ – |
| 4x4 Crew Cab | 176.0" | – | 11,400 | – | – / – | 3,515/ – | – / – |

| | | | | | | | |
|---|-----------|--------|--------|--------|-----------------------------|-----------------------------|-----------------------------|
| F-350 DRW Super Duty¹ | Wheelbase | 6.2L | 7.3L | 6.7L | 6.2L Std./Opt. ⁵ | 7.3L Std./Opt. ⁵ | 6.7L Std./Opt. ⁵ |
| 4x2 Reg. Cab | 141.6" | 14,000 | 14,000 | 14,000 | 7,278/6,278 | 7,274/6,274 | 6,556/5,556 |
| 4x2 SuperCab | 164.2" | 14,000 | 14,000 | 14,000 | 6,359/5,359 | 6,363/5,363 | 5,653/4,653 |
| 4x2 Crew Cab | 176.0" | 14,000 | 14,000 | 14,000 | 6,133/5,133 | 6,137/5,137 | 5,436/4,436 |
| 4x4 Reg. Cab | 141.6" | 14,000 | 14,000 | 14,000 | 6,833/5,833 | 6,837/5,837 | 6,123/5,123 |
| 4x4 SuperCab | 164.2" | 14,000 | 14,000 | 14,000 | 5,940/4,940 | 5,944/4,944 | 5,232/4,232 |
| 4x4 Crew Cab | 176.0" | 14,000 | 14,000 | 14,000 | 5,708/4,708 | 5,712/4,712 | 4,967/3,967 |
| F-450 DRW Super Duty¹ | Wheelbase | 6.2L | 7.3L | 6.7L | 6.2L Std./Opt. | 7.3L Std./Opt. | 6.7L Std./Opt. |
| 4x2 Reg. Cab | 141.6" | – | – | 14,000 | – / – | – / – | 5,838/ – |
| 4x4 Reg. Cab | 141.6" | – | – | 14,000 | – / – | – / – | 5,538/ – |
| 4x2 Crew Cab | 176.0" | – | – | 14,000 | – / – | – / – | 4,818/ – |
| 4x4 Crew Cab | 176.0" | – | – | 14,000 | – / – | – / – | 4,513/ – |



FOUR-WHEEL-DOWN TOWING

Many motorhome owners prefer the practicality of having another vehicle along when they travel. In fact, towing another vehicle behind the motorhome has become more and more popular in recent years. Furthermore, many of those who want to tow another vehicle prefer one that can be easily towed without a dolly or trailer. The car and truck models shown in the chart at right can be towed with all four wheels down. For safe operation, towed vehicles (or dollies or trailers carrying them) should be equipped with a separate functional brake system. See pages 38 and 46 for additional brake information.

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

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

FOUR-WHEEL-DOWN AVAILABILITY

| 2021 FORD CARS | Manual Transmission | Automatic Transmission |
|----------------------|---------------------|------------------------|
| Mustang – All Models | No | No |
| Shelby GT500 | – | No |

2021 FORD ELECTRIFIED VEHICLES

| | | |
|-----------------------|---|----------------------|
| Mustang Mach-E | – | No |
| Escape Hybrid | – | Yes ^{1,2,3} |
| Escape Plug-in Hybrid | – | Yes ^{1,2,3} |

2021 FORD CUVS/SUVS

| | | |
|-------------------------------|---|------------------------|
| Transit Connect | – | No |
| EcoSport | – | No |
| Bronco Sport | – | No |
| Escape | – | No |
| Edge | – | No |
| Edge ST | – | Yes ^{4,5,6,7} |
| Explorer | – | No |
| Expedition/Expedition MAX 4x2 | – | No |
| Expedition/Expedition MAX 4x4 | – | Yes ^{8,10} |

2021 FORD TRUCKS

| | | |
|--|---------------------|--------------------|
| Bronco | Yes ^{8,10} | Yes ^{8,9} |
| Ranger 4x2 | – | No |
| Ranger 4x4 | – | Yes ⁹ |
| F-150 Pickup 4x2 | – | No |
| F-150 Pickup 4x4 | – | Yes ⁹ |
| F-150 Raptor Pickup 4x4 | – | Yes ⁹ |
| F-250/350/450/550/600 Super Duty® 4x2 | – | No |
| F-250/350/450/550/600 Super Duty 4x4 | – | Yes ⁹ |
| Transit | – | No |
| 2022 E-Series Cutaway/Stripped Chassis | – | No |

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

TOW-DOLLY FLEXIBILITY

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

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

TOW-DOLLY AVAILABILITY

| 2021 FORD VEHICLES | FWD | RWD | AWD/4WD ¹ |
|--|-----|-----|----------------------|
| Mustang | N/A | No | N/A |
| Mustang Mach-E | N/A | No | No |
| Transit Connect | Yes | N/A | N/A |
| EcoSport | Yes | N/A | No |
| 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 |
| Edge | Yes | N/A | No |
| Explorer | N/A | No | No |
| Expedition | N/A | No | No |
| Bronco | N/A | 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 |
| 2022 E-Series Cutaway/Stripped Chassis | N/A | No | N/A |

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



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

TOWING EQUIPMENT

It is essential that your vehicle includes any optional equipment needed to best perform its expected towing tasks. This equipment falls into two categories: **Required and Recommended**.

REQUIRED EQUIPMENT

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

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

Transit Connect

For trailers over 1,500 pounds – Class I Trailer Tow Package (53T)

Edge

For trailers over 1,500 pounds – Class II Trailer Tow Package (53G) and AWD

Bronco Sport

For trailers over 1,500 pounds – Class II Trailer Tow Package (53B)

Escape

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

Bronco

For trailers over 2,000 pounds – Towing Capability (53Q)

Explorer

For trailers over 3,000 pounds – Class III Trailer Tow Package (52T)

Expedition

For trailers over 6,000 pounds – Class IV Heavy-Duty Trailer Tow Package (536)

Transit

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

Ranger

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

F-150 Pickup

For trailers over 5,000 pounds – Trailer Tow Package (17T, 53A, 53B) or Max Trailer Tow Package (53C)

F-250 Pickup

For 20,000-pound conventional tow rating – High-Capacity Trailer Tow Package (535) with 18" All-Season or 20" All-Terrain Tires

F-450/F-550 Chassis Cab

For 37,000/40,000-pound GCWR on F-550; 35,000-pound GCWR on F-450 – High-Capacity Trailer Tow Package (535)

RECOMMENDED EQUIPMENT

(where not required)

Includes items that can make towing easier, and are strongly recommended for strenuous towing conditions. A weight-carrying hitch is recommended for all vehicles towing trailers less than 5,000 pounds. See pages 40 and 41 for weight-distributing hitch towing requirements.

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

FRONTAL AREA CONSIDERATIONS

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

| Vehicle | Trailer Frontal Area Limitations/Considerations | With |
|---|---|---|
| Mustang | 12 sq. ft. | All Applications |
| Transit Connect | 20 sq. ft. | All Applications |
| EcoSport | 20 sq. ft. | All Applications |
| Bronco Sport | 20 sq. ft. | Without Class II Trailer Tow Package |
| | 30 sq. ft. | With Class II Trailer Tow Package |
| Escape | 20 sq. ft. | Without Class II Trailer Tow Package |
| | 30 sq. ft. | With Class II Trailer Tow Package |
| Edge | 20 sq. ft. | Without Class II Trailer Tow Package |
| | 30 sq. ft. | With Class II Trailer Tow Package |
| Explorer | 30 sq. ft. | Without Class III Trailer Tow Package |
| | 40 sq. ft. | With 3.3L HEV V6 engine and Class III Trailer Tow Package |
| | 55 sq. ft. | With Class III Trailer Tow Package |
| Expedition | 55 sq. ft. | Without Heavy-Duty Trailer Tow Package |
| | 60 sq. ft. | With Heavy-Duty Trailer Tow Package |
| Bronco | 20 sq. ft. | Without Towing Capability (53Q) |
| | 30 sq. ft. | With Towing Capability (53Q) |
| Ranger | 30 sq. ft. | Without Trailer Tow Package |
| | 55 sq. ft. | With Trailer Tow Package |
| F-150 Pickup | 55 sq. ft. | Any Powertrain with Trailer Towing Package or Payload Package and Trailer Towing Ratings Between 5,001 and 7,700 lbs. |
| | 60 sq. ft. | Any Powertrain with Trailer Towing Package or Payload Package and Trailer Towing Ratings 7,701 lbs. and Greater |
| | 75 sq. ft. | All 5th-Wheel and Gooseneck Applications with Any Powertrain with Trailer Towing Package or Payload Package |
| F-250/F-350/F-450/F-550/F-600 Super Duty® | 75 sq. ft. | All 5th-Wheel and Gooseneck Applications |
| | 60 sq. ft. | All Other Applications |
| Transit Cargo Van/Passenger Van | 55 sq. ft. | All Applications |
| Transit Cutaway/Chassis Cab | 72 sq. ft.* | See Incomplete Vehicle Manual (IVM) for frontal area restriction details |
| E-Series Cutaway | 82 sq. ft.* | All Applications |

*Base vehicle frontal area.

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

For additional information, see your Ford Dealer.

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



F-150 Lariat SuperCrew® 4x4 in Rapid Red

| | | | |
|---|--------------|--------|-----------------------------|
| ● | GOOSENECK | 37,000 | Super Duty® Pickup |
| | | 34,500 | Super Duty Chassis Cab |
| ● | 5TH-WHEEL | 32,500 | Super Duty Pickup |
| | | 32,500 | Super Duty Chassis Cab |
| | | 14,000 | F-150 Pickup |
| | | | |
| ● | CONVENTIONAL | 24,200 | Super Duty Pickup |
| | | 18,500 | Super Duty Chassis Cab |
| | | 14,000 | F-150 Pickup |
| | | 9,300 | Expedition |
| | | 7,500 | Transit Cutaway/Chassis Cab |
| | | 7,500 | Ranger |
| | | 6,900 | Transit Cargo Van |
| | | 6,500 | Transit Crew Van |
| | | 5,600 | Explorer |
| | | 4,600 | Transit Passenger Van |
| | | 3,500 | Bronco |
| | | 3,500 | Escape |
| | | 3,500 | Edge |
| | | 2,200 | Bronco Sport |
| | | 2,000 | Transit Connect |
| | | 2,000 | EcoSport |
| | | 1,000 | Mustang |

CUV/SUV/TRUCK TOWING EQUIPMENT & TRAILER TOWING PACKAGES

| Model (Option Code) | Transit Connect Van/Wagon (53T) | Bronco Sport (53B) | Escape ¹ (536) | Edge (53G) ² | Explorer (52T) | Expedition (536) | Transit (53B) ¹³ | Bronco (53Q) ¹⁴ | Ranger (53R) | F-150 Raptor (17T) | F-150 (17T) | F-150 (53B) | F-150 (53A) | F-150 (53C) | F-250/ F-350/F-450 Super Duty Pickup (Std.) | F-250 Super Duty Pickup ⁹ (535) | F-250 Super Duty Pickup ⁹ (53Q) | F-350/F-450/ F-550/F-600 Super Duty Chassis Cab (Std.) | F-350/ F-450/F-550 Super Duty Chassis Cab (531) ¹¹ | F-450/F-550 Super Duty Chassis Cab (535) ⁹ |
|--|--|--------------------------|------------------------------|----------------------------|-------------------|---------------------|--------------------------------|-------------------------------|-----------------|--------------------------|----------------|----------------|----------------|----------------|---|---|---|--|---|--|
| 7-Wire Harness & 4-/7-Pin Connector | – | – | – | – | X | S | X ⁴ | X | X | – | S | – | X | X | X | – | S | – | – | – |
| 7-Wire Harness (Blunt Cut) with Relays | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | X | S | S |
| Trailer Wiring Harness (4-Pin) | X | X | X | X | – | – | – | – | S | – | – | – | – | – | – | – | – | – | – | – |
| Trailer Module | X | – | – | – | – | – | – | – | – | S | – | – | – | – | – | – | – | – | – | – |
| Trailer Wiring Provision | – | – | – | – | – | – | X | – | – | – | – | – | – | – | – | – | – | – | – | – |
| Hitch Receiver (See chart on page 41) | X | X | X | X | X | S | X | X | X | – | S | – | X | X | X | S | S | – | – | – |
| Aux. Auto Trans. Oil Cooler | – | – | X | – | – | – | – | – | – | S | – | – | – | – | – | – | – | – | – | – |
| Radiator Upgrade | – | – | – | – | – | X | – | – | – | S | – | – | – | – | – | – | – | – | – | – |
| Smart Trailer Tow Connector | – | – | – | – | – | – | – | – | – | S | X | X | X | X | X ⁷ | – | – | – | – | – |
| Trailer Brake Wiring/Feed Kit | – | – | – | – | – | – | – | – | – | – | – | – | – | – | X ⁸ | S | S | – | X | X ¹² |
| Upgraded Rear Axle | – | – | – | – | – | X | – | – | – | S | – | – | – | X | X ⁷ | X | X | – | – | X |
| Increased GCW (6.7L) | – | – | – | – | – | – | – | – | – | – | – | – | – | – | X ⁷ | X | X | – | – | X |
| Upgraded Rear Bumper | – | – | – | – | – | – | – | – | – | – | – | – | – | X | – | – | – | – | – | – |
| Tow/Haul Mode | – | – | – | – | S | S | X | – | X | S | S | S | S | S | X | S | S | X | S | S |
| 2-Speed Automatic 4WD | – | – | – | – | – | X ³ | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| Ultimate Trailer Tow Camera System | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | X | – | – | – |
| Trailer Brake Controller | – | – | – | – | – | X | – | – | – | X | X | – | X | X | X ⁷ | S ¹⁰ | S ¹⁰ | – | – | – |
| Trailer Sway Control | X | X | X | X | X | S | – | S | S | X | S | S | S | S | X | S | S | X | S | S |
| Trailer Reverse Guidance | – | – | – | – | – | – | – | – | – | X | X | – | – | – | – | – | – | – | – | – |
| 360-Degree Camera | – | – | – | – | – | – | – | – | – | X | X | – | – | – | – | – | – | – | – | – |
| Lane Keeping Alert | – | – | – | – | – | – | – | – | – | S | – | – | – | – | – | – | X | – | – | – |
| Tailgate LED | – | – | – | – | – | – | – | – | – | S | X | – | X | X | – | – | – | – | – | – |
| Pro Trailer Backup Assist | – | – | – | – | – | X | – | – | – | X | X | – | X ⁵ | X ⁵ | – | – | X | – | – | – |
| 36-Gallon Fuel Tank | – | – | – | – | – | – | – | – | – | S | – | – | – | X ⁶ | – | – | – | – | – | – |
| Full-Size Spare Tire | – | X | – | – | – | S | S | S | S | X | S | S | S | S | X | S | S | X | S | S |

¹ Available with 2.0L EcoBoost® 14 or 2.5L 14 Hybrid/Plug-in Hybrid (SEL or Titanium) only. ² Available with twin-scroll 2.0L EcoBoost 14 only and AWD only. Standard on ST. ³ 4x4 only. ⁴ Includes relay system for backup/B+/running lights. ⁵ Not included on XL 100A. ⁶ Not available with 3.0L Power Stroke® or 3.5L PowerBoost™ engines. ⁷ F-350 DRW/F-450 only. ⁸ In-cab, no controller (SRW). ⁹ Requires 6.7L diesel engine. ¹⁰ Required on XL. ¹¹ XL model only. ¹² Not included if Trailer Brake Controller is ordered. ¹³ Not available on Cutaway or Chassis Cab models. ¹⁴ 53Q featured content is exclusively a factory-installed package.

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

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. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.

TRAILER TOWING SELECTOR

F-150 Pickups and Super Duty® Trucks

Select the F-Series cab design and drive system (4x2 or 4x4) you prefer. (See pages 19–31.) Read down the column to find the trailer weight that can be towed with engine/axle ratio combinations listed. GCWR column shows maximum allowable combined weight of vehicle, trailer and cargo (including passengers) for each engine/axle ratio combination. Maximum Loaded Trailer Weight assumes a towing vehicle with any mandatory options, no cargo, tongue load of 10% (conventional trailer) or king pin weight of 15% (5th-wheel trailer) and driver and passenger (150 lbs. each). Weight of additional options, passengers, cargo and hitch must be deducted from this weight. Also check Required and Recommended Equipment on page 16.



F-150

F-150 STX SuperCab 4x4 in Velocity Blue

CONVENTIONAL TOWING

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, reference the Towing Basics information on the last page of this Towing Guide.
See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing"

| Automatic Transmission | | | REGULAR CAB | | | | SUPERCAB | | | | SUPERCREW® | | | |
|-----------------------------------|------------|-----------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|---------------------|------------------|-----------------------|---------------------|---------------------|
| Engine | Axle Ratio | GCWR (lbs.) | 4x2 122.8" WB | 4x4 141.5" WB | 4x2 122.8" WB | 4x4 141.5" WB | 4x2 145.4" WB | 4x4 164.1" WB | 4x2 145.4" WB | 4x4 164.1" WB | 4x2 145.4" WB | 4x4 157.2" WB | 4x2 145.4" WB | 4x4 157.2" WB |
| 3.3L PFDI V6 ³ | 3.55 | 9,400 | 5,000 | — | — | — | — | — | — | — | — | — | — | — |
| | | 9,500 | — | 5,000 | — | — | — | — | — | — | — | — | — | — |
| | | 9,700 | — | — | 5,100 | — | 5,000 | — | — | — | — | — | — | — |
| | | 9,900 | — | — | — | — | — | — | — | — | 5,100 | — | — | — |
| | 3.73 | 12,600 | 8,200 | — | — | — | — | — | — | — | — | — | — | — |
| | | 12,700 | — | 8,200 | — | — | — | — | — | — | — | — | — | — |
| | | 12,800 | — | — | 8,200 | — | — | — | — | — | — | — | — | — |
| | | 12,900 | — | — | — | 8,200 | 8,200 | — | — | — | — | — | — | — |
| | | 13,000 | — | — | — | — | — | — | — | — | 8,200 | — | — | — |
| | | 13,100 | — | — | — | — | — | — | 8,100 | — | — | — | — | — |
| | | 13,300 | — | — | — | — | — | — | — | — | — | — | 8,200 | — |
| | 3.15 | 13,000 | 8,300 | — | — | — | — | — | — | — | — | — | — | — |
| | | 14,800 | — | 9,900 | — | — | 9,800 | 9,600 | — | — | 9,700 | 9,600 | — | — |
| | 3.31 | 13,000 | 8,300 | — | — | — | — | — | — | — | — | — | — | — |
| | | 13,200 | — | — | 8,200 | — | — | — | — | — | — | — | — | — |
| | 3.73 | 14,800 | — | 9,900 | — | 9,700 | 9,800 | 9,600 | 9,500 | 9,400 | 9,700 | 9,600 | 9,400 | 9,300 |
| | | 13,800 | 9,100 | — | — | — | — | — | — | — | — | — | — | — |
| | | 14,600 | — | — | 9,600 | — | — | — | — | — | — | — | — | — |
| | | 15,300 | — | 10,400 | — | — | — | — | — | — | — | — | — | — |
| | | 15,500 | — | — | — | — | 10,500 | — | — | — | — | — | — | — |
| | | 15,600 | — | — | — | 10,500 | — | 10,400 | — | — | 10,500 | 10,400 | — | — |
| | | 15,800 | — | — | — | — | — | — | 10,500 | 10,400 | — | — | 10,400 | 10,300 |
| | | 17,600 ¹ | — | — | — | — | — | — | 12,300 | — | — | — | — | — |
| | | 17,800 ¹ | — | — | — | — | 12,800 | — | — | — | — | — | — | — |
| | | 17,900 ¹ | — | 13,000 | — | 12,800 | — | — | — | — | — | — | — | — |
| 3.0L Turbo Diesel V6 ⁴ | 3.31 | 16,300 | — | — | — | — | — | — | 10,500 | — | — | — | 10,400 | 10,400 |
| | | 16,300 | — | — | — | — | — | — | 10,500 | — | — | — | 10,400 | 10,400 |
| | 3.55 | 17,900 ¹ | — | — | — | — | — | — | 12,100 | — | — | — | — | — |
| | | 18,000 ¹ | — | — | — | — | — | — | — | — | — | — | 12,100 | 12,100 |
| | | 18,000 ² | — | — | — | — | — | — | — | — | — | — | — | — |
| | | 18,100 ¹ | — | — | — | — | — | — | — | — | 12,900 | — | — | — |
| | | 18,200 ¹ | — | — | — | — | — | 13,000 | — | — | — | 13,000 | — | — |
| | | 18,300 ^{1,2} | — | — | — | 13,000 | — | 13,000 | — | — | — | — | — | — |
| | | 18,400 | — | — | — | — | — | — | — | 13,000 ¹ | — | 13,000 ^{1,2} | 13,000 ¹ | 12,900 ¹ |
| | | 18,500 ^{1,2} | — | — | — | — | — | — | — | — | — | — | — | — |
| | | 18,600 ^{1,2} | — | — | — | — | — | — | — | — | — | — | — | 13,000 |

1 Requires Max Trailer Tow Package (53C).
2 Requires Heavy-Duty Payload Package (627). **3** Do not exceed a trailer weight of 6,000 lbs. with only the Class IV hitch (53B), without the Trailer Tow Package (53A).
4 Do not exceed a trailer weight of 7,000 lbs. with only the Class IV hitch (53B), without the Trailer Tow Package (53A).

Notes:

- Calculated with SAE J2807® method.
- 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.

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. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.

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F-150

F-150 King Ranch® SuperCrew 4x2 in Agate Black

CONVENTIONAL TOWING

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, reference the Towing Basics information on the last page of this Towing Guide. See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing".

| Automatic Transmission | | | REGULAR CAB | | | | SUPERCAB | | | | SUPERCREW® | | | |
|--------------------------------|------------|-----------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Engine | Axle Ratio | GCWR (lbs.) | 4x2 122.8" WB | 4x4 141.5" WB | 4x2 122.8" WB | 4x4 141.5" WB | 4x2 145.4" WB | 4x4 164.1" WB | 4x2 145.4" WB | 4x4 164.1" WB | 4x2 145.4" WB | 4x4 157.2" WB | 4x2 145.4" WB | 4x4 157.2" WB |
| 2.7L GTDI V6 ⁴ | 3.55 | 12,200 | 7,600 | — | — | — | — | — | — | — | — | — | — | — |
| | | 12,300 | — | 7,600 | — | — | — | — | — | — | — | — | — | — |
| | | 12,500 | — | — | 7,700 | — | — | — | — | — | — | — | — | — |
| | | 12,600 | — | — | — | 7,700 | 7,700 | 7,600 | — | — | — | — | — | — |
| | | 12,700 | — | — | — | — | — | — | — | — | 7,700 | — | — | — |
| | | 12,800 | — | — | — | — | — | — | 7,600 | — | — | 7,800 | — | — |
| | | 12,900 | — | — | — | — | — | — | — | — | — | — | 7,700 | — |
| | 3.73 | 13,200 | 8,600 | — | — | — | — | — | — | — | — | — | — | — |
| | | 13,300 | — | 8,600 | 8,500 | 8,400 | 8,400 | 8,300 | 8,100 | — | 8,300 | 8,300 | 8,100 | — |
| | | 14,800 ¹ | — | 10,000 | — | — | — | — | — | — | — | — | — | — |
| | | 15,000 ¹ | — | — | — | — | 10,000 | — | — | — | — | — | — | — |
| | | 15,100 ¹ | — | — | 10,000 | — | — | 10,000 | — | — | 10,000 | 10,000 | — | — |
| | | 15,300 ¹ | — | — | — | — | — | 10,100 | — | — | — | — | — | — |
| | | 15,400 ¹ | — | — | — | — | — | — | — | — | — | — | 10,100 | — |
| | | 16,100 | — | 11,200 | — | — | — | — | — | — | — | — | — | — |
| | | 16,200 | — | — | — | — | 11,000 | — | — | — | — | — | — | — |
| | | 16,400 | — | — | — | 11,200 | — | — | — | — | — | — | — | — |
| | | 16,500 | — | — | — | — | — | 11,200 | 11,100 | — | 11,200 | — | — | — |
| | | 16,600 | — | — | — | — | — | — | — | — | — | 11,300 | — | — |
| | | 16,800 | — | — | — | — | — | — | 11,200 | — | — | — | 11,300 | 11,200 |
| 3.5L GTDI V6 ⁵ | 3.55 | 16,100 | — | 11,200 | — | — | — | — | — | — | — | — | — | — |
| | | 16,200 | — | — | — | — | 11,000 | — | — | — | — | — | — | — |
| | | 16,400 | — | — | — | 11,200 | — | — | — | — | — | — | — | — |
| | | 16,500 | — | — | — | — | — | 11,200 | 11,100 | — | 11,200 | — | — | — |
| | | 16,600 | — | — | — | — | — | — | — | — | — | 11,300 | — | — |
| | | 16,800 | — | — | — | — | — | — | — | 11,200 | — | — | 11,300 | 11,200 |
| | 3.73 | 16,100 | — | 11,200 | — | — | — | — | — | — | — | — | — | — |
| | | 16,200 | — | — | — | — | 11,000 | — | — | — | — | — | — | — |
| | | 16,400 | — | — | — | 11,200 | — | — | — | — | — | — | — | — |
| | | 16,500 | — | — | — | — | — | 11,200 | 11,100 | — | 11,200 | — | — | — |
| | | 16,600 | — | — | — | — | — | — | — | — | — | 11,300 | — | — |
| | | 16,800 | — | — | — | — | — | — | — | 11,200 | — | — | 11,300 | 11,200 |
| | | 17,500 ² | — | — | — | — | 12,300 | — | — | — | — | — | — | — |
| | | 17,700 ² | — | — | — | — | — | — | 12,300 | — | — | — | — | — |
| | | 17,900 ² | — | 13,000 | — | 12,700 | — | — | — | — | — | — | — | — |
| | | 19,300 ² | — | — | — | — | — | — | — | — | 14,000 | — | — | — |
| | | 19,400 ² | — | — | — | — | — | — | — | — | — | — | — | — |
| | | 18,400 ^{2,3} | — | 13,300 | — | 13,100 | — | — | — | — | — | 14,000 | 13,900 | 13,800 |
| | | 19,400 ^{2,3} | — | — | — | — | — | 14,000 | — | 13,800 | — | 14,000 | — | — |
| | | 19,500 ^{2,3} | — | — | — | — | — | — | — | — | — | — | — | 13,800 |
| 3.5L GTDI V6 H.O. ⁶ | 4.10 | 14,500 | — | — | — | — | — | — | — | — | — | — | 8,200 | — |
| | | 14,575 ⁷ | — | — | — | — | — | — | — | — | — | — | 8,200 | — |
| 3.5L Hybrid V6 ⁵ | 3.55 | 16,700 | — | — | — | — | — | — | — | — | 11,000 | — | — | — |
| | | 16,800 | — | — | — | — | — | — | — | — | — | 11,100 | — | — |
| | | 18,400 ² | — | — | — | — | — | — | — | — | 12,700 | 12,700 | — | — |
| | 3.73 | 17,000 | — | — | — | — | — | — | — | — | — | — | 11,000 | 11,000 |
| | | 18,400 ² | — | — | — | — | — | — | — | — | — | — | 12,400 | 12,400 |

1 Requires 2.7L EcoBoost® Payload Package (622). **2** Requires Max Trailer Tow Package (53C). **3** Requires Heavy-Duty Payload Package (627). **4** Do not exceed a trailer weight of 6,000 lbs. with only the Class IV hitch (53B), without the Trailer Tow Package (53A). **5** Do not exceed a trailer weight of 7,000 lbs. with only the Class IV hitch (53B), without the Trailer Tow Package (53A). **6** Raptor only. **7** Available Raptor 37 Performance Package (68R).

Notes:

- Calculated with SAE J2807® method.
- 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.

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. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.

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F-150

5TH-WHEEL/ GOOSENECK TOWING

F-150 XLT SuperCrew 4x4 in Grey

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, reference the Towing Basics information on the last page of this Towing Guide.
See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing".

| Automatic Transmission | | | REGULAR CAB | | | | SUPERCAB | | | | SUPERCREW® | | | | |
|-----------------------------------|------------------------------|---------------------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|---------------------|------------------------|---------------------|------------------------|---------------------|-------|
| | | | 4x2 | | 4x4 | | 4x2 | | 4x4 | | 4x2 | | 4x4 | | |
| Engine | Axle Ratio | GCWR (lbs.) | 122.8" WB | 141.5" WB | 122.8" WB | 141.5" WB | 145.4" WB | 164.1" WB | 145.4" WB | 164.1" WB | 145.4" WB ⁵ | 157.2" WB | 145.4" WB ⁵ | 157.2" WB | |
| 3.3L PFDI V6 ³ | 3.55 | 9,400 | 5,000 | — | — | — | — | — | — | — | — | — | — | — | |
| | | 9,500 | — | 5,000 | — | — | — | — | — | — | — | — | — | — | |
| | | 9,700 | — | — | 5,100 | — | 5,000 | — | — | — | — | — | — | — | |
| | | 9,900 | — | — | — | — | — | — | — | — | 5,100 | — | — | — | |
| | 3.73 | 12,600 | 8,200 | — | — | — | — | — | — | — | — | — | — | — | |
| | | 12,700 | — | 8,200 | — | — | — | — | — | — | — | — | — | — | |
| | | 12,800 | — | — | 8,200 | — | — | — | — | — | — | — | — | — | |
| | | 12,900 | — | — | — | 8,200 | 8,200 | — | — | — | — | — | — | — | |
| | | 13,000 | — | — | — | — | — | — | — | — | 8,200 | — | — | — | |
| | | 13,100 | — | — | — | — | — | — | 8,100 | — | — | — | — | — | |
| | | 13,300 | — | — | — | — | — | — | — | — | — | — | 8,200 | — | |
| | | 13,000 | 8,300 | — | — | — | — | — | — | — | — | — | — | — | |
| | 5.0L 4-Valve V8 ⁴ | 3.15 | 14,800 | — | 9,900 | — | — | 9,800 | 9,600 | — | — | 9,700 | 9,600 | — | — |
| | | | 3.31 | 13,000 | 8,300 | — | — | — | — | — | — | — | — | — | — |
| | | | 13,200 | — | — | 8,200 | — | — | — | — | — | — | — | — | — |
| | | | 14,800 | — | 9,900 | — | 9,700 | 9,800 | 9,600 | 9,500 | 9,400 | 9,700 | 9,600 | 9,400 | 9,300 |
| 3.73 | | 13,800 | 9,100 | — | — | — | — | — | — | — | — | — | — | — | |
| | | 14,600 | — | — | 9,600 | — | — | — | — | — | — | — | — | — | |
| | | 15,300 | — | 10,400 | — | — | — | — | — | — | — | — | — | — | |
| | | 15,500 | — | — | — | — | 10,500 | — | — | — | — | — | — | — | |
| | | 15,600 | — | — | — | 10,500 | — | 10,400 | — | — | 10,500 | 10,400 | — | — | |
| | | 15,800 | — | — | — | — | — | — | 10,500 | 10,400 | — | — | 10,400 | 10,300 | |
| | | 17,600 ¹ | — | — | — | — | — | — | 11,500 | — | — | — | — | — | |
| | | 17,800 ¹ | — | — | — | — | 11,900 | — | — | — | — | — | — | — | |
| | | 17,900 ¹ | — | 12,800 | — | 12,500 | — | — | — | — | — | — | — | — | |
| | | 18,000 ² | — | 13,000 | — | — | — | — | — | — | — | — | — | — | |
| | | 18,100 ¹ | — | — | — | — | — | — | — | — | 12,800 | — | — | — | |
| | | 18,200 ¹ | — | — | — | — | — | 12,600 | — | — | — | 12,200 | — | — | |
| | | 18,300 ² | — | — | — | 13,000 | — | 13,000 | — | — | — | — | — | — | |
| | | 18,400 | — | — | — | — | — | — | — | 11,900 ¹ | — | 13,000 ² | 11,300 ¹ | 11,500 ¹ | |
| | | 18,500 ² | — | — | — | — | — | — | — | 13,000 | — | — | — | — | |
| | | 18,600 ² | — | — | — | — | — | — | — | — | — | — | — | 13,000 | |
| 3.0L Turbo Diesel V6 ⁴ | 3.31 | 16,300 | — | — | — | — | — | — | 8,700 | — | — | — | 8,300 | 8,200 | |
| | 3.55 | 16,300 | — | — | — | — | — | — | 8,700 | — | — | — | 8,300 | 8,200 | |
| | | 17,900 ¹ | — | — | — | — | — | — | 8,700 | — | — | — | — | — | |
| | | 18,000 ¹ | — | — | — | — | — | — | — | — | — | — | 8,300 | 8,200 | |

1 Requires Max Trailer Tow Package (53C). **2** Requires Heavy-Duty Payload Package (627). **3** Do not exceed a trailer weight of 6,000 lbs. with only the Class IV hitch (53B), without the Trailer Tow Package (53A). **4** Do not exceed a trailer weight of 7,000 lbs. with only the Class IV hitch (53B), without the Trailer Tow Package (53A). **5** 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.

Notes:

- Calculated with SAE J2807® method.
- 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.

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. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.

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F-150

F-150 XLT SuperCab 4x4 in Carbonized Grey

5TH-WHEEL/ GOOSENECK TOWING

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, reference the Towing Basics information on the last page of this Towing Guide. See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing".

| Automatic Transmission | | | REGULAR CAB | | | | SUPERCAB | | | | SUPERCREW® | | | |
|-----------------------------|------------|-----------------------|-------------|-----------|-----------|-----------|-----------|-----------|---------------------|-----------|------------------------|-----------|------------------------|-----------|
| Engine | Axle Ratio | GCWR (lbs.) | 4x2 | | 4x4 | | 4x2 | | 4x4 | | 4x2 | | 4x4 | |
| | | | 122.8" WB | 141.5" WB | 122.8" WB | 141.5" WB | 145.4" WB | 164.1" WB | 145.4" WB | 164.1" WB | 145.4" WB ⁶ | 157.2" WB | 145.4" WB ⁶ | 157.2" WB |
| 2.7L GTDI V6 ⁴ | 3.55 | 12,200 | 7,600 | — | — | — | — | — | — | — | — | — | — | — |
| | | 12,300 | — | 7,600 | — | — | — | — | — | — | — | — | — | — |
| | | 12,500 | — | — | 7,700 | — | — | — | — | — | — | — | — | — |
| | | 12,600 | — | — | — | 7,700 | 7,700 | 7,600 | — | — | — | — | — | — |
| | | 12,700 | — | — | — | — | — | — | — | — | 7,700 | — | — | — |
| | | 12,800 | — | — | — | — | — | — | 7,600 | — | — | 7,800 | — | — |
| | | 12,900 | — | — | — | — | — | — | — | — | — | — | 7,700 | — |
| | 3.73 | 13,200 | 8,600 | — | — | — | — | — | — | — | — | — | — | — |
| | | 13,300 | — | 8,600 | 8,500 | 8,400 | 8,400 | 8,300 | 8,100 | — | 8,300 | 8,300 | 8,100 | — |
| | | 14,800 ¹ | — | 10,000 | — | — | — | — | — | — | — | — | — | — |
| | | 15,000 ¹ | — | — | — | — | 10,000 | — | — | — | — | — | — | — |
| | | 15,100 ¹ | — | — | — | 10,000 | — | 10,000 | — | — | 10,000 | 10,000 | — | — |
| | | 15,300 ¹ | — | — | — | — | — | — | 10,100 | — | — | — | — | — |
| | | 15,400 ¹ | — | — | — | — | — | — | — | — | — | — | 10,100 | — |
| 3.5L GTDI V6 ⁵ | 3.31 | 16,100 | — | 11,200 | — | — | — | — | — | — | — | — | — | — |
| | | 16,200 | — | — | — | — | 10,900 | — | — | — | — | — | — | — |
| | | 16,400 | — | — | — | 11,200 | — | — | — | — | — | — | — | — |
| | | 16,500 | — | — | — | — | — | 11,200 | 10,700 | — | 10,300 | — | — | — |
| | | 16,600 | — | — | — | — | — | — | — | — | — | 11,300 | — | — |
| | | 16,800 | — | — | — | — | — | — | — | 10,500 | — | — | 10,600 | 10,900 |
| | 3.55 | 16,100 | — | 11,200 | — | — | — | — | — | — | — | — | — | — |
| | | 16,200 | — | — | — | — | 10,900 | — | — | — | — | — | — | — |
| | | 16,400 | — | — | — | 11,200 | — | — | — | — | — | — | — | — |
| | | 16,500 | — | — | — | — | — | 11,200 | 10,700 ² | — | 10,300 | — | — | — |
| | | 16,600 | — | — | — | — | — | — | — | — | — | 11,300 | — | — |
| | | 16,800 | — | — | — | — | — | — | — | 10,500 | — | — | 10,600 | 10,900 |
| | | 17,500 | — | — | — | — | 10,900 | — | — | — | — | — | — | — |
| | | 17,700 ² | — | — | — | — | — | — | 10,700 | — | — | — | — | — |
| | | 17,900 ² | — | 13,000 | — | 12,500 | — | — | — | — | — | — | — | — |
| | | 19,300 ² | — | — | — | — | — | — | 11,900 | — | 11,900 | — | — | — |
| | | 19,400 ² | — | — | — | — | — | 11,700 | — | 10,500 | — | 11,600 | 10,600 | 10,900 |
| | 3.73 | 18,400 ^{2,3} | — | 13,300 | — | 13,100 | — | — | — | — | — | — | — | — |
| | | 19,400 ^{2,3} | — | — | — | — | — | 14,000 | — | 13,800 | — | 14,000 | — | — |
| | | 19,500 ^{2,3} | — | — | — | — | — | — | — | — | — | — | — | 13,800 |
| 3.5L Hybrid V6 ⁵ | 3.55 | 16,700 | — | — | — | — | — | — | — | — | 11,000 | — | — | — |
| | | 16,800 | — | — | — | — | — | — | — | — | — | 11,100 | — | — |
| | | 18,400 ² | — | — | — | — | — | — | — | — | 11,000 | 11,200 | — | — |
| | 3.73 | 17,000 | — | — | — | — | — | — | — | — | — | — | 9,300 | 9,100 |
| | | 18,400 ² | — | — | — | — | — | — | — | — | — | — | 9,300 | 9,100 |

1 Requires 2.7L EcoBoost® Payload Package (622). **2** Requires Max Trailer Tow Package (53C). **3** Requires Heavy-Duty Payload Package (627). **4** Do not exceed a trailer weight of 6,000 lbs. with only the Class IV hitch (53B), without the Trailer Tow Package (53A). **5** Do not exceed a trailer weight of 7,000 lbs. with only the Class IV hitch (53B), without the Trailer Tow Package (53A). **6** 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.

Notes: • Calculated with SAE J2807® method.

- 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.

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. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.

REVISED 10.18.21

F-250 SRW Super Duty® Pickup

F-250 Crew Cab 4x4 in Iconic Silver

CONVENTIONAL TOWING

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, reference the Towing Basics information on the last page of this Towing Guide.
See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing".

| Automatic Transmission | | | REGULAR CAB | | | | SUPERCAB | | | | | | | | CREW CAB | | | | | | | |
|-------------------------|---------------------|---------------------|-------------------------|---------------------|-------------------------|---------------------|-----------------------------|---------------------|-------------------------|---------------------|-----------------------------|---------------------|-------------------------|---------------------|-----------------------------|---------------------|-------------------------|---------------------|-----------------------------|---------------------|-------------------------|---------------------|
| | | | 4x2 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.) | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing |
| 6.2L V8 | 3.73 | 19,500 | 13,000 | 13,300 | 12,900 | 12,900 | 13,000 | 13,000 | 12,900 | 12,900 | 12,600 | 12,600 | 12,500 | 12,500 | 12,900 | 12,900 | 12,700 | 12,700 | 12,500 | 12,500 | 12,300 | 12,300 |
| | 4.30 | 22,000 | 13,000 | 14,000 | 14,000 | 15,000 | 13,000 | 14,000 | 14,000 | 15,000 | 14,000 | 15,000 | 15,000 | 15,000 | 14,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 14,800 | 14,800 |
| 6.7L V8 Turbo Diesel | 3.31 | 23,500 | 14,000 | 15,000 | 14,000 | 15,000 | 14,000 | 15,000 | 15,000 | 15,000 | 14,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 |
| | 30,000 ¹ | 14,000 | 15,200 | 14,000 | 15,000 | 14,000 | 15,200 | 15,200 | 15,200 | 15,200 | 14,000 | 15,000 | 20,000 ³ | 20,000 ³ | 15,200 | 15,200 | 18,200 | 18,200 | 20,000 ³ | 20,000 ³ | 20,000 ³ | 20,000 ³ |
| 7.3L V8 | 3.55 | 30,000 ¹ | 14,000 | 15,200 | 14,000 | 15,000 | 14,000 | 15,200 | 15,200 | 15,200 | 14,000 | 15,000 | 20,000 ³ | 20,000 ³ | 15,200 | 15,200 | 18,200 | 18,200 | 20,000 ³ | 20,000 ³ | 20,000 ³ | 20,000 ³ |
| | 3.55 | 21,800 | 13,000 | 14,000 | 14,000 | 15,000 | 13,000 | 14,000 | 14,000 | 15,000 | 14,000 | 14,800 | 14,700 | 14,700 | 14,000 | 15,000 | 14,900 | 14,900 | 14,700 | 14,700 | 14,500 | 14,500 |
| | 4.30 | 24,900 ² | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 15,000 | 15,000 | — | — |
| 26,000 | | | 13,000 | 14,000 | 14,000 | 15,000 | 13,000 | 14,000 | 14,000 | 15,000 | 14,000 | 15,000 | 15,000 | 15,000 | 14,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 |

1 Requires F-250 High-Capacity Trailer Tow Package (535).

2 Tremor Off-Road Package (17Y).

3 Requires 18" All-Season or 20" All-Terrain Tires.

Notes: • Calculated with SAE J2807® method.

• 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.



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

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. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.

F-250 SRW Super Duty® Pickup

F-250 Lariat Crew Cab 4x4 in Antimatter Blue

5TH-WHEEL/ GOOSENECK TOWING

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, reference the Towing Basics information on the last page of this Towing Guide. See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing".

| Automatic Transmission | | | REGULAR CAB | | SUPERCAB | | | | CREW CAB | | | |
|------------------------|------------|---------------------|----------------------|----------------------|--------------------------|----------------------|----------------------------|----------------------------|--------------------------|----------------------------|--|----------------------------|
| Engine | Axle Ratio | GCWR (lbs.) | 4x2 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 |
| 6.2L V8 | 3.73 | 19,500 | 13,300 | 12,800 | 13,000 | 12,900 | 12,600 | 12,500 | 12,900 | 12,700 | 12,500 | 12,200 |
| | 4.30 | 22,000 | 15,800 | 15,300 | 15,500 | 15,400 | 15,100 | 15,000 | 15,400 | 15,200 | 15,000 | 14,700 |
| 6.7L V8 Turbo Diesel | 3.31 | 23,500 | 16,400 | 16,000 | 16,200 | 16,000 | 15,500/14,800 ⁴ | 14,700/14,000 ⁴ | 16,100 | 15,800/15,200 ⁴ | 14,700/14,100 ⁴ | 12,900/12,200 ⁴ |
| | | 30,000 ¹ | 22,800 ² | 21,800 ² | 22,000 ² | 21,900 ² | 20,100 ² | 19,100 ² | 21,700 ² | 20,400 ² | 19,100 ² | 17,300 |
| | 3.55 | 30,000 ¹ | 22,800 ² | 21,800 ² | 22,000 ² | 21,900 ² | 20,100 ² | 19,100 ² | 21,700 ² | 20,400 ² | 19,100 ² /18,100 ³ | 17,300 |
| 7.3L V8 | 3.55 | 21,800 | 15,400 | 15,000 | 15,200 | 15,100 | 14,700 | 14,700 | 15,100 | 14,800 | 14,700 | 14,400 |
| | 4.30 | 24,900 ³ | — | — | — | — | — | — | — | — | 17,500 | — |
| | | 26,000 | 19,500 ² | 19,100 ² | 19,300 ² | 19,200 ² | 18,800 | 18,600/18,000 ⁴ | 19,200 ² | 18,900 | 18,600/18,000 ⁴ | 16,900/16,300 ⁴ |

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

Notes:

- Calculated with SAE J2807® method.
- 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.

TAILGATE CLEARANCE

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

| Model | F-150 | F-250 | F-350 SRW | F-350 DRW | F-450 DRW | TREMOR |
|----------------------------|-------------|------------------|------------------|------------------|------------------|------------------|
| Max. Tailgate Height 4x4** | 58.3 inches | 57.8–60.0 inches | 56.7–59.7 inches | 58.1–58.9 inches | 58.8–59.3 inches | 59.7–61.3 inches |

*Raptor 5th-wheel towing is not recommended.

**Distance from ground to top of closed tailgate lip at base curb weight.

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

Maximum 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. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.

REVISED 03.10.21



F-350 SRW Super Duty® Pickup

F-350 XLT Crew Cab 4x4 with Tremor Package in Oxford White

CONVENTIONAL TOWING

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, reference the Towing Basics information on the last page of this Towing Guide. See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing".

| Automatic Transmission | | | REGULAR CAB | | | | SUPERCAB | | | | | | | | CREW CAB | | | | | | | |
|-------------------------|---------------|----------------|-------------------------|---|----------------------------------|----------------------------------|-----------------------------|---------------------|-------------------------|---------------------|--------------------------------|---------------------|---|---|--------------------------------|--------------------------------|--------------------------------|--------------------------------|---|---|---|---|
| | | | 4x2 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.) | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing |
| 6.2L V8 | 3.73 | 19,500 | 13,000 | 13,200 ^{3/} 13,100 ^{4/5/} 13,000 ¹ | 12,700/ 12,600 ^{1,2} | 12,700/ 12,600 ^{1,2} | 12,800 | 12,800 | 12,700 | 12,700 | 12,400 | 12,400 | 12,300/ 12,200 ² | 12,300/ 12,200 ² | 12,700/ 12,600 ¹ | 12,700/ 12,600 ¹ | 12,500/ 12,400 ¹ | 12,500/ 12,400 ¹ | 12,300/ 12,200 ^{1,2} | 12,300/ 12,200 ^{1,2} | 12,000 | 12,000 |
| | 4.30 | 23,000 | 13,000 | 14,000 | 14,000/ 13,000 ² | 15,000 | 13,000 | 14,000 | 15,000 | 15,000 | 14,000/ 13,000 ² | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 |
| 6.7L V8 Turbo Diesel | 3.31 | 30,000 | 14,000 | 15,000 | 14,000 | 15,000 | 14,000 | 15,000 | 15,000 | 15,000 | 14,000 | 15,000 | 15,000 ^{4/8/} 20,000 ^{1,6} | 15,000 ^{4/8/} 20,000 ^{1,6} | 15,000 | 15,000 | 18,200 | 18,200 | 15,000 ^{4/8/} 20,000 ^{1,6} | 15,000 ^{4/8/} 20,000 ^{1,6} | 18,200 ^{4/8/} 20,000 ^{1,6} | 18,200 ^{4/8/} 20,000 ^{1,6} |
| | 3.55 | 30,000 | 14,000 | 15,000 | 14,000 | 15,000 | 14,000 | 15,000 | 15,000 | 15,000 | 14,000 | 15,000 | 15,000 ^{4/8/} 20,000 ^{1,6} | 15,000 ^{4/8/} 20,000 ^{1,6} | 15,000 | 15,000 | 18,200 | 18,200 | 15,000 ^{4/8/} 20,000 ^{1,6} | 15,000 ^{4/8/} 20,000 ^{1,6} | 18,200 ^{4/8/} 20,000 ^{1,6} | 18,200 ^{4/8/} 20,000 ^{1,6} |
| 7.3L V8 | 3.73 | 23,500 | 13,000 | 14,000 | 14,000/ 13,000 ² | 15,000 | 13,000 | 14,000 | 15,000 | 15,000 | 14,000/ 13,000 ² | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 |
| | 4.30 | 27,500 | 13,000 | 14,000 | 14,000/ 13,000 ² | 15,000 | 13,000 | 14,000 | 15,000 | 15,000 | 14,000/ 13,000 ² | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 |

1 18" All-Season Tires. **2** 18" and 20" All-Terrain Tires. **3** 17" Tires with 6-speed transmission. **4** 17" Tires. **5** 18" Tires with 6-speed transmission. **6** Requires 20" All-Terrain Tires. **7** Tremor Off-Road Package (17Y). **8** 18" All-Terrain Tires.

Notes:

- Calculated with SAE J2807[®] method.
- 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.

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. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.

REVISED 01.29.21



F-350 SRW Super Duty® Pickup

F-350 King Ranch® Crew Cab 4x4 in Rapid Red

5TH-WHEEL/ GOOSENECK TOWING

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, reference the Towing Basics information on the last page of this Towing Guide. See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing".

| Automatic Transmission | | | REGULAR CAB | | SUPERCAB | | | | CREW CAB | | | |
|------------------------|------------|-------------|--|--|---|--|--|--|---|--|--|--|
| Engine | Axle Ratio | GCWR (lbs.) | 4x2 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 |
| 6.2L V8 | 3.73 | 19,500 | 13,100 ^{5,6} /13,000 ¹ | 12,600 | 12,800/12,700 ¹ | 12,700/12,600 ¹ | 12,400/12,300 ^{1,2} | 12,300/12,200 ^{1,2} | 12,600 | 12,400 | 12,200 | 12,000 ^{5,7} /11,900 ^{1,2} |
| | 4.30 | 23,000 | 16,600/16,500 ¹ | 16,100 | 16,300/16,200 ¹ | 16,200/16,100 ² | 15,900/15,800 ^{1,2} | 15,800 ⁵ /15,700 ^{1,2} | 16,100 | 15,900 | 15,700 | 15,500 ^{5,7} /15,400 ^{1,2} |
| 6.7L V8 Turbo Diesel | 3.31 | 30,000 | 22,800 ⁴ /19,200 ^{3,4} | 22,400 ^{1,4,5,7} /22,300 ^{2,4} /16,400 ³ | 22,600 ^{1,4} /22,100 ⁴ /17,700 ³ | 22,500 ^{4,7} /22,400 ^{1,4} /22,100 ⁴ /16,800 ³ | 22,200 ^{4,7} /22,100 ^{1,2,4} /21,500 ⁴ /14,800 ³ | 22,100 ^{4,7} /22,000 ^{1,2,4} /21,700 ⁴ /14,000 ³ | 22,400 ^{1,4} /21,500 ⁴ /16,500 ³ | 22,200 ^{4,7} /22,100 ^{1,4} /20,900 ⁴ /14,900 ³ | 22,000 ^{4,7} /21,900 ^{1,2,4,6} /21,100 ⁴ /13,700 ³ | 21,700 ^{1,2,4} /21,300 ⁴ /20,700 ⁴ /12,000 ³ |
| | 3.55 | 30,000 | 22,800 ⁴ /19,200 ^{3,4} | 22,400 ^{1,4,5,7} /22,300 ^{2,4} /16,400 ³ | 22,600 ^{1,4} /22,100 ⁴ /17,700 ³ | 22,500 ^{4,7} /22,400 ^{1,4} /22,100 ⁴ /16,800 ³ | 22,200 ^{4,7} /22,100 ^{1,2,4} /21,500 ⁴ /14,800 ³ | 22,100 ^{4,7} /22,000 ^{1,2,4} /21,700 ⁴ /14,000 ³ | 22,400 ^{1,4} /21,500 ⁴ /16,500 ³ | 22,200 ^{4,7} /22,100 ^{1,4} /20,900 ⁴ /14,900 ³ | 22,000 ^{4,7} /21,900 ^{1,2,4,6} /21,100 ⁴ /13,700 ³ | 21,700 ^{1,2,4} /21,300 ⁴ /20,700 ⁴ /12,000 ³ |
| 7.3L V8 | 3.73 | 23,500 | 17,000 | 16,600 ⁵ /16,500 ^{1,2} | 16,800/16,700 ¹ | 16,700/16,600 ¹ | 16,300 | 16,200 | 16,600 | 16,400/16,300 ¹ | 16,200/16,100 ^{1,2} | 16,000 ⁵ /15,900 ^{1,2} |
| | 4.30 | 27,500 | 21,000 ⁴ | 20,600 ⁴ /20,500 ^{1,2,4} /16,600 ³ /16,500 ^{1,2} | 20,800 ⁴ /20,700 ^{1,4} | 20,700 ⁴ /20,600 ^{1,4} | 20,300 ⁴ /19,200 ^{3,4} | 20,200 ⁴ /18,500 ³ | 20,600 ⁴ | 20,400 ⁴ /20,300 ^{1,4} /19,500 ^{3,4} | 20,200 ⁴ /20,100 ^{1,2,4} /20,000 ^{4,6} /18,200 ³ | 20,000 ^{4,5,7} /19,900 ^{1,2,4} /16,700 ³ |

1 18" All-Season Tires. **2** 18" and 20" All-Terrain Tires (20" N/A on Regular Cab). **3** Available 10,000-lb. GVWR Package (68D). **4** Gooseneck tow rating shown. 5th-wheel tow rating limited to 5th-wheel hitch rating of 19,000 lbs. **5** 17" Tires. **6** Tremor Off-Road Package (17Y). **7** Available 11,400-lb. GVWR Package (68L). **8** 18" All-Season Tires and 6-speed transmission.

Notes: • Calculated with SAE J2807® method.

• 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.

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. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.



F-350/450 DRW Super Duty® Pickup

F-450 Limited Crew Cab 4x4 in Star White with FX4 Package

CONVENTIONAL TOWING

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, reference the Towing Basics information on the last page of this Towing Guide. See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing".

| Automatic Transmission | | | REGULAR CAB | | | | | | | | SUPERCAB | | | | CREW CAB | | | | | | | |
|------------------------|------------|-------------|---------------------|---------------------|-----------------|------------------|-----------------|------------------|-----------------|------------------|-----------------|------------------|-----------------|------------------|-----------------|------------------|-----------------|------------------|-----------------|------------------|-----------------|------------------|
| | | | F-350 | | | | F-450 | | | | F-350 | | | | F-350 | | | | F-450 | | | |
| | | | 4x2 141.6" WB | | 4x4 141.6" WB | | 4x2 141.6" WB | | 4x4 141.6" WB | | 4x2 164.2" WB | | 4x4 164.2" WB | | 4x2 176.0" WB | | 4x4 176.0" WB | | 4x2 176.0" WB | | 4x4 176.0" WB | |
| | | | 8' Box | | 8' Box | | 8' Box | | 8' Box | | 8' Box | | 8' Box | | 8' Box | | 8' Box | | 8' Box | | 8' Box | |
| Engine | Axle Ratio | GCWR (lbs.) | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing | Max Wt Carrying | Max Wt Distr'ing |
| 6.2L V8 | 3.73 | 20,000 | 13,200 | 13,200 | 12,800 | 12,800 | — | — | — | — | 12,700 | 12,700 | 12,300 | 12,300 | 12,500 | 12,500 | 12,100 | 12,100 | — | — | — | — |
| | 4.30 | 20,000 | 13,300 ¹ | 13,300 ¹ | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| | | 23,500 | 16,700 | 16,700 | 16,300 | 16,300 | — | — | — | — | 16,200 | 16,200 | 15,800 | 15,800 | 16,000 | 16,000 | 15,600 | 15,600 | — | — | — | — |
| 6.7L V8 Turbo Diesel | 3.55 | 40,000 | 18,000 | 21,000 | 18,000 | 20,000 | — | — | — | — | 18,000 | 21,200 | 19,000 | 21,200 | 19,000 | 21,200 | 21,200 | 21,200 | — | — | — | — |
| | 4.10 | 43,400 | 18,000 | 21,000 | 18,000 | 20,000 | — | — | — | — | 18,000 | 21,200 | 19,000 | 21,200 | 19,000 | 21,200 | 21,200 | 21,200 | — | — | — | — |
| | 4.30 | 43,500 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 24,200 | 24,200 | 24,200 | 24,200 |
| 7.3L V8 | | 45,300 | — | — | — | — | 21,200 | 21,200 | 21,200 | 21,200 | — | — | — | — | — | — | — | — | — | — | — | — |
| | 3.73 | 24,000 | 17,000 | 17,200 | 16,800 | 16,800 | — | — | — | — | 16,700 | 16,700 | 16,300 | 16,300 | 16,500 | 16,500 | 16,100 | 16,100 | — | — | — | — |
| | 4.30 | 28,000 | 17,000 | 21,000 | 18,000 | 20,000 | — | — | — | — | 18,000 | 20,700 | 18,000 | 20,000 | 19,000 | 20,500 | 19,000 | 20,100 | — | — | — | — |

5TH-WHEEL/GOOSENECK TOWING

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

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

Notes: • Calculated with SAE J2807[®] method.

• 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.

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. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.



F-350 Super Duty® Chassis Cab

F-350 SuperCab in White

CONVENTIONAL TOWING¹

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Trailer weights shown assume 400-lb.–800-lb. second-unit body weight.

| Automatic Transmission | | | REGULAR CAB CHASSIS | | | | | | SUPERCAB CHASSIS | | | | CREW CAB CHASSIS | | | |
|------------------------|------------|-------------|---|---|-------------------------|-------------------------|-------------------------|-------------------------|---|---|-------------------------|-------------------------|---|---|-------------------------|-------------------------|
| Engine | Axle Ratio | GCWR (lbs.) | F-350 4x2 SRW 145.3" WB | F-350 4x4 SRW 145.3" WB | F-350 4x2 DRW 145.3" WB | F-350 4x2 DRW 169.3" WB | F-350 4x4 DRW 145.3" WB | F-350 4x4 DRW 169.3" WB | F-350 4x2 SRW 167.9" WB | F-350 4x4 SRW 167.9" WB | F-350 4x2 DRW 167.9" WB | F-350 4x4 DRW 167.9" WB | F-350 4x2 SRW 179.8" WB | F-350 4x4 SRW 179.8" WB | F-350 4x2 DRW 179.8" WB | F-350 4x4 DRW 179.8" WB |
| 6.2L SOHC V8 | 3.73 | 19,500 | 13,200 ^{4/} 13,100 ^{3/} 13,000 ² | 12,700 ^{4/} 12,500 ² | – | – | – | – | 12,900 ^{4/} 12,800 ^{3/} 12,700 ² | 12,400 ^{4/} 12,200 ² | – | – | 12,600 ^{4/} 12,400 ² | 12,200 ^{4/} 12,100 ^{3/} 12,000 ² | – | – |
| | | 20,000 | – | – | 13,000 | 12,800 | 12,600 | 12,400 | – | – | 12,700 | 12,300 | – | – | 12,500 | 12,100 |
| | 4.30 | 23,000 | 13,500 | 13,500 | – | – | – | – | 13,500 | 13,500 | – | – | 13,500 | 13,500 | – | – |
| | | 23,500 | – | – | 16,500 | 16,300 | 16,100 | 15,900 | – | – | 16,200 | 15,800 | – | – | 16,000 | 15,600 |
| 6.7L V8 Diesel | 3.73 | 30,000 | 13,500 | 13,500 | – | – | – | – | 13,500 | 13,500 | – | – | 13,500 | 13,500 | – | – |
| | | 31,500 | – | – | 17,500 | 17,500 | 17,500 | 17,500 | – | – | 17,500 | 17,500 | – | – | 17,500 | 17,500 |
| | 4.10 | 32,500 | – | – | 17,500 | 17,500 | 17,500 | 17,500 | – | – | 17,500 | 17,500 | – | – | 17,500 | 17,500 |
| 7.3L V8 | 3.73 | 22,500 | – | – | 15,500 | 15,300 | 15,100 | 14,900 | – | – | 15,200 | 14,800 | – | – | 15,000 | 14,600 |
| | 4.30 | 26,000 | 13,500 | 13,500 | 17,500 | 17,500 | 17,500 | 17,500 | 13,500 | 13,500 | 17,500 | 17,500 | 13,500 | 13,500 | 17,500 | 17,500 |

5TH-WHEEL/GOOSENECK TOWING

| | | | | | | | | | | | | | | | | |
|----------------|------|--------|--|---|--------|--------|--------|--------|--|---|--------|--------|---|---|--------|--------|
| 6.2L SOHC V8 | 3.73 | 19,500 | 13,100 ^{34/} 12,900 ² | 12,700 ^{4/} 12,600 ^{3/} 12,500 ² | – | – | – | – | 12,800 ^{34/} 12,600 ² | 12,400 ^{4/} 12,300 ^{3/} 12,200 ² | – | – | 12,600 ^{4/} 12,500 ^{3/} 12,400 ² | 12,200 ^{4/} 12,100 ^{3/} 12,000 ² | – | – |
| | | 20,000 | – | – | 13,000 | 12,800 | 12,600 | 12,400 | – | – | 12,600 | 12,200 | – | – | 12,500 | 12,100 |
| | 4.30 | 23,000 | 16,600 ^{34/} 16,400 ² | 16,200 ^{4/} 16,100 ^{3/} 16,000 ² | – | – | – | – | 16,300 ^{34/} 16,100 ² | 15,900 ^{4/} 15,800 ^{3/} 15,700 ² | – | – | 16,100 ^{4/} 16,000 ^{3/} 15,900 ² | 15,700 ^{4/} 15,600 ^{3/} 15,500 ² | – | – |
| | | 23,500 | – | – | 16,500 | 16,300 | 16,100 | 15,900 | – | – | 16,100 | 15,700 | – | – | 16,000 | 15,600 |
| 6.7L V8 Diesel | 3.73 | 30,000 | 22,700 ² | 22,200 ² | – | – | – | – | 22,300 ² | 21,900 ² | – | – | 22,100 ² | 21,300 ² | – | – |
| | | 31,500 | – | – | 23,700 | 23,500 | 23,300 | 23,100 | – | – | 23,400 | 23,000 | – | – | 23,200 | 22,800 |
| | 4.10 | 32,500 | – | – | 24,700 | 24,500 | 24,300 | 24,100 | – | – | 24,400 | 24,000 | – | – | 24,200 | 23,800 |
| 7.3L V8 | 3.73 | 22,500 | – | – | 15,500 | 15,300 | 15,100 | 14,900 | – | – | 15,100 | 14,700 | – | – | 15,000 | 14,600 |
| | 4.30 | 26,000 | 19,400 ² | 19,000 ² | 19,000 | 18,800 | 18,600 | 18,400 | 19,100 ² | 18,700 ² | 18,600 | 18,200 | 18,900 ² | 18,500 ² | 18,500 | 18,100 |

¹ Super Duty Chassis Cab does not offer a conventional hitch receiver as a factory-installed option. **2 18" Tires.** **3 18" Tires** with available Payload Downgrade Package (68D). **4 17" Tires.** Requires Payload Downgrade Package (68D).

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.

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. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.

REVISED 03.12.21



F-450 Super Duty® Chassis Cab

F-450 XL Crew Cab in White

CONVENTIONAL TOWING¹

MAXIMUM LOADED TRAILER WEIGHT (lbs.)
Trailer weights shown assume 400-lb.-800-lb. second-unit body weight.

| Automatic Transmission | | | REGULAR CAB CHASSIS | | | | | | | | SUPERCAB CHASSIS | | | | CREW CAB CHASSIS | | | |
|------------------------|------------|---------------------|---------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------------|-----------|-----------|-----------|------------------|-----------|-----------|-----------|
| | | | F-450 | F-450 | F-450 | F-450 | F-450 | F-450 | F-450 | F-450 | F-450 | F-450 | F-450 | F-450 | F-450 | F-450 | F-450 | |
| Engine | Axle Ratio | GCWR (lbs.) | 4x2 DRW | 4x2 DRW | 4x2 DRW | 4x2 DRW | 4x4 DRW | 4x4 DRW | 4x4 DRW | 4x4 DRW | 4x2 DRW | 4x2 DRW | 4x4 DRW | 4x4 DRW | 4x2 DRW | 4x2 DRW | 4x4 DRW | 4x4 DRW |
| | | | 145.3" WB | 169.3" WB | 193.3" WB | 205.3" WB | 145.3" WB | 169.3" WB | 193.3" WB | 205.3" WB | 167.9" WB | 191.9" WB | 167.9" WB | 191.9" WB | 179.8" WB | 203.8" WB | 179.8" WB | 203.8" WB |
| 7.3L V8 | 4.88 | 28,000 | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 |
| 6.7L V8 | 4.10 | 32,500 | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 |
| Diesel | 4.30 | 35,000 ² | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 | 17,500 |

5TH-WHEEL/GOOSENECK TOWING

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

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

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.

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.

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. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.



F-550 Super Duty® Chassis Cab

F-550 Regular Cab in White

CONVENTIONAL TOWING¹

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Trailer weights shown assume 400-lb.–800-lb. second-unit body weight.

| Automatic Transmission | | | REGULAR CAB CHASSIS | | | | | | | | SUPERCAB CHASSIS | | | | CREW CAB CHASSIS | | | |
|------------------------|---------------------|---------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| Engine | Axle Ratio | GCWR (lbs.) | F-550 4x2 DRW 145.3" WB | F-550 4x2 DRW 169.3" WB | F-550 4x2 DRW 193.3" WB | F-550 4x2 DRW 205.3" WB | F-550 4x4 DRW 145.3" WB | F-550 4x4 DRW 169.3" WB | F-550 4x4 DRW 193.3" WB | F-550 4x4 DRW 205.3" WB | F-550 4x2 DRW 167.9" WB | F-550 4x2 DRW 191.9" WB | F-550 4x4 DRW 167.9" WB | F-550 4x4 DRW 191.9" WB | F-550 4x2 DRW 179.8" WB | F-550 4x2 DRW 203.8" WB | F-550 4x4 DRW 179.8" WB | F-550 4x4 DRW 203.8" WB |
| 7.3L V8 | 4.88 | 28,000 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 |
| 6.7L V8 | 4.10 | 32,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 |
| Diesel | 4.30 | 37,000 ² | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 |
| | 4.88 | 32,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 |
| | 40,000 ² | | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 |

5TH-WHEEL/GOOSENECK TOWING

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

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

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.

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. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.



F-600 Super Duty® Chassis Cab

F-600 Regular Cab in White

CONVENTIONAL TOWING

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Trailer weights shown assume 400-lb.-800-lb. second-unit body weight.

| Automatic Transmission | | | REGULAR CAB CHASSIS | | | | | | | |
|------------------------|------------|-------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|
| Engine | Axle Ratio | GCWR (lbs.) | F-600 4x2 DRW 145.3" WB | F-600 4x2 DRW 169.3" WB | F-600 4x2 DRW 193.3" WB | F-600 4x2 DRW 205.3" WB | F-600 4x4 DRW 145.3" WB | F-600 4x4 DRW 169.3" WB | F-600 4x4 DRW 193.3" WB | F-600 4x4 DRW 205.3" WB |
| 7.3L V8 | 4.88 | 30,000 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 |
| 6.7L V8 Diesel | 4.88 | 43,000 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 | 18,500 |

5TH-WHEEL/GOOSENECK TOWING

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

¹ Gooseneck tow rating shown.
5th-wheel tow rating limited to
5th-wheel hitch rating of 32,500 lbs.

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.

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. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.



F-750 Regular Cab



2022 F-650/F-750 Super Duty® Chassis Cabs

DIESEL ENGINE

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

GAS ENGINE

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

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



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

Super Duty Class A Motorhome Chassis

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

Notes:

- Towing vehicle's braking system is rated for operation at GVWR – NOT GCWR. See page 38 for more details.
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.

Super Duty Commercial Stripped Chassis

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

¹ Requires Parcel Delivery Package option.

Notes:

- Towing vehicle's braking system is rated for operation at GVWR – NOT GCWR. See page 38 for more details.
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.



E-350 Cutaway DRW

2022 E-Series Cutaway and Stripped Chassis

Maximum Trailer Weight = GCWR – 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-350 DRW 176.0" WB | E-450 DRW 158.0" WB | E-450 DRW 176.0" WB |
| 7.3L V8 Economy | 4.10 | 10,050 | 13,000 | 13,000 | – | – | – | – | – | – | – | – | – | – |
| | | 11,500 | – | – | 13,000 | 13,000 | – | – | – | 13,000 | – | – | – | – |
| | | 12,500 | – | – | – | 13,000 | 13,000 | – | – | – | 13,000 | 13,000 | – | – |
| | 4.56 | 11,500 | – | – | 17,000 | 17,000 | – | – | – | 17,000 | – | – | – | – |
| | | 12,500 | – | – | – | 17,000 | 17,000 | – | – | – | 17,000 | 17,000 | – | – |
| | | 14,000 | – | – | – | – | – | 18,000 | 18,000 | – | – | – | 18,000 | 18,000 |
| 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 | 18,500 | – | – |
| | 4.56 | 11,500 | – | – | 18,500 | – | – | – | – | 18,500 | – | – | – | – |
| | | 12,500 | – | – | – | 18,500 | 18,500 | – | – | – | 18,500 | 18,500 | – | – |
| | | 14,200 | – | – | – | – | – | 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.
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight.

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. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.



Transit

T-350 Cargo Van AWD Medium Roof in Oxford White

PASSENGER VAN

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

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

CARGO VAN

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

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

CREW VAN

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

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

1 350 models only.
2 250 models only.

Notes: • Transit calculated with SAE J2807® method.

- Do not exceed trailer weight of 5,000 lbs. when towing with bumper only.
- 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.

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. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.



Transit

T-350HD Cutaway AWD in Race Red

CUTAWAY

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

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

CHASSIS CAB

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

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

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.

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. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.

REVISED 11.24.20

Ranger

Ranger Lariat SuperCrew 4x4 in Velocity Blue

Automatic Transmission

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

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

¹ Requires available Trailer Towing Package (53R).

Notes: • Ranger calculated with SAE J2807® method.

- Do not exceed trailer weight of 3,500 lbs. when towing with bumper only.
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.



Bronco

Bronco Big Bend™ in Antimatter Blue

10-Speed Automatic Transmission

MAXIMUM LOADED TRAILER WEIGHT (lbs.)¹

| Engine | Axle Ratio | GCWR (lbs.) | | BASE | | BIG BEND | | BLACK DIAMOND | | OUTER BANKS | | BADLANDS | | WILDTRAK | | FIRST EDITION | |
|------------------|-------------------|-------------|--------|--------|--------|----------|--------|---------------|--------|-------------|--------|----------|--------|----------|--------|---------------|--------|
| | | 2-Door | 4-Door | 2-Door | 4-Door | 2-Door | 4-Door | 2-Door | 4-Door | 2-Door | 4-Door | 2-Door | 4-Door | 2-Door | 4-Door | 2-Door | 4-Door |
| 2.3L EcoBoost I4 | 3.73 | 8,780 | 8,780 | 3,500 | 3,500 | 3,500 | 3,500 | — | — | 3,500 | 3,500 | — | — | — | — | — | — |
| | 4.27 | 8,780 | 8,780 | — | — | 3,500 | 3,500 | — | — | 3,500 | 3,500 | — | — | — | — | — | — |
| | 4.46 | 8,780 | 8,780 | — | — | — | — | 3,500 | 3,500 | — | — | 3,500 | 3,320 | — | — | — | — |
| 2.7L EcoBoost V6 | 3.73 | 8,840 | 8,840 | 3,500 | 3,500 | 3,500 | 3,500 | — | — | 3,500 | 3,500 | — | — | — | — | — | — |
| | 4.27 | 8,840 | 8,840 | — | — | 3,500 | 3,500 | — | — | 3,500 | 3,500 | — | — | — | — | — | — |
| | 4.46 | 8,840 | 8,840 | — | — | — | — | 3,500 | 3,440 | — | — | 3,460 | 3,220 | — | — | — | — |
| | 4.70 ² | 8,840 | 8,840 | — | — | — | — | 3,500 | 3,440 | 3,500 | 3,500 | 3,460 | 3,220 | 3,500 | 3,320 | 3,500 | 3,240 |

7-Speed Manual Transmission

| | | | | | | | | | | | | | | | | | |
|------------------|------|-------|-------|-------|---|-------|-------|-------|-------|---|---|-------|-------|---|---|---|---|
| 2.3L EcoBoost I4 | 4.46 | 8,780 | 8,780 | 3,500 | — | 3,500 | 3,500 | 3,500 | 3,500 | — | — | — | — | — | — | — | — |
| | 4.70 | 8,780 | 8,780 | — | — | — | — | — | — | — | — | 3,500 | 3,340 | — | — | — | — |

¹ Towing Capability (53Q) featured content is exclusively a factory-installed package.

² Sasquach Package (765).

Notes: • Bronco calculated with SAE J2807® method.

- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.

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. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.

REVISED 06.09.21



Expedition King Ranch® in Rapid Red



Explorer Limited Hybrid in Iconic Silver



Edge ST in Ford Performance Blue



Escape Titanium in Velocity Blue

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. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.

Automatic Transmission

MAXIMUM LOADED TRAILER WEIGHT (lbs.)¹

| Engine | Axle Ratio | GCWR (lbs.) | EXPEDITION | | EXPEDITION MAX | |
|-------------------|------------|---------------------|------------|-------|----------------|-------|
| | | | 4x2 | 4x4 | 4x2 | 4x4 |
| 3.5L EcoBoost® V6 | 3.15 | 12,000 | 6,000 | — | — | — |
| | | 12,000 | 6,000 | — | — | — |
| | | 12,100 | — | 6,000 | — | — |
| | | 12,300 | — | 6,000 | — | — |
| | | 12,400 | — | — | — | 6,000 |
| | 3.73 | 12,500 | — | — | 6,300 | — |
| | | 12,300 ² | — | 6,000 | — | — |
| | | 12,400 ² | — | — | — | 6,000 |
| | | 15,200 ³ | — | — | 9,000 | — |
| | | 15,300 ³ | 9,300 | — | — | — |
| | | 15,500 ³ | — | 9,200 | — | 9,000 |

¹ Maximum loaded trailer weight requires weight-distributing hitch. See page 41 for additional information. ² Included with FX4 Off-Road Package (17F). ³ Requires available Class IV Heavy-Duty Trailer Tow Package (536).

Notes:

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

Automatic Transmission

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

| Engine | Axle Ratio | GCWR (lbs.) | | EXPLORER | |
|---|-------------------|--------------|--------------|--|--|
| | | RWD | 4WD | RWD | 4WD |
| 2.3L EcoBoost I4 | 3.58 | 7,700 | 7,800 | 3,000 ¹ | 3,000 ¹ |
| | | 10,000 | 10,100 | 5,300 ² | 5,300 ² |
| 3.0L EcoBoost V6 ³ 3.31 ⁴ | 3.58 ⁵ | — | 10,800 | — | 5,600 |
| | | — | 10,600 | — | 5,600 |
| 3.3L Ti-VCT V6 ⁶ | 3.58 | — | 8,000/10,600 | — | 3,000/5,600 ² |
| 3.3L HEV V6 | 3.58 | 8,500/10,500 | — | 3,000 ¹ /5,000 ² | — |
| | 3.73 | — | 8,600/10,600 | — | 3,000 ¹ /5,000 ² |

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

Notes:

- Cargo and load capacity limited by weight and weight distribution.
- Explorer calculated with SAE J2807® method.
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.

Automatic Transmission

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

| Engine | Axle Configuration | GCWR (lbs.) | EDGE |
|------------------|--------------------|-------------|--------------------|
| | | | |
| 2.0L EcoBoost I4 | FWD | 6,100 | 1,500 ¹ |
| | AWD | 6,300 | 1,500 ¹ |
| | AWD | 8,300 | 3,500 ² |
| 2.7L EcoBoost V6 | AWD | 8,500 | 3,500 ³ |

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

Notes:

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

Automatic Transmission

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

| Engine | Final Drive Ratio | GCWR (lbs.) | | ESCAPE |
|------------------------|-------------------|-------------|-------|--|
| | | FWD | AWD | |
| 2.5L I4 Hybrid | 2.91 | 5,460 | 5,590 | 1,500 ¹ |
| 2.5L I4 Plug-in Hybrid | 2.91 | 5,790 | — | 1,500 ¹ |
| 1.5L EcoBoost I3 | 3.52 | 6,660 | — | 2,000 ² |
| | 3.81 | — | 6,830 | 2,000 ² |
| 2.0L EcoBoost I4 | 3.47 | — | 7,510 | 2,000 ² /3,500 ³ |

¹ Requires Class II Trailer Tow Package (536) available on SEL/Titanium Hybrid or SEL/Titanium Plug-in Hybrid series. ² Escape does not offer factory-installed towing equipment for this application; only available as dealer accessory. ³ Requires Class II Trailer Tow Package (536).

Notes:

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



Bronco Sport Big Bend™ in Area 51



EcoSport SES in Silver



Transit Connect Passenger Wagon in Solar Silver



Mustang GT in Race Red

Automatic Transmission

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

| Engine | Final Drive Ratio | GCWR (lbs.) 4x4 | BRONCO SPORT |
|-------------------|-------------------|--------------------|--|
| 1.5L EcoBoost® I3 | 3.80 | 5,860 | 1,500 ¹ /2,000 ^{2,4} |
| 2.0L EcoBoost I4 | 3.80 | 6,260 | 2,200 ^{3,4} |

1 Base model only. 2 Big Bend and Outer Banks models only. 3 Badlands and First Edition models only. 4 Requires available Class II Trailer Tow Package (53B). Standard on First Edition model.

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

Automatic Transmission

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

| Engine | Final Drive Ratio | GCWR (lbs.) FWD 4WD | ECOSPORT ¹ |
|------------------|-------------------|------------------------|-----------------------|
| 1.0L EcoBoost I3 | 3.44 | 4,960 – | 1,400 |
| 2.0L Ti-VCT I4 | 3.51 | – 5,754 | 2,000 |

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

- Notes:**
- Certain states require electric trailer brakes for trailers over a specified weight. Be sure to check state regulations for this specified weight. The maximum trailer weights listed above may be limited to this specified weight, as the electrical system does not include the wiring connector needed to activate electric trailer brakes.
 - EcoSport calculated with SAE J2807® method.
 - Combined weight of vehicle and trailer cannot exceed listed GCWR.
 - Do not exceed the Maximum Loaded Trailer Weight listed.

Automatic Transmission

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

| Engine | Final Drive Ratio | GCWR (lbs.) | TRANSIT CONNECT VAN/WAGON |
|----------------------|-------------------|-------------|------------------------------|
| 2.0L I4 | 3.80 | 6,380 | 2,000 ¹ |
| 2.5L I4 ² | 3.21 | 6,369 | 2,000 ¹ |

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

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



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

Automatic Transmission

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

| Engine | Axle Configuration | MUSTANG ^{1,2} |
|-----------------------------------|--------------------|------------------------|
| 2.3L EcoBoost I4 | RWD | 1,000 |
| 2.3L High Performance EcoBoost I4 | RWD | 1,000 |
| 5.0L V8 GT | RWD | 1,000 |
| Manual Transmission | | |
| 2.3L EcoBoost I4 | RWD | 1,000 |
| 2.3L High Performance EcoBoost I4 | RWD | 1,000 |
| 5.0L V8 GT | RWD | 1,000 |

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

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

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. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.

KNOW BEFORE YOU TOW.



BEFORE YOU BUY

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

AFTER YOU BUY

Before heading out on a trip, check your vehicle owner's manual for break-in and severe-duty maintenance schedules (do not tow a trailer until your vehicle has been driven at least 1,000 miles). Be sure to have your fully-loaded vehicle (including passengers) and trailer weighed so as not to exceed critical weight limits (see page 43). If any of these limits are exceeded, cargo should be removed from the vehicle and/or trailer until all weights are within the specified limits.

BRAKES

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

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

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

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

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

TRAILER LAMPS

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

SAFETY CHAINS

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

TRAILER WIRING HARNESS

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

Refer to chart on page 17 for standard and optional wiring harness usage.

TRAILER CLASSES

CLASS I

LIGHT-DUTY

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

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

Many Ford vehicles can handle easily

Conventional weight-carrying hitch

CLASS II

MEDIUM-DUTY

2,001–3,500-lb. gross trailer weight

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

Ford trucks and compact SUVs can be equipped to tow these trailers¹

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 them¹

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

CLASS IV

EXTRA-HEAVY-DUTY²

Over 5,000-lb. gross trailer weight²

Largest travel and 5th-wheel trailers made for recreation

Most Ford trucks and some SUVs can be equipped to handle trailer weights in this class¹

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



¹ Refer to page 16 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.



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

CHOOSING THE PROPER HITCH STYLE.



WEIGHT-CARRYING (NON-WEIGHT-DISTRIBUTING)

A weight-carrying (non-weight-distributing) hitch is commonly used to tow small- and medium-sized trailers. Choose a proper hitch and ball and make sure its location is compatible with that of the trailer. Use a good weight-carrying hitch that uniformly distributes the trailer tongue loads through the bumper and frame (through the body with Escape; bumper hitch not available with Escape or Explorer). Ford hitch receivers provide weight-carrying capacities as shown in the chart on page 41. (A label affixed to the hitch receiver provides both the weight-carrying and weight-distributing capacities for each receiver.) You are responsible for obtaining the proper hitch ball, ball mounting and other appropriate equipment to tow both the trailer and load that will be towed.



WEIGHT-DISTRIBUTING

A weight-distributing hitch is used in conjunction with a hitch platform (receiver) to distribute tongue load to all towing vehicle and trailer wheels. Required for certain Class III and all Class IV applications (see the chart on page 41).

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

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

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



GOOSENECK

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

Tight turning radius

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

Attachment rails require no welding (sold separately)



5TH-WHEEL

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

HITCH RECEIVER OPTIONS AND CAPACITIES.

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

Transit Connect

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

Bronco Sport

Included with Trailer Tow
Package – Option Code 53B

Escape

Included with Class II
Trailer Tow Package –
Option Code 536

Edge

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

Bronco

Included with Towing
Capability – Option
Code 53Q

Explorer

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

Expedition

Included with Class IV
Heavy-Duty Trailer Tow
Package – Option Code 536

Transit

Included with Trailer Tow
Package – Option Code 53B

Ranger

Included with Trailer Tow
Package – Option Code 53R

F-150 Pickup

Included with Trailer Tow
Packages – Option Code
53A, 53B and 53C

F-150 Raptor Pickup

Standard

F-250/F-350/F-450 Super Duty® Pickups

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

F-250 equipped with Trailer Tow Package

F-350 Single Rear Wheel Diesel 4x4 on the
160", 164", 176" WB

F-350/F-450 Dual Rear Wheel Diesel and
Gas 7.3L

All other Super Duty Pickup configurations
equipped with a 2.5" receiver

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

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.

5th-Wheel and Gooseneck Hitch Recommendation

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

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

REAR STEP BUMPER/HITCH RECEIVER WEIGHT CAPACITY

The maximum weight capacities for the hitch receivers shown below may exceed the maximum loaded trailer weight for the vehicle specified. Refer to the Trailer Towing Selector charts on pages 19–37 for Maximum Loaded Trailer Weights for each vehicle.

| Vehicle | Weight-Carrying Max. Trailer Capacity (lbs.) ¹ | Max. Tongue Load (lbs.) | Weight-Distributing Max. Trailer Capacity (lbs.) ¹ | Max. Tongue Load (lbs.) |
|--|--|----------------------------|--|----------------------------|
| REAR STEP BUMPER | | | | |
| Ranger | 3,500 | 350 | – | – |
| Transit Cargo Van | 5,000 | 500 | – | – |
| F-150 Pickup | 5,000 | 500 | – | – |
| HITCH RECEIVER | | | | |
| Transit Connect | 2,000 | 200 | – | – |
| Bronco Sport | 2,200 | 220 | – | – |
| Escape Hybrid/Plug-in Hybrid | 1,500 ² | 150 ² | – | – |
| Escape | 3,500 | 350 | – | – |
| Edge | 3,500 | 350 | – | – |
| Bronco | 3,500 | 350 | – | – |
| Explorer Hybrid | 5,300 | 530 | – | – |
| Explorer | 5,600 | 560 | – | – |
| Expedition | 6,000 | 600 | 9,300 | 930 |
| Expedition MAX | 6,300 | 630 | 9,000 | 900 |
| Transit Passenger Van | 4,600 | 460 | – | – |
| Transit Crew Van | 6,500 | 650 | – | – |
| Transit Cargo Van | 6,900 | 690 | – | – |
| Ranger | 7,500 ² | 750 ² | – | – |
| F-150 Pickup | 5,000 | 500 | 14,000 | 1,400 |
| F-150 Raptor Pickup | 5,000 | 500 | 8,200 | 820 |
| F-250 less Trailer Tow Package/F-350 SRW Diesel 4x2/F-350 SRW Diesel 4x4 142" 148" | 18,200 | 1,820 | 18,200 | 1,820 |
| F-350 SRW Gas/F-350 DRW Gas 6.2L | 18,200 | 1,820 | 18,200 | 1,820 |
| F-250 with Trailer Tow Package/F-350 SRW Diesel 4x4 160" 164" 176" | 21,200 | 2,120 | 21,200 | 2,120 |
| F-350 DRW Diesel and Gas 7.3L/F-450 DRW 142" | 21,200 | 2,120 | 21,200 | 2,120 |
| F-450 DRW 176" | 24,200 | 2,420 | 24,200 | 2,420 |

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

Maximum 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. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.

CALCULATE WEIGHT DISTRIBUTION.

CALCULATION

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

CALCULATION EXAMPLE

| | |
|---------------------|---------------------------------|
| Vehicle = | F-150 |
| H1 = | 37 inches |
| H2 = | 38 inches |
| Correction Factor = | 50% |
| Height Change = | 38" - 37" = 1 inch |
| Reduction Amount = | 1" x 50% = .50 inches |
| Height Change = | 38" - .50" = 37.5 inches |
| Target Height = | 37.5 inches |

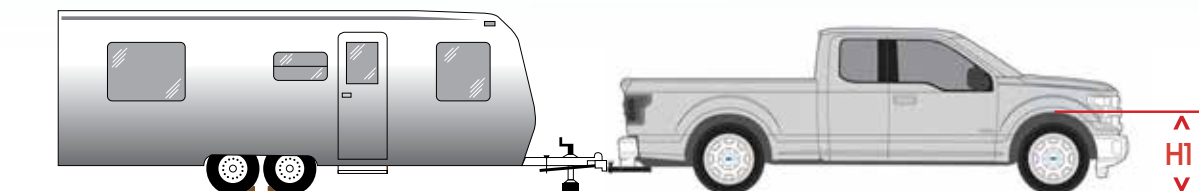
WEIGHT DISTRIBUTION HITCH SETUP

| Vehicle | Weight Distribution Correction Factor |
|--------------------------------|---------------------------------------|
| Mustang | Not Required |
| EcoSport | Not Required |
| Bronco Sport | Not Required |
| Transit Connect | Not Required |
| Edge | Not Required |
| Escape | Not Required |
| Bronco | Not Required |
| Explorer | Not Required |
| Expedition | 50% |
| Transit | Use Not Recommended |
| Ranger | Not Required |
| F-150 Pickup | 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% |

- 1 Load trailer similar to the way it will be loaded for the trip with 10% tongue load and park on level ground
- 2 Adjust trailer tongue jack to get trailer level or just slightly nose down

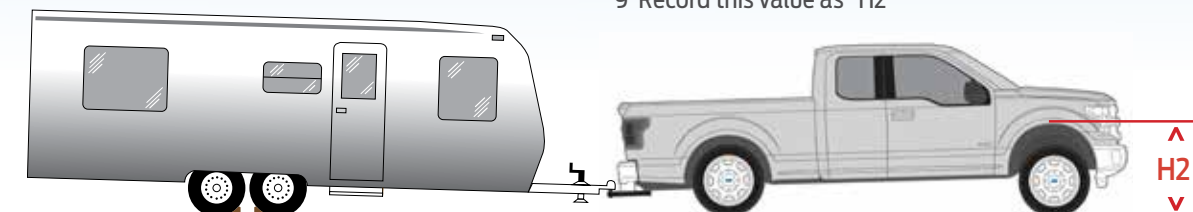
- 3 Load tow vehicle similar to the way it will be used for the trip and park vehicle on level ground
- 4 Adjust and secure weight distribution ball mount height per manufacturer's

- instructions so tow ball is the same height as trailer coupler when trailer is not connected to tow vehicle
- 5 Measure top of front fender lip above the center of the wheel to ground
 - 6 Record this value as "H1"



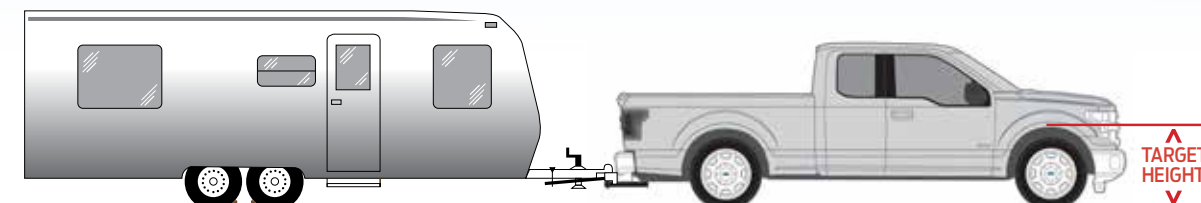
- 7 Connect trailer to tow ball with no weight distribution bars attached (make sure tongue jack is fully retracted)

- 8 Measure top of front fender lip above the center of the wheel to ground
- 9 Record this value as "H2"



- 10 Adjust weight distribution bars per manufacturer's instructions to get tow vehicle top front of fender lip to "Target Height" and making sure trailer is level to slightly nose down

- 11 Complete coupler latching, electrical connections, safety chains and emergency braking system attachments



WEIGHING IN.

BASE CURB WEIGHT

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

CARGO WEIGHT

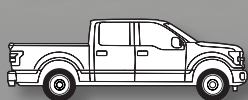
includes all weight added to the Base Curb Weight, including cargo and optional equipment (check with your sales consultant). When towing, trailer tongue load or king pin weight is also part of the Cargo Weight.

PAYLOAD

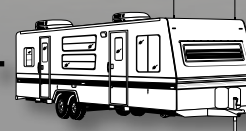
is the combined maximum allowable weight of cargo and passengers that the vehicle is designed to carry. It is the Gross Vehicle Weight Rating minus the Base Curb Weight.



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



GVW



GCW

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

GCW must not exceed GCWR (obtain from charts on pages 19–37 or your vehicle owner's manual).

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

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

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

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

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

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.

WEIGHT LIMITS.

Gross Combination Weight (GCW)

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

Gross Combination Weight Rating (GCWR)

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

Maximum Loaded Trailer Weight

(as shown in the Trailer Towing Selector charts on pages 19–37) is the highest possible weight of a fully loaded trailer the vehicle can tow, based on a minimum towing vehicle GVW. It assumes a towing vehicle with any mandatory options, no cargo, tongue load of 10% (conventional trailer) or king pin weight of 15% (5th-wheel trailer), and driver and passenger (150 lbs. each). F-Series Super Duty® Chassis Cab models also assume a second-unit body weight based on 80 lbs. per foot cab-to-axle (CA). Weight of additional options, passengers, cargo and hitch must be deducted from this weight.

Tongue Load or 5th-Wheel King Pin Weight

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

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

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

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

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

EXAMPLES:

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

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

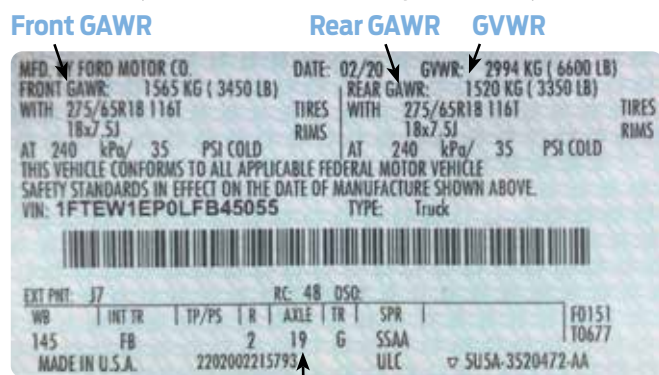
Note: Be sure the addition of tongue load or king pin weight does not cause the key towing vehicle weight limits (GVWR and Rear GAWR) to be exceeded. Remember, GVWR and GAWR are found on the vehicle's Safety Compliance Certification Label. If either of these limits is exceeded, you should go with a larger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

*Refer to the chart on page 41 for tongue load recommendations with Ford factory-installed trailer hitch receivers.

FINDING YOUR TRUCK'S AXLE RATIO.

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

Sample Truck Safety Compliance Certification Label (Refer to actual label on your vehicle)



Axle Code

REAR AXLE RATIO CODES

| Vehicle | Rear Axle Ratio | Non-Limited Slip | Limited Slip | Electronic Locking |
|-----------------------------|-----------------|------------------|--------------------|--------------------|
| Super Duty (F-250/600) | 3.31 | 31 | Not Available | 3H |
| | 3.55 | 35 | 3K | 3J |
| | 3.73 | 37 | 3L | 3E |
| | 4.10 | 41 | 4N/4W ¹ | Not Available |
| | 4.30 | Not Available | 4L/4X ² | 4M |
| | 4.88 | 48 | 8L | Not Available |
| F-150 Pickup | 3.15 | 15 | Not Available | Not Available |
| | 3.31 | 27 | Not Available | L3 |
| | 3.55 | 19 | Not Available | L9 |
| | 3.73 | 26 | Not Available | L6 |
| | 4.10 | Not Available | Not Available | L4 |
| Explorer | 3.31 | 3A | Not Available | Not Available |
| | 3.58 | 3B | Not Available | Not Available |
| | 3.73 | 3C | Not Available | Not Available |
| Expedition | 3.15 | 10 | Not Available | Not Available |
| | 3.31 | 15 | Not Available | Not Available |
| | 3.73 | 2L | 3L ³ | Not Available |
| Transit | 3.31 | 31 | 3L | Not Available |
| | 3.73 | 73 | 7L | Not Available |
| | 4.10 | 41 | 4L | Not Available |
| Ranger | 3.73 | 71 | Not Available | 73 |
| Bronco | 3.73 | 73 | Not Available | Not Available |
| | 4.27 | Not Available | Not Available | 2L |
| | 4.46 | 46 | Not Available | 4L |
| | 4.70 | Not Available | Not Available | 7L |
| E-Series Cutaway | 4.10 | 52/56 | E2/E6 | Not Available |
| | 4.56 | 58/83/85 | E8/F3/F5 | Not Available |
| Motorhome | 4.88 | 48 | Not Available | Not Available |
| | 5.86 | 58 | Not Available | Not Available |
| | 6.14 | 61 | Not Available | Not Available |
| Commercial Stripped Chassis | 4.30 | 43 | Not Available | Not Available |
| | 4.88 | 48 | Not Available | Not Available |
| | 5.38 | 53 | Not Available | Not Available |

¹ Wide rear axle on F-350 DRW Chassis Cab with Ambulance Package and 6.7L diesel engine.

² Wide rear axle on F-350 DRW Chassis Cab with Ambulance Package and 7.3L gas engine.

³ Electronic Limited Slip axle.

TOWING ACCESSORIES


FORD ACCESSORIES

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



Trailer Hitch Wiring Harnesses – 4-Pin

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

Base Part No. 15A416

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

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

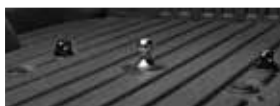


5th-Wheel Hitch Kits

The 5th-Wheel Hitch Kits have a Gross Trailer Weight Rating of 19,000 and 32,500 lbs. Other features include a forged jaw; a high-capacity head support structure; 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 37,000 lbs. with a 3" ball. The kit also includes two steel safety chain tie-down attachments and a durable plastic case.

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

Base Part No. 19F503



Trailer Hitch Ball Mounts – Square Shank

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

Base Part No. 19A282



Trailer Hitch Ball

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

Base Part No. 19F503



Trailer Brake Kit

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

Base Part No. 19H332

Base Part No. 2C006 (Ranger only)



Neutral Tow Kit

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

Base Part No. 7H332



Telescoping Trailer Tow Mirrors

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

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

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-A COMBO KIT - CAM/TPMS (w/Pro Trailer Backup Assist™)

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

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

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

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

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

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)

Cargo And Weight Distribution

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

Keep center of gravity low for best handling

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

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

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

Before Starting

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

Know clearance required for trailer roof

Check equipment (make a checklist)

Backing Up

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

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

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

Braking

Allow considerably more distance for stopping with trailer attached

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

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

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

Turning

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

TOWING BASICS

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

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

Towing On Hills

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

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

Parking With A Trailer

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

Apply the foot service brakes and hold

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

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

Apply the parking brake

Shift automatic transmission into park, or manual transmission into reverse

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

Starting Out Parked On A Grade

Apply the foot service brake and hold

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

Shift the transmission into gear and release the parking brake

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

Apply the brake pedal while another person retrieves the chocks

Acceleration And Passing

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

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

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

If necessary, downshift for improved acceleration

Driving With An Automatic Overdrive Transmission

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

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

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

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

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

Driving With Cruise Control

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

Tire Pressure

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

Overinflated tires may wear unevenly and compromise traction and stopping capability

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

Spare Tire Use

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

On The Road

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

Trailer hitch attachment

Lights and electrical connections

Trailer wheel lug nuts for tightness

Engine oil – check regularly throughout your trip

High Altitude Operation

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

Powertrain/Frontal Area Considerations

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

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

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

Selecting A Trim Series

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

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

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