SERIOUS TOWING CAPABILITY.

Make no mistake, 2016 Ford Pickups and Chassis Cabs are the real leaders – pulling the heaviest trailers in their classes. In fact, when properly equipped, the Super Duty® can handle conventional trailers up to 19,000 pounds, 5th-wheel trailers up to 26,500 pounds and gooseneck trailers up to 31,200 pounds.

Decades of RV and towing experience in every configuration.

Ford RV and trailer towing products continue to provide a winning combination: high-quality, reliability and high-performance and are backed by decades of RV and towing experience.

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 new vehicles. Ford began applying the standard on the all-new 2013 Fusion and Escape models. Other vehicles meeting this standard include Transit Connect and Flex (starting with 2014), Mustang, Transit, F-150, F-450 Super Duty Pickup and Edge (starting with 2015), and Lincoln MKX (starting with 2016).
F-150 – TOUGH MEETS SMART.

Built Ford Tough® is taken to a new level. The 2016 F-150 combines a high-strength steel frame with a high-strength, military-grade aluminum alloy body...combining the best of both materials for the toughness only Ford can deliver for outstanding towing and handling. The staggered rear outboard shocks help provide additional driving stability. Exceptional space, power and towing capacity make F-150 the preferred choice for towing and hauling.

Features include an available integrated trailer brake controller, trailer tow mirrors and 360-degree camera system that provides a view of all four sides of the vehicle. The available Smart Trailer Tow Connector provides drivers with trailer connection status, lighting and trailer battery alerts and warnings. The Dynamic Hitch Assist enhancement to the optional rear camera enables easier hitching by helping to line up the truck and trailer without requiring a spotter or having to get out of the vehicle. And the new available Pro Trailer Backup Assist™ improves driver confidence by letting the driver steer the trailer instinctively as they control the accelerator and brakes, while the truck takes care of the rest.

Game-Changing Engine Performance – Outstanding Capability.

The impressive F-150 engine lineup has been extensively tested to meet high-durability and reliability standards. Pick the engine that best fits your towing needs:

<table>
<thead>
<tr>
<th>Engine</th>
<th>HP @ rpm</th>
<th>Torque @ rpm</th>
<th>Maximum Towing (lbs.)</th>
<th>Maximum Payload (lbs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.5L Ti-VCT V6</td>
<td>282 @ 6,250</td>
<td>253 lb.-ft. @ 4,250</td>
<td>7,600</td>
<td>1,910</td>
</tr>
<tr>
<td>2.7L EcoBoost® V6</td>
<td>325 @ 5,750</td>
<td>375 lb.-ft. @ 3,000</td>
<td>8,500</td>
<td>2,210</td>
</tr>
<tr>
<td>3.5L EcoBoost® V6</td>
<td>365 @ 5,000</td>
<td>420 lb.-ft. @ 2,500</td>
<td>12,200</td>
<td>3,240</td>
</tr>
<tr>
<td>5.0L Ti-VCT V8</td>
<td>385 @ 5,750</td>
<td>387 lb.-ft. @ 3,850</td>
<td>11,100</td>
<td>3,270</td>
</tr>
</tbody>
</table>

Exceptional Productivity.

Towing Capability 12,200 pounds(1)

Payload Capacity 3,270 pounds(1)

Cargo Box Volume 77.4 cu. ft.

(1) Best-in-class payload and towing when properly equipped.

Metric Conversion – To obtain information in kilograms, multiply pounds by .45.
SUPER DUTY® PICKUPS – MUST-HAVE TOUGHNESS.

Within the toughest essential industries, people who do the work count on Ford F-Series Super Duty. It sets the standard for “Tough” with best-in-class diesel horsepower and standard diesel torque. Super Duty is the only truck in its class offering you up to 31,200 lbs. of max. towing capability. And class-leading fuel economy with the 6.7L Power Stroke® V8 Turbo Diesel engine, makes getting from point A to B a cost-efficient proposition. From increased capabilities to its raw power and rugged dependability, this Super Duty takes Built Ford Tough to new extremes, to get the job done when no one else can.

POWERFUL ENGINE CHOICES.

6.7L V8 Turbo – the diesel leader
Designed, engineered and built by Ford, our Second-Generation 6.7L Power Stroke® V8 Turbo Diesel engine produces more power and torque than ever. Best-in-class 440 hp is due in part to a new larger single-sequential turbocharger, which helps improve airflow and performance. You’ll really appreciate it when towing heavy loads uphill and at high altitudes.

Rule the class with 6.2L 2-valve V8 gas
Ease your heavy-duty workload with lots of low-rpm torque. The gas 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.

Balanced performance. Dual-equal variable cam timing phases the intake- and exhaust-valve opening and closing events simultaneously to optimize fuel economy, low-end torque and peak horsepower.

Alternative fuel options include a CNG/Propane Gaseous Engine Prep Package that readies your truck to be upfit for compressed natural gas (CNG), propane autogas, or as a bi-fuel vehicle with the ability to seamlessly switch between CNG or propane and gasoline.

Horsepower
440 hp @ 2,800 rpm

Torque
860 lb.-ft. @ 1,600 rpm

Conventional Towing
up to 19,000 lbs.

5th-Wheel Towing
up to 26,500 lbs.

Gooseneck Towing
up to 31,200 lbs.

Payload
up to 7,050 lbs.

(1) Class is full-size pickups over 8,500 lbs. GVWR.
(2) When properly equipped.
(3) Based on Ford simulated city-suburban drive-cycle tests of comparably equipped 2015 Ford and 2015 competitive models, consistent with SAE Standard J1321.
(4) Available feature.
(5) 6.7L Power Stroke® V8 Turbo Diesel.
(6) Maximum capacity when properly equipped. See your Ford dealer for specific equipment requirements and other limitations.
(7) F-350 DRW Regular Cab 4x2.
SMART TECHNOLOGY

Standard Trailer Sway Control
- Single-rear-wheel (SRW) models – Trailer Sway Control works with AdvanceTrac® with RSC® (Roll Stability Control®) using a yaw motion sensor to monitor the motions of the truck to detect trailer sway. When sway is detected, the system works to apply selected brakes and/or reduce engine power to help the driver regain control(8).
- Dual-rear-wheel (DRW) models are not equipped with AdvanceTrac®, but operate with a similar yaw motion sensor to detect and control trailer sway and apply brake pressure selectively to the front brakes or reduce engine power to help the driver maintain control.

Integrated Trailer Brake Controller (TBC)(9)
- Uses braking input, vehicle speed and ABS logic to balance the performance of the truck brakes and electric trailer brakes.
- User-friendly productivity screen in instrument cluster message center indicates TBC(10) output, gain levels and trailer connection status.

Tow/Haul Mode With Integrated Engine-Exhaust Brake(11)
- Tow/haul mode and tow/haul mode with integrated engine-exhaust brake (6.7L diesel only) 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.
- Provides additional braking and control on downhill grades when used in combination with the engine brake feature on the 6.7L V8 turbo diesel engine.

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

5th-Wheel/Gooseneck Prep Package
- Available on all models.
- Provides the necessary under-the-bed hardware to allow mounting of a 5th-wheel/gooseneck hitch in the pickup bed to put more of the trailer weight over the tow vehicle.

Dynamic Hitch Assist
- Included within the rear-view camera, providing added driver convenience when hitching a trailer.
- Uses a dynamic centerline in the display to assist in guiding the truck backward.
- Helps the driver better position the truck with a trailer coupler.
- As steering adjustments are made, the projected path is shown on the screen.
- Reduces the need for a spotter or having to get in and out of the truck to check position.

SUPER DUTY® CHASSIS CABS – HARD-LINE CAPABILITY.

The Super Duty Chassis Cab F-350/F-450/F-550 reinforces the tradition of F-Series toughness and continues to handle the most hard-line towing jobs and aggressive payloads. Trusted by those who own the work, purpose-built Ford powertrains help deliver excellent performance and torque. With a maximum towing capacity of 26,600 lbs. for 5th-wheel trailers and 16,000 lbs. for conventional trailers, this rig is designed to conquer even the most challenging jobs.

POWERFUL FORD 6.8L 3V SOHC V10.

The V10 gas powerplant gets your heavy loads moving with up to 457 lb.-ft. of torque and 362 horsepower on F-450 and F-550. It’s paired with a TorqShift® 5-speed automatic transmission featuring a massive torque converter, beefy gear sets and a selectable tow/haul mode.

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


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

(8) Remember that even advanced technology cannot overcome the laws of physics. It’s always possible to lose control of a vehicle due to inappropriate driver input for the conditions.
(9) Standard on F-350 DRW/F-450; optional on F-250/F-350 SRW.
(10) TBC verified to be compatible with electrically actuated drum brakes and certain Electric-Over-Hydraulic brake systems. See your Ford dealer for details.
(11) 6.7L Power Stroke® V8 Turbo Diesel.

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.
**Class A Motorhome Chassis Features**

- Seven wheelbase choices: 158/178/190/208/228/242/252-inch
- Six Gross Vehicle Weight Ratings (GVWRs): 16,000/18,000/20,500/22,000/24,000/26,000 lbs.
- Three Gross Combination Weight Ratings (GCWRs): 23,000/26,000/30,000 lbs. for excellent towing capabilities (7,000 lbs. maximum trailer weight at 16,000-lb. GVWR)
- 6.8L 3-valve SOHC EPI Triton® V10 gas engine (320 hp/ 460 lb.-ft. of torque)
- TorqShift® 6-speed automatic transmission with tow/haul mode
- Power 4-wheel disc Anti-lock Brake System (ABS) for consistent, responsive braking performance
- 19.5-inch wheels and tires
- 22.5-inch aluminum wheels and tires included with 22,000/24,000/26,000 lbs. GVWR
- Heavy-duty front track bar enhances ride and handling on all models (optional on 16,000-lb. GVWR)
- 81-inch front tread width contributes to handling and lateral stability (79-inch on 22,000/24,000/26,000-lb. GVWRs)
- Designed to accommodate wide-body and slide-out type motorhomes

**Additional Features**

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

*Bilstein is a trademark of Thyssen-Krupp Bilstein Suspension GmbH.*
ENGINEERED FOR BUSINESS.

**Commercial Stripped Chassis Features**

- Five wheelbase choices: 158/168/178/190/208-inch
- Three Gross Vehicle Weight Ratings (GVWRs): 16,000/19,500/22,000 lbs.
- Two Gross Combination Weight Ratings (GCWRs): 23,000/26,000 lbs. (7,000 lbs. maximum trailer weight at 16,000-lb. GVWR)
- 7,700 lbs. maximum trailer weight with 19,500-lb. or 22,000-lb. GVWR with optional Parcel Delivery Package
- 6.8L 3-valve SOHC V10 gas engine (320 hp/460 lb.-ft. of torque)
- TorqShift® 6-speed automatic transmission with tow/haul mode
- 4-wheel disc Anti-lock Brake System (ABS) for consistent, responsive braking performance
- 19.5-inch wheels and tires
- 40-gallon fuel tank capacity
- Heavy-duty Sachs shock absorbers
- 7-wire trailer wiring harness with relays, blunt cut and labeled
- Low load floor height for ease of cargo loading
- Front and rear stabilizer bars
- Driver’s steering column positioned for easy ingress and egress
- Wide rear axle

---

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.
IMPRESSIONIVE CLASS C MOTORHOME CHASSIS.

E-Series Class C Motorhome Chassis Features

Three wheelbase choices: 138/158/176-inch
Up to 14,500 lbs. GVWR and 22,000 lbs. GCWR(1)
Powerful 5.4L 2-valve FFV V8 and 6.8L 2-valve SOHC V10 engines
TorqShift® 5-speed automatic transmission with tow/haul mode (5.4L)
TorqShift® 6-speed automatic transmission with tow/haul mode (6.8L)
97,500-mile scheduled tune-up interval(2)
Out-front engine design provides spacious cab with access to “living area” and ease of ingress/egress
Twin-I-Beam independent front suspension (with caster/camber adjustment), front stabilizer bar and gas-pressurized shock absorbers contribute to a smooth, comfortable ride
Driver and front passenger airbags(3)
4-wheel disc Anti-lock Brake System (ABS)
Available CNG/Propane Gaseous Engine Prep Package(4)
Available Integrated Trailer Brake Controller (TBC)
Steel ladder-type truck frame with seven cross members
40-gallon fuel tank (E-350; optional on E-450); 55-gallon fuel tank (E-450; optional on E-350 DRW with 158-inch wheelbase)
Van-like driver position with ergonomic instrument panel and controls

Motorhome Customer Care — we’re here for you.

Customer Assistance Center
This 24-hour, seven-days-a-week hotline was designed to serve both motorhome owners and RV dealers. By simply calling 1-800-444-3311, the caller has access to:
– The nearest appropriate service location
– Assistance in scheduling a service appointment
– Service assistance for motorhome customers and RV dealers in resolving Ford chassis-related concerns

In-Dealership Service Support
– Over 1,900 Ford dealerships in the U.S. and Canada provide Class C motorhome service support
– Certified service technicians backed by computerized diagnostics and national technical hotline support
– Verification of available owner notification and recall information affecting motorhomes

(1) 22,000-lb. GCWR requires electrical connector heat shield on all E-450 Cutaways with 6.8L engines.
(2) Under normal driving conditions with routine fluid/filter changes.
(3) Always wear your safety belt.
(4) See your Ford dealer for details.

Metric Conversion — To obtain information in kilograms, multiply pounds by .45; to obtain information in centimeters, multiply inches by 2.54.
F-SERIES PICKUP SLIDE-IN CAMPERS.

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

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

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

F-150 Heavy-Duty Payload Package (Option Code 627)
Increases GVWR to 7,600 lbs. on XL and 7,850 lbs. on XLT and Lariat.
– LT245/70R17E BSW A/T tires (5) (XL)
– LT275/65R18C OWL A/T tires (5) (XLT/Lariat)
– 17” silver steel heavy-duty wheels (XL)
– 18” silver aluminum heavy-duty wheels (XLT/Lariat)
– Upgraded springs and auxiliary transmission oil cooler
– 9.75” gear set with 3.73 electronic-locking slip axle

Available on XL, XLT Base, XLT Mid and Lariat Base. Requires 5.0L V8 or 3.5L V6 EcoBoost® gas engine. Trailer Tow Package required when ordered with 5.0L engine. Max Trailer Tow Package also required with 3.5L V6 EcoBoost® engine.

F-250/F-350/F-450 Super Duty® Camper Package (Option Code 471)
– Increased capacity front springs (2 Up [4x2] or 1 Up [4x4] upgrade over springs computer-selected based on options ordered. Not included if maximum springs already selected.)
– Rear stabilizer bar (SRW)
– Rear auxiliary springs (F-250)
– Slide-in camper certification
### F-Series Pickup/Camper Combination Selector

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

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

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

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

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

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#### Maximum Cargo Weight with Slide-in Camper

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

#### F-250 Super Duty (2)

<table>
<thead>
<tr>
<th>Model</th>
<th>Wheelbase</th>
<th>3.5L GTDi 5.0L</th>
<th>6.2L</th>
<th>6.7L</th>
<th>3.5L GTDi Std.</th>
<th>5.0L Std.</th>
<th>6.2L Std./Opt.</th>
<th>6.7L Std./Opt.</th>
</tr>
</thead>
<tbody>
<tr>
<td>F-150 (1)</td>
<td>140&quot;</td>
<td>7,600</td>
<td>7,600</td>
<td>-</td>
<td>-</td>
<td>2,595</td>
<td>2,625</td>
<td>-</td>
</tr>
<tr>
<td>4x2 Reg. Cab (3)</td>
<td>137.0&quot;</td>
<td>-</td>
<td>-</td>
<td>10,000</td>
<td>10,000</td>
<td>-</td>
<td>-</td>
<td>3,694</td>
</tr>
<tr>
<td>4x2 SuperCab (3)</td>
<td>141.8&quot;</td>
<td>-</td>
<td>-</td>
<td>10,000</td>
<td>10,000</td>
<td>-</td>
<td>-</td>
<td>3,202</td>
</tr>
<tr>
<td>4x2 SuperCrew (3)</td>
<td>156.2&quot;</td>
<td>-</td>
<td>-</td>
<td>10,200</td>
<td>10,200</td>
<td>-</td>
<td>-</td>
<td>3,432</td>
</tr>
<tr>
<td>4x4 Reg. Cab (4)</td>
<td>141.1&quot;</td>
<td>7,850</td>
<td>7,850</td>
<td>-</td>
<td>-</td>
<td>2,827</td>
<td>2,857</td>
<td>-</td>
</tr>
<tr>
<td>4x4 SuperCab (4)</td>
<td>163.7&quot;</td>
<td>7,850</td>
<td>7,850</td>
<td>-</td>
<td>-</td>
<td>2,019</td>
<td>2,028</td>
<td>-</td>
</tr>
<tr>
<td>4x4 SuperCab (4)</td>
<td>156.8&quot;</td>
<td>7,850</td>
<td>7,850</td>
<td>-</td>
<td>-</td>
<td>2,050</td>
<td>2,067</td>
<td>-</td>
</tr>
<tr>
<td>4x4 SuperCab (4)</td>
<td>141.1&quot;</td>
<td>7,850</td>
<td>7,850</td>
<td>-</td>
<td>-</td>
<td>2,631</td>
<td>2,624</td>
<td>-</td>
</tr>
<tr>
<td>4x4 SuperCab (4)</td>
<td>185.6&quot;</td>
<td>7,850</td>
<td>7,850</td>
<td>-</td>
<td>-</td>
<td>1,869</td>
<td>1,883</td>
<td>-</td>
</tr>
</tbody>
</table>

---

#### Metric Conversion – To obtain information in kilograms, multiply pounds by 0.45; to obtain information in kilometers, multiply miles by 1.6; to obtain information in centimeters, multiply feet by 30.48.

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If you intend to pull a trailer in addition to carrying your camper, see the F-Series Pickup Trailer Towing Selector charts on pages 16–18.
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 page 25 and back cover for additional brake information.

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

If your vehicle configuration is not listed in the chart at right, then Four-Wheel-Down towing is not available.

### FOUR-WHEEL-DOWN AVAILABILITY

<table>
<thead>
<tr>
<th>Year</th>
<th>Type</th>
<th>Manual Transmission</th>
<th>Automatic Transmission</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016 Cars</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fiesta (all except ST)</td>
<td>Yes (1)</td>
<td>Yes (1)(2)</td>
<td></td>
</tr>
<tr>
<td>Focus (all except ST and Electric)</td>
<td>Yes (1)</td>
<td>Yes (1)(2)</td>
<td></td>
</tr>
<tr>
<td>Fusion Hybrid</td>
<td>N/A</td>
<td>Yes (5)(7)</td>
<td></td>
</tr>
<tr>
<td>MKZ Hybrid</td>
<td>N/A</td>
<td>Yes (5)(7)(8)</td>
<td></td>
</tr>
<tr>
<td>Fusion Energi</td>
<td>N/A</td>
<td>Yes (5)(7)</td>
<td></td>
</tr>
<tr>
<td>MKZ 3.7L (FWD/AWD)</td>
<td>N/A</td>
<td>Yes (3)(4)(5)(8)</td>
<td></td>
</tr>
<tr>
<td>Taurus 3.5L/3.5L EcoBoost® (FWD/AWD)</td>
<td>N/A</td>
<td>Yes (3)(4)(5)</td>
<td></td>
</tr>
<tr>
<td>MKS 3.7L/3.5L EcoBoost® (FWD/AWD)</td>
<td>N/A</td>
<td>Yes (3)(4)(5)</td>
<td></td>
</tr>
</tbody>
</table>

| 2016 Crossovers | | | |
| C-MAX Hybrid/C-MAX Energi | N/A | Yes (5)(7) |
| Flex 3.5L/MKT 3.7L (FWD/AWD) | N/A | Yes (3)(4)(5) |
| Flex/MKT 3.5L EcoBoost® (AWD) | N/A | Yes (3)(4)(5) |
| Edge 3.5L/2.7L EcoBoost® (FWD/AWD) | N/A | Yes (3)(4)(5) |
| MKX 3.7L/2.7L EcoBoost® (FWD/AWD) | N/A | Yes (3)(4)(5) |

| 2016 SUVs and Trucks | | | |
| Explorer 3.5L (FWD/AWD) | N/A | Yes (3)(4)(5) |
| Explorer 3.5L EcoBoost® (AWD) | N/A | Yes (3)(4)(5) |
| Expedition 4x4 | N/A | Yes (9) |
| F-150 4x4 | N/A | Yes (9) |
| F-250/F-350/F-450/F-550 Super Duty 4x4 | N/A | Yes (6) |

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

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 letting the front two wheels of the vehicle rest on it while the back two wheels stay on the ground. They are not as long as the traditional trailers, which makes turning corners much easier.

Before using the tow-dolly there are a few things you must know before towing. 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.

### DOLLY-TOW AVAILABILITY

<table>
<thead>
<tr>
<th>2016 Ford Vehicles</th>
<th>FWD</th>
<th>RWD</th>
<th>AWD/4WD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fiesta/Fiesta ST</td>
<td>Yes</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Focus/Focus ST</td>
<td>Yes</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Focus RS</td>
<td>N/A</td>
<td>N/A</td>
<td>No</td>
</tr>
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<td>Mustang</td>
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<td>Transit Connect</td>
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<td>C-MAX Hybrid</td>
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<td>Flex</td>
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<td>F-150</td>
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<td>E-Series Cutaway/Stripped Chassis</td>
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<td>Transit</td>
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<tr>
<th>2016 Lincoln Vehicles</th>
<th>FWD</th>
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<td>MKS</td>
<td>Yes</td>
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<td>MKT</td>
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<td>Lincoln MKX</td>
<td>Yes</td>
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<td>MKC</td>
<td>Yes</td>
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<td>MKZ</td>
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<td>MKZ Hybrid</td>
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<td>Navigator</td>
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N/A – Not applicable.
FRONTAL AREA CONSIDERATIONS

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<tr>
<th>Vehicle Line</th>
<th>Frontal Area Limitations/Considerations</th>
<th>With</th>
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<tbody>
<tr>
<td>Transit Connect</td>
<td>20 sq. ft.</td>
<td>All Applications</td>
</tr>
<tr>
<td>Mustang</td>
<td>12 sq. ft.</td>
<td>All Applications</td>
</tr>
<tr>
<td>Taurus/MKS</td>
<td>12 sq. ft.</td>
<td>All Applications Except Taurus SHO</td>
</tr>
<tr>
<td>MKZ</td>
<td>12 sq. ft.</td>
<td>All Applications</td>
</tr>
<tr>
<td>Fusion</td>
<td>12 sq. ft.</td>
<td>2.5L L4 Engine and 1.5L EcoBoost® 1.4 Engine</td>
</tr>
<tr>
<td>20 sq. ft.</td>
<td>2.0L EcoBoost® 1.4 Engine</td>
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<tr>
<td>Edge/Lincoln MKX</td>
<td>Base Vehicle Frontal Area (20 sq. ft.)</td>
<td>Without Class II Trailer Tow Package</td>
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<tr>
<td>Escape/MKC</td>
<td>30 sq. ft.</td>
<td>With Class II Trailer Tow Package</td>
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<tr>
<td>Flex/MKT</td>
<td>30 sq. ft.</td>
<td>With Class II Trailer Tow Package</td>
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<tr>
<td>40 sq. ft.</td>
<td>With Class III Trailer Tow Package</td>
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<tr>
<td>Explorer</td>
<td>30 sq. ft.</td>
<td>With Class II or Class III Trailer Tow Package</td>
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<tr>
<td>40 sq. ft.</td>
<td>With Class III Trailer Tow Package</td>
<td></td>
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<tr>
<td>Expedition/Navigator</td>
<td>Base Vehicle Frontal Area (36 sq. ft.)</td>
<td>Without Heavy-Duty Trailer Tow Package</td>
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<tr>
<td>E-Series Cutaway</td>
<td>60 sq. ft.</td>
<td>With Heavy-Duty Trailer Tow Package</td>
</tr>
<tr>
<td>Transit</td>
<td>60 sq. ft.</td>
<td>All Applications</td>
</tr>
<tr>
<td>F-150</td>
<td>55 sq. ft.</td>
<td>Any Powertrain with Trailer Towing Package or Payload Package and Trailer Towing Ratings Between 5,001 and 7,700 lbs.</td>
</tr>
<tr>
<td>60 sq. ft.</td>
<td>Any Powertrain with Trailer Towing Package or Payload Package and Trailer Towing Ratings 7,701 lbs. and Greater</td>
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<tr>
<td>F-250/F-350/F-450/F-550 Super Duty</td>
<td>75 sq. ft.</td>
<td>All 5th-Wheel and Gooseneck Applications with Any Powertrain with Trailer Towing Package or Payload Package</td>
</tr>
<tr>
<td></td>
<td>75 sq. ft.</td>
<td>All Other Applications</td>
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</table>

Note: Mustang, Fusion, MKZ, Escape, MNC, Edge, Lincoln MKX, Flex, MKT, Transit Connect, Transit, F-150 and F-450 Super Duty pickup calculated with SAE J2807 method.

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.

**Transit Connect**
For trailers over 1,500 pounds — Class I Trailer Tow Package

**Escape/MKC**
For trailers over 2,000 pounds — Class II Trailer Tow Package

**Edge**
For trailers over 1,500 pounds with 2.0L EcoBoost® engine and for trailers over 2,000 pounds with 3.5L V6 — Class II Trailer Tow Package

**Lincoln MKX**
For trailers over 2,000 pounds — Class II Trailer Tow Package

**Explorer**
For trailers over 2,000 pounds and under 3,000 pounds with 2.3L EcoBoost® engine — Class II Trailer Tow Package

**Transit Van and Wagon**
For trailers over 5,000 pounds — Heavy-Duty Trailer Tow Package

**F-150**
For trailers over 5,000 pounds — Trailer Tow Package or Max Trailer Tow Package

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

RECOMMENDED Equipment (where not required)
Includes items that can make towing easier, and are strongly recommended for strenuous towing conditions.

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

For a listing of all CUV/SUV/truck standard and optional towing equipment, see chart on page 14.

*Check with your dealer for additional requirements, restrictions and limited warranty details.
## Maximum trailer weights in pounds for properly equipped vehicles with no cargo

| Super Duty Pickup (Gooseneck) | Super Duty Chassis Cab (5th-Wheel) | F-150 Pickup (5th-Wheel) | Navigator | Transit Van | Transit Wagon | Explorer | Flex MKT | Escape | Lincoln MKX | MKC | Ford Transit Connect | Ford Expedition | Ford Mustang | Taurus | Lincoln MKS | MKZ | **Notes:**

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

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

<table>
<thead>
<tr>
<th>Model (Option Code)</th>
<th>Transit Connect Van/ Wagon (53T)</th>
<th>Edge/ Lincoln MKX (536)</th>
<th>Flex/ MKT (536)</th>
<th>Escape/ MKC (536)</th>
<th>Explorer/ MKT (53T)(1)</th>
<th>Expedition/ Navigator (Std.)</th>
<th>Expedition/ Navigator (Std.)</th>
<th>Transit Van/ Wagon (53B)</th>
<th>F-150 Pickup (53B)</th>
<th>F-150 Pickup (53B)</th>
<th>F-150 Pickup (53B)</th>
<th>F-150 Pickup (53B)</th>
<th>F-150 Pickup (53B)</th>
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<tbody>
<tr>
<td>7-Wire Harness &amp; 4-/7-Pin Connector</td>
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<td>7-Wire Harness (Blunt Cut) with Relays</td>
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</tbody>
</table>

**Notes:** Available with 2.0L/2.3L EcoBoost® I4 only. Available as dealer accessory with 2.5L I4 engine and 1.6L EcoBoost® I4 engine. (2) Blade-style female connector including relay system for backup/B+/running lights. (3) Not included if Trailer Brake Controller is ordered. (4) In-cat, no controller (SRW). (5) F-350 DRW; F-450. (6) SRW only. (7) Not included with EcoBoost® engine. (8) F-350 4x4 DRW/F-450 only. (9) F-350 DRW 4x4 Crew Cab only. (10) Wide track axle. (11) Requires 2.3L EcoBoost® I4 engine. (12) Requires 3.5L V6 engine. (13) Diesel engine only.
Select column with transmission, F-Series cab design and drive system (4x2 or 4x4) you prefer. Read down column to find the trailer weight that can be towed with engine/axle ratio combinations listed at left. GCWR column shows maximum allowable combined weight of vehicle, trailer and cargo (including passengers) for each engine/axle ratio combination. Maximum Loaded Trailer Weight assumes a towing vehicle with any mandatory options, no cargo, tongue load of 10–15% (conventional trailer) or king pin weight of 15–25% (5th-wheel trailer) and driver 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 13.
### TRAILER TOWING SELECTOR

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

#### F-150 CONVENTIONAL TOWING

<table>
<thead>
<tr>
<th>Automatic Transmission</th>
<th>GWR (lbs.)</th>
<th>4x2 122&quot; Wb</th>
<th>4x2 141&quot; Wb</th>
<th>4x4 122&quot; Wb</th>
<th>4x4 141&quot; Wb</th>
<th>4x2 145&quot; Wb</th>
<th>4x4 145&quot; Wb</th>
<th>4x2 164&quot; Wb</th>
<th>4x4 164&quot; Wb</th>
<th>4x2 157&quot; Wb</th>
<th>4x4 157&quot; Wb</th>
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<tbody>
<tr>
<td>3.5L 4-Valve V6</td>
<td>3.55</td>
<td>9,000</td>
<td>9,500</td>
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<tr>
<td>3.5L 4-Valve V6</td>
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<tr>
<td>3.7L GTDi V6</td>
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<td>10,200</td>
<td>10,200</td>
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<tr>
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<td>13,000(8)</td>
<td>13,000(8)</td>
</tr>
</tbody>
</table>

**Notes:**
- Do not exceed trailer weight of 5,000 lbs. when towing with bumper only.
- Trailer tongue load weight should be 10-15% 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.

---

<table>
<thead>
<tr>
<th>Automatic Transmission</th>
<th>Engine</th>
<th>Axle Ratio</th>
<th>GCWR (lbs.)</th>
<th>REGULAR CAB 122&quot; Wb</th>
<th>REGULAR CAB 141&quot; Wb</th>
<th>REGULAR CAB 145&quot; Wb</th>
<th>SUPER CAB 164&quot; Wb</th>
<th>SUPER CAB 164&quot; Wb</th>
<th>SUPER CREW 157&quot; Wb</th>
<th>SUPER CREW 157&quot; Wb</th>
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<td>–</td>
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</tr>
</tbody>
</table>

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

**(1)** Calculated with SAE J2807 method. **(2)** Vehicles equipped with 5.5" box will accept a 5th-wheel hitch, but current 5th-wheel trailer designs are not compatible with this model (145" wb. SuperCrew). **(3)** Requires 2.7L Ecoboost® Payload Package. **(4)** Requires Heavy-Duty Payload Package. **(5)** Includes 17" tires and wheels. **(6)** Includes 18" tires and wheels. **(7)** Requires Max Trailer Tow Package. **(8)** Requires Sport Package. **(9)** Limited model only.

**Notes:** Trailer king pin load weight should be 15-25% 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.
Metric Conversion

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

Model F-150 F-250 F-350 SRW F-350 DRW F-450 DRW

Max. Tailgate Height* 56-60 inches 56-57 inches 59-60 inches 56-57 inches 56-57 inches

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

*Distance from ground to top of closed tailgate.
### F-350/F-450/F-550 Super Duty® Chassis Cabs Conventional Towing

Trailer weights shown assume 875-lb.–1,000-lb. second-unit body weight. Be sure combined weight of vehicle and trailer does not exceed listed GCWR.

<table>
<thead>
<tr>
<th>Automatic Transmission</th>
<th>REGULAR CHASSIS CAB</th>
<th>SUPER CHASSIS CAB</th>
<th>CREW CHASSIS CAB</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine</td>
<td>F-350 4x2 SRW</td>
<td>F-350 4x4 DRW</td>
<td>F-350 4x4 DRW</td>
</tr>
<tr>
<td>Axle GCWR</td>
<td>12,400</td>
<td>12,000</td>
<td>12,000</td>
</tr>
<tr>
<td>Engine Ratio</td>
<td>3.73</td>
<td>3.73</td>
<td>3.73</td>
</tr>
</tbody>
</table>

### F-350/F-450/F-550 Super Duty Chassis Cabs 5th-Wheel Towing

<table>
<thead>
<tr>
<th>Automatic Transmission</th>
<th>REGULAR CHASSIS CAB</th>
<th>SUPER CHASSIS CAB</th>
<th>CREW CHASSIS CAB</th>
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</thead>
<tbody>
<tr>
<td>Engine</td>
<td>F-350 4x2 SRW</td>
<td>F-350 4x4 DRW</td>
<td>F-350 4x4 DRW</td>
</tr>
<tr>
<td>Axle GCWR</td>
<td>12,400</td>
<td>12,000</td>
<td>12,000</td>
</tr>
<tr>
<td>Engine Ratio</td>
<td>3.73</td>
<td>3.73</td>
<td>3.73</td>
</tr>
</tbody>
</table>

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(1) Maximum loaded trailer weight requires weight-distributing hitch. See page 28 for additional information.  
(2) Super Duty Chassis Cab does not offer a conventional hitch receiver as a factory-installed option.  
(3) Available with High-Capacity Trailer Tow Package only.

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

F-650/F-750 SUPER DUTY® Chassis Cabs

**Diesel Engine**

<table>
<thead>
<tr>
<th>Model</th>
<th>GVWR</th>
<th>GCWR</th>
</tr>
</thead>
<tbody>
<tr>
<td>F-650 Pro Loader (Kick-Up Frame)</td>
<td>20,500-26,000 lbs.</td>
<td>50,000 lbs.</td>
</tr>
<tr>
<td>F-650 (Straight Frame)</td>
<td>25,600-29,000 lbs.</td>
<td>50,000 lbs.</td>
</tr>
<tr>
<td>F-750 (Straight Frame)</td>
<td>32,000-37,000 lbs.</td>
<td>50,000 lbs.</td>
</tr>
<tr>
<td>F-650 Tractor</td>
<td>22,500-29,000 lbs.</td>
<td>50,000 lbs.</td>
</tr>
<tr>
<td>F-750 Tractor</td>
<td>30,200-33,000 lbs.</td>
<td>50,000 lbs.</td>
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</table>

**Gas Engine**

<table>
<thead>
<tr>
<th>Model</th>
<th>GVWR</th>
<th>GCWR</th>
</tr>
</thead>
<tbody>
<tr>
<td>F-650 Pro Loader (Kick-Up Frame)</td>
<td>22,000-26,000 lbs.</td>
<td>37,000 lbs.</td>
</tr>
<tr>
<td>F-650 (Straight Frame)</td>
<td>25,600-29,000 lbs.</td>
<td>37,000 lbs.</td>
</tr>
<tr>
<td>F-750 (Straight Frame)</td>
<td>30,200-33,000 lbs.</td>
<td>37,000 lbs.</td>
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</table>

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

**SUPER DUTY**

*Class A Motorhome Chassis*

<table>
<thead>
<tr>
<th>GVWR</th>
<th>GCWR</th>
<th>Trailer Weight</th>
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<td>16,000 lbs.</td>
<td>23,000 lbs.</td>
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<tr>
<td>18,000 lbs.</td>
<td>23,000 lbs.</td>
<td>5,000 lbs.</td>
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<td>20,500 lbs.</td>
<td>26,000 lbs.</td>
<td>5,500 lbs.</td>
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<td>22,000 lbs.</td>
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<td>24,000 lbs.</td>
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<td>6,000 lbs.</td>
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<tr>
<td>26,000 lbs.</td>
<td>30,000 lbs.</td>
<td>4,000 lbs.</td>
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**Note:** Towing vehicle’s braking system is rated for operation at GVWR – NOT GCWR. See page 25 for more details.

**SUPER DUTY**

*Commercial Stripped Chassis*

<table>
<thead>
<tr>
<th>GVWR</th>
<th>GCWR</th>
<th>Trailer Weight</th>
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</thead>
<tbody>
<tr>
<td>16,000 lbs.</td>
<td>23,000 lbs.</td>
<td>7,000 lbs.</td>
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<tr>
<td>19,500 lbs.</td>
<td>26,000 lbs.</td>
<td>6,500 lbs.</td>
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<tr>
<td>19,500 lbs.</td>
<td>27,000 lbs.</td>
<td>7,700 lbs.(1)</td>
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<tr>
<td>22,000 lbs.</td>
<td>26,000 lbs.</td>
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<tr>
<td>22,000 lbs.</td>
<td>29,700 lbs.</td>
<td>7,700 lbs.(1)</td>
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</tbody>
</table>

(1) Requires Parcel Delivery Package option.

**Note:** Towing vehicle’s braking system is rated for operation at GVWR – NOT GCWR. See page 25 for more details.

**E-SERIES Cutaway & Stripped Chassis**

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

**E-350 Super Duty Cutaway GCWRs:**
- 5.4L V8/5R110W – 13,000 lbs.
- 6.8L V10/6R140 – 18,500 lbs.

**E-450 Super Duty Cutaway GCWRs:**
- 5.4L V8/5R110W – 14,050 lbs.
- 6.8L V10/6R140 – 22,000 lbs.

**E-350 Super Duty Stripped Chassis GCWRs:**
- 5.4L V8/5R110W – 13,000 lbs.
- 6.8L V10/6R140 – 18,500 lbs.

**E-450 Super Duty Stripped Chassis GCWRs:**
- 5.4L V8/5R110W – 14,050 lbs.
- 6.8L V10/6R140 – 22,000 lbs.
# TRAILER TOWING SELECTOR

## TRANSIT VAN/WAGON

<table>
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<tr>
<th>Engine</th>
<th>Axle Ratio</th>
<th>GCWR (lbs.)</th>
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<th>350 LWB Medium Roof</th>
<th>250 LWB Extended High Roof</th>
<th>250 LWB Extended High Roof</th>
<th>150 RWB Low Roof</th>
<th>150 RWB Medium Roof</th>
<th>150 LWB Low Roof</th>
<th>150 LWB Medium Roof</th>
<th>150 LWB High Roof</th>
<th>150 LWB High Roof</th>
<th>350 LWB Low Roof</th>
<th>350 LWB Medium Roof</th>
<th>350 LWB High Roof</th>
<th>350 LWB High Roof</th>
<th>350 LWB Extended High Roof</th>
<th>350 LWB Extended High Roof</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.7L DOHC V6</td>
<td>3.73</td>
<td>10,800</td>
<td>5,400</td>
<td>5,200</td>
<td>5,200</td>
<td>5,100</td>
<td>5,200</td>
<td>5,100</td>
<td>5,000</td>
<td>4,700</td>
<td>4,600</td>
<td>4,200</td>
<td>4,100</td>
<td>–</td>
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<tr>
<td></td>
<td>4.10</td>
<td>11,200</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>5,100</td>
<td>5,000</td>
<td>4,600</td>
<td>4,500</td>
<td>4,400</td>
<td>–</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.5L V6</td>
<td>3.11</td>
<td>12,000</td>
<td>5,700</td>
<td>5,500</td>
<td>5,600</td>
<td>5,600</td>
<td>5,300</td>
<td>5,600</td>
<td>5,400</td>
<td>5,300</td>
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<td>5,100</td>
<td>4,900</td>
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<td>3,800</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>EcoBoost®</td>
<td>3.73</td>
<td>11,200</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
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<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>3.2L I5</td>
<td>3.31</td>
<td>10,600</td>
<td>4,800</td>
<td>4,600</td>
<td>4,600</td>
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<td>4,400</td>
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<td>–</td>
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<td>3,700</td>
<td>3,600</td>
<td>3,500</td>
<td>2,900</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Power Stroke®</td>
<td>3.73</td>
<td>11,200</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
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</tr>
<tr>
<td>Diesel</td>
<td>3.13</td>
<td>13,500</td>
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<td>7,100</td>
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<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td></td>
</tr>
</tbody>
</table>

(1) Calculated with SAE J2807 method.
(2) Properly equipped.

## TRANSIT CUTAWAY/CHASSIS CAB

<table>
<thead>
<tr>
<th>Engine</th>
<th>Axle Ratio</th>
<th>GCWR (lbs.)</th>
<th>250 RWB</th>
<th>250 LWB</th>
<th>350 RWB</th>
<th>350 LWB</th>
<th>350 Extended LWB</th>
<th>250 RWB</th>
<th>250 LWB</th>
<th>350 RWB</th>
<th>350 LWB</th>
<th>350 Extended LWB</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.7L V6</td>
<td>4.10</td>
<td>12,000</td>
<td>6,800</td>
<td>6,600</td>
<td>6,600</td>
<td>6,600</td>
<td>6,200</td>
<td>6,800</td>
<td>6,600</td>
<td>6,600</td>
<td>6,600</td>
<td>6,200</td>
</tr>
<tr>
<td>3.2L I5</td>
<td>3.73</td>
<td>13,500</td>
<td>7,500</td>
<td>7,500</td>
<td>7,500</td>
<td>7,500</td>
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<td>7,500</td>
<td>7,500</td>
<td>7,500</td>
<td>7,500</td>
<td>7,000</td>
</tr>
</tbody>
</table>

Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in centimeters, multiply inches by 2.54.
## EXPEDITION/NAVIGATOR(1) — Maximum Loaded Trailer Weight (lbs.)

<table>
<thead>
<tr>
<th>Engine</th>
<th>Axle Ratio</th>
<th>GCWR (lbs.)</th>
<th>EXPEDITION</th>
<th>EXPEDITION EL</th>
<th>NAVIGATOR</th>
<th>NAVIGATOR L</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.5L V6</td>
<td>3.15</td>
<td>12,300</td>
<td>6,600</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>EcoBoost®</td>
<td>3.15</td>
<td>14,900(2)</td>
<td>9,200</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>3.31</td>
<td>12,300</td>
<td>6,600</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>3.5L V6</td>
<td>3.31</td>
<td>14,900(2)</td>
<td>9,200</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>3.31</td>
<td>12,500</td>
<td>6,600</td>
<td>6,600</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>3.31</td>
<td>15,100(2)</td>
<td>9,200</td>
<td>–</td>
<td>–</td>
<td>9,000(3)</td>
<td>–</td>
</tr>
<tr>
<td>3.31</td>
<td>15,200(2)</td>
<td>9,200</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>3.73</td>
<td>12,500</td>
<td>6,600</td>
<td>6,600</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>3.73</td>
<td>12,800</td>
<td>6,600</td>
<td>6,600</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>3.73</td>
<td>15,100(2)</td>
<td>9,200</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>3.73</td>
<td>15,300(2)</td>
<td>9,200</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>3.73</td>
<td>15,500(2)</td>
<td>9,200</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>4.10</td>
<td>14,900(3)</td>
<td>9,200</td>
<td>–</td>
<td>9,000</td>
<td>8,600(3)</td>
<td>–</td>
</tr>
<tr>
<td>4.10</td>
<td>15,100(3)</td>
<td>9,200</td>
<td>–</td>
<td>9,000</td>
<td>8,600</td>
<td>–</td>
</tr>
</tbody>
</table>

(1) Maximum loaded trailer weight requires weight-distributing hitch. See page 28 for additional information. (2) Requires optional Class IV Heavy-Duty Trailer Tow Package. (3) Class IV Heavy-Duty Trailer Towing Package is standard.

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

## EXPLORER — Maximum Loaded Trailer Weight (lbs.)

<table>
<thead>
<tr>
<th>Engine</th>
<th>Final Drive Ratio</th>
<th>GCWR (lbs.)</th>
<th>EXPLORER</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.0L I4 EcoBoost®</td>
<td>3.36</td>
<td>6,900</td>
<td>–</td>
</tr>
<tr>
<td></td>
<td>3.36</td>
<td>7,050</td>
<td>–</td>
</tr>
<tr>
<td>3.5L V6</td>
<td>3.65</td>
<td>10,150</td>
<td>–</td>
</tr>
<tr>
<td></td>
<td>3.65</td>
<td>7,110</td>
<td>–</td>
</tr>
<tr>
<td></td>
<td>3.39</td>
<td>9,950</td>
<td>–</td>
</tr>
<tr>
<td></td>
<td>3.65</td>
<td>10,150</td>
<td>–</td>
</tr>
<tr>
<td>3.5L V6 EcoBoost®</td>
<td>3.16</td>
<td>10,400</td>
<td>–</td>
</tr>
</tbody>
</table>

(1) Explorer does not offer factory-installed towing equipment for this application; only available as dealer accessory. (2) Requires optional Class II Trailer Towing Package. (3) Requires optional Class III Trailer Tow Package and weight-distributing hitch.

## ESCAPE/MKC(1) — Maximum Loaded Trailer Weight (lbs.)

<table>
<thead>
<tr>
<th>Engine</th>
<th>Final Drive Ratio</th>
<th>GCWR (lbs.)</th>
<th>ESCAPE</th>
<th>MKC</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.5L I4</td>
<td>3.51</td>
<td>5,374</td>
<td>–</td>
<td></td>
</tr>
<tr>
<td>1.6L I4 EcoBoost®</td>
<td>3.21</td>
<td>5,871</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td></td>
<td>3.51</td>
<td>6,023</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>2.0L I4 EcoBoost®</td>
<td>3.07</td>
<td>7,486</td>
<td>–</td>
<td>1,500(3)</td>
</tr>
<tr>
<td></td>
<td>3.36</td>
<td>12,220</td>
<td>–</td>
<td>3,000(3)</td>
</tr>
<tr>
<td></td>
<td>3.51</td>
<td>7,400</td>
<td>–</td>
<td>3,000(3)</td>
</tr>
<tr>
<td>2.3L I4 EcoBoost®</td>
<td>3.51</td>
<td>6,420</td>
<td>–</td>
<td>3,000(3)</td>
</tr>
</tbody>
</table>

(1) Calculated with SAE J2807 method. (2) Escape does not offer factory-installed towing equipment for this application; only available as dealer accessory. (3) Requires Class II Trailer Tow Package.

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

### Crossovers – Maximum Loaded Trailer Weight (lbs.)

<table>
<thead>
<tr>
<th>Engine Configuration</th>
<th>EDGE</th>
<th>LINCOLN MKX</th>
<th>FLEX</th>
<th>MKT</th>
<th>TRANSIT CONNECT VAN/WAGON</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.6L I4 EcoBoost&lt;sup&gt;a&lt;/sup&gt; FWD</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>2,000&lt;sup&gt;(1)&lt;/sup&gt;</td>
</tr>
<tr>
<td>2.0L I4 EcoBoost&lt;sup&gt;a&lt;/sup&gt; FWD/AWD</td>
<td>3,500&lt;sup&gt;(3)&lt;/sup&gt;</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>2.5L I4</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>2.7L V6 EcoBoost&lt;sup&gt;a&lt;/sup&gt; FWD/AWD</td>
<td>2,000&lt;sup&gt;(2)&lt;/sup&gt;</td>
<td>3,500&lt;sup&gt;(3)&lt;/sup&gt;</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>3.5L V6</td>
<td>3,500&lt;sup&gt;(3)&lt;/sup&gt;</td>
<td>–</td>
<td>4,500&lt;sup&gt;(4)(6)&lt;/sup&gt;</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>3.5L V6 EcoBoost&lt;sup&gt;a&lt;/sup&gt; AWD</td>
<td>–</td>
<td>–</td>
<td>4,500&lt;sup&gt;(4)&lt;/sup&gt;</td>
<td>4,500&lt;sup&gt;(4)&lt;/sup&gt;</td>
<td>–</td>
</tr>
<tr>
<td>3.7L V6 FWD/AWD</td>
<td>–</td>
<td>3,500&lt;sup&gt;(3)&lt;/sup&gt;</td>
<td>–</td>
<td>2,000&lt;sup&gt;(5)&lt;/sup&gt;</td>
<td>–</td>
</tr>
</tbody>
</table>

<sup>(1)</sup> Requires Class I Trailer Tow Package.<br>
<sup>(2)</sup> Edge does not offer factory or dealer installed towing equipment for this application.<br>
<sup>(3)</sup> Requires Class II Trailer Tow Package.<br>
<sup>(4)</sup> Requires Class III Trailer Tow Package.<br>
<sup>(5)</sup> FWD only.<br>
<sup>(6)</sup> Requires weight-distributing hitch on FWD models.

**Note:** All vehicles calculated with SAE J2807 method.

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Metric Conversion – To obtain information in kilograms, multiply pounds by 0.45; to obtain information in square meters, multiply square feet by 0.09; to obtain information in centimeters, multiply inches by 2.54; to obtain information in kilometers, multiply miles by 1.6.
## Automatic Transmission

<table>
<thead>
<tr>
<th>Engine Configuration</th>
<th>MUSTANG(1)(4)</th>
<th>TAURUS(1)(2)</th>
<th>MKS(3)</th>
<th>FUSION(1)(4)</th>
<th>MKZ(1)(4)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.5L I4 EcoBoost®</td>
<td>FWD</td>
<td>–</td>
<td>–</td>
<td>1,000</td>
<td>–</td>
</tr>
<tr>
<td>2.0L I4 EcoBoost®</td>
<td>FWD/AWD</td>
<td>–</td>
<td>1,000(3)</td>
<td>2,000</td>
<td>1,000</td>
</tr>
<tr>
<td>2.3L I4 EcoBoost®</td>
<td>RWD</td>
<td>1,000</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>2.5L I4</td>
<td>FWD</td>
<td>–</td>
<td>–</td>
<td>1,000</td>
<td>–</td>
</tr>
<tr>
<td>3.5L V6</td>
<td>FWD/AWD</td>
<td>–</td>
<td>1,000</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>3.5L V6 EcoBoost®</td>
<td>AWD</td>
<td>–</td>
<td>1,000</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>3.7L V6</td>
<td>RWD/AWD</td>
<td>1,000</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>5.0L V8</td>
<td>RWD</td>
<td>1,000</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
</tbody>
</table>

(1) Mustang, Taurus, MKS, Fusion and MKZ, do not offer factory-installed towing equipment for this application; only available as aftermarket accessory.
(2) Taurus SHO is not rated to tow a trailer.    (3) FWD only.    (4) Shelby GT350/GT350R Mustang, Fusion Hybrid, Fusion Energi and MKZ Hybrid are not rated to tow a trailer.

### Manual Transmission

<table>
<thead>
<tr>
<th>Engine Configuration</th>
<th>MUSTANG(4)</th>
<th>TAURUS(2)</th>
<th>MKS</th>
<th>FUSION(4)</th>
<th>MKZ(4)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.3L I4 EcoBoost®</td>
<td>RWD</td>
<td>1,000</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>3.7L V6</td>
<td>RWD</td>
<td>1,000</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>5.0L V8</td>
<td>RWD</td>
<td>1,000</td>
<td>–</td>
<td>–</td>
<td>–</td>
</tr>
</tbody>
</table>

### Note:
Mustang, Fusion and MKZ calculated with SAE J2807 method.
**Before you buy**

If you are selecting a vehicle that will be used for towing, you should determine the approximate weight of the trailer you intend to tow, including the weight of any additional cargo and fluids that you will be carrying in the trailer. Also, be sure the vehicle has the proper optional equipment (see page 13). Keep in mind that performance can be severely compromised in hilly terrain when minimum acceptable powertrain combination is selected. Consider purchasing a vehicle with a more powerful engine.

**After you buy**

Before heading out on a trip, check your vehicle Owner’s Manual for break-in and severe-duty maintenance schedules (do not tow a trailer until your vehicle has been driven at least 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 29). If any of these limits are exceeded, cargo should be removed from the vehicle and/or trailer until all weights are within the specified limits.

### Brakes

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

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

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

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

Be sure your trailer brakes conform to all applicable state regulations. See Towing Safely on page 32 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 14 for standard and optional wiring harness usage.
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

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 easily

Class II
MEDIUM-DUTY
2,001-3,500-lb. gross trailer weight
Large folding camping trailers, single-axle, small-to medium-length (up to 18 ft.) trailers
Ford trucks and compact SUVs can be equipped to tow these trailers(1)
Conventional weight-distributing hitch not required unless specified for a particular vehicle

Class III
HEAVY-DUTY
3,501-5,000-lb. gross trailer weight
Dual-axle or large single-axle travel trailers
Most properly equipped Ford trucks and SUVs can tow them(1)
Conventional weight-distributing hitch not required unless specified for a particular vehicle

Class IV
EXTRA-HEAVY-DUTY (2)
Over 5,000-lb. gross trailer weight (2)
Largest travel and 5th-wheel trailers made for recreation
Most Ford trucks and some SUVs can be equipped to handle trailer weights in this class(1)
Most applications require a conventional weight-distributing or 5th-wheel hitch

(1) Refer to page 13 for required equipment.
(2) Some industry sources refer to trailers over 10,000 pounds as Class V Trailers. Ford Super Duty® Pickups and Chassis Cabs can be equipped to handle these trailers.
Weight-Distributing Hitch
A weight-distributing hitch is used in conjunction with a hitch platform (receiver) to distribute tongue load to all towing vehicle and trailer wheels. Required for certain Class III and all Class IV applications (see the chart on following page).
- Weight-distributing hitch platforms are welded or bolted to the vehicle frame. Bolt-on types are recommended because they can be removed
- A properly installed bolt-on weight-distributing hitch platform will not weaken the vehicle or underbody as heat of welding might
- Equalizing arms are connected from the hitch to the trailer’s A-frame. They can be adjusted for best towing performance. Lengths of chain are pulled up and tightened to bend spring bars upward, which lifts some of the weight from the rear wheels and transfers weight to the other wheels of the vehicle and trailer

Gooseneck Hitch
A gooseneck hitch attaches in the truck bed using custom or universal rails. This hitch style provides great stability and is suitable for heavier loads, since the weight of the tongue rests directly on the truck bed over the rear axles. Goosenecks are commonly used for horse and other agricultural trailers. Other features include:
- Tight turning radius
- “Fold down” and “install under bed” models provide unobstructed bed area for carrying cargo
- Attachment rails require no welding (sold separately)

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

Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in kilometers, multiply miles by 1.6.
Options available on the following vehicles:

### Factory-installed Trailer Hitch Receiver

**Options available on the following vehicles:**

**Transit Connect:** Included with Class I Trailer Tow Package – Option Code 53T

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

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

**Escape/MKC:** Included with Class II Trailer Tow Package – Option Code 53G

**Explorer:** Included with Class II Trailer Tow Package – Option Code 52R

**Expedition/Navigator:** Standard

**Transit Van/Wagon:** Included with Trailer Tow Package – Option Code 53B

**F-150 Pickup:** Included with Trailer Tow Packages – Option Code 53A, 53B and 53C

**F-250/F-350/F-450 Super Duty® Pickups:**

- **F-250/350 SRW:** Standard for 12,500-lb. Maximum Trailer Capacity (N/A with 6.7L diesel with 156" wheelbase only)
- **F-250/350 SRW:** Standard for 14,000-lb. Maximum Trailer Capacity (156" wheelbase only)
- **F-350 DRW:** Standard for 15,000-lb. Maximum Trailer Capacity (except F-350 DRW with 6.7L diesel engine)
- **F-350 DRW:** Standard for 19,000-lb. Maximum Trailer Capacity
- **F-450:** Standard for 19,000-lb. Maximum Trailer Capacity

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

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

### 5th-Wheel and Gooseneck Hitch Recommendation

Shorter pickup boxes (e.g. 5.5'/6.5' short box, 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 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](http://accessories.ford.com) for more information.
Base Curb Weight
is the weight of the vehicle including a full tank of fuel and all standard equipment. It does not include passengers, cargo or any optional equipment. Your dealership sales consultant can give you this number for the vehicle(s) you are considering.

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

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

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

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

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

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

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.

Base Curb Weight + Cargo Weight + Passenger Weight = Gross Vehicle Weight (GVW)
GVW must not exceed GVWR (obtain from Safety Compliance Certification Label on the left front door lock facing or the door latch post pillar).

GVW + Loaded Trailer Weight = Gross Combination Weight (GCW)
GCW must not exceed GCWR (obtain from charts on pages 16–24 or your vehicle Owner’s Manual).
**Gross Combination Weight (GCW)**

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

**Gross Combination Weight Rating (GCWR)**

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

**Maximum Loaded Trailer Weight**

(as shown in the Trailer Towing Selector charts pages 16–24) is the highest possible weight of a fully loaded trailer the vehicle can tow, based on a minimum towing vehicle GVW. It assumes a towing vehicle with any mandatory options, no cargo, tongue load of 10-15% (conventional trailer) or king pin weight of 15-25% (5th-wheel trailer), and driver only (150 lbs.). F-Series Super Duty® Chassis Cab models also assume a second-unit body weight of 1,000 lbs. Weight of additional options, passengers, cargo and hitch must be deducted from this weight.

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

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

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

Examples: For a 5,000-lb. conventional trailer, multiply 5,000 by .10 and .15 to obtain a proper tongue load range of 500 to 750 lbs. For an 11,500-lb. 5th-wheel trailer, multiplying 11,500 by .15 and .25 yields a king pin weight range of 1,725 to 2,875 lbs.

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

*Refer to the chart on page 28 for tongue load recommendations with Ford factory-installed trailer hitch receivers.

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**How to Find Your Truck’s Axle Ratio**

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

### REAR AXLE RATIO CODES

<table>
<thead>
<tr>
<th>Vehicle</th>
<th>Rear Axle Ratio</th>
<th>Non-Limited Slip</th>
<th>Limited Slip</th>
<th>Electronic Locking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Super Duty</td>
<td>3.31</td>
<td>3J</td>
<td>Not Available</td>
<td>3H</td>
</tr>
<tr>
<td>F-150</td>
<td>3.15</td>
<td>15</td>
<td>Not Available</td>
<td>L5</td>
</tr>
<tr>
<td>Expedition</td>
<td>3.55</td>
<td>27</td>
<td>Not Available</td>
<td>L3</td>
</tr>
<tr>
<td>Navigator</td>
<td>3.73</td>
<td>Not Available</td>
<td>3L</td>
<td>Not Available</td>
</tr>
<tr>
<td>Transit</td>
<td>3.31</td>
<td>31</td>
<td>Not Available</td>
<td>L6</td>
</tr>
<tr>
<td>E-Series</td>
<td>3.73</td>
<td>Not Available</td>
<td>3L</td>
<td>Not Available</td>
</tr>
<tr>
<td>Cutaway</td>
<td>4.10</td>
<td>41</td>
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<td>Not Available</td>
</tr>
<tr>
<td>Motorhome</td>
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<td>53</td>
<td>Not Available</td>
<td>Not Available</td>
</tr>
<tr>
<td>Commercial</td>
<td>6.17</td>
<td>61</td>
<td>Not Available</td>
<td>Not Available</td>
</tr>
<tr>
<td>Stripped Chassis</td>
<td>4.88</td>
<td>48</td>
<td>Not Available</td>
<td>Not Available</td>
</tr>
<tr>
<td></td>
<td>5.38</td>
<td>53</td>
<td>Not Available</td>
<td>Not Available</td>
</tr>
</tbody>
</table>

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

**Sample Truck Safety Compliance Certification Label**

(Refer to actual label on your vehicle)

**Front GAWR**  
**GVWR**  
**Rear GAWR**

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**Metric Conversion** — To obtain information in kilograms, multiply pounds by .45.
ACCESSORIZE.

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

**5th-Wheel/Gooseneck Hitch Prep Package**

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

Base Part No. SF057
Available for: Super Duty F-250, F-350 and F-450

**Gooseneck Hitch Kit**

This Gooseneck Hitch Ball has a Gross Trailer Weight Rating of 26,700 lbs. on a 2-5/16” ball and 31,200 lbs. with a 3” ball, plus a pin weight rating of 6,250 lbs. The kit also includes two cast-steel safety chain tie-down hooks and a nylon storage bag.

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

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

**5th-Wheel Hitch Kits**

The 5th-Wheel Hitch Kits have a Gross Trailer Weight Rating of 18,000 and 26,500 lbs. and a pin weight rating of 6,250 lbs. Other features include a forged jaw, a high-capacity head support structure; 10° front-to-back pivot and 4° side-to-side pivot for easy hook-ups; 14-inch to 16.5-inch vertical height adjustment; and an extended-length handle.

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

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

**Trailer Hitch Drawbars – Square Shank**

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

Base Part No. 19A282
Available for: Vehicles with 2-1/2” (6cm) receiver for Super Duty Vehicles with 2” (5cm) receiver for Escape, Edge, Lincoln MKX, Flex, Expedition/EL, Navigator/L, F-150 and E-Series Vehicles with 1-1/4” (3cm) receiver – for some past model years

**Trailer Hitch Ball**

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

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

**Neutral Tow Kit**

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

Base Part No. 7H332

**Telescoping Trailer Tow Mirrors**

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

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

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

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

**Trailer Brake Kit**

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

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

**Specialty Hitch Kits**


**5th-Wheel/Fifth-Wheel Hitch Kits**


**Gooseneck Hitch Kits**


**5th-Wheel Hitch Kits**


**Trailer Hitch Drawbars – Square Shank**


**Trailer Hitch Ball**


**Neutral Tow Kit**


**Telescoping Trailer Tow Mirrors**


**Trailer Brake Kit**


**Specialty Hitch Kits**


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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.

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The 5th-Wheel Hitch Kits have a Gross Trailer Weight Rating of 18,000 and 26,500 lbs. and a pin weight rating of 6,250 lbs. Other features include a forged jaw, a high-capacity head support structure; 10° front-to-back pivot and 4° side-to-side pivot for easy hook-ups; 14-inch to 16.5-inch vertical height adjustment; and an extended-length handle.

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Available for: F-150 and Super Duty

**Trailer Brake Kit**

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

**Specialty Hitch Kits**

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.

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

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

**Backing**
- Back up slowly, with someone spotting near the rear of the trailer to guide you.
- Place one hand at bottom of steering wheel and move it in the direction you want the trailer to go.
- Make small steering inputs – slight movement of steering wheel results in much greater movement in rear of trailer.

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

**Braking (Also see page 25)**
- Allow considerably more distance for stopping with trailer attached.
- Remember, the braking system of the tow vehicle is rated for operation at the GVWR, not GCWR.
- If your tow vehicle is a F-150, F-Series Super Duty®, Transit or Expedition and your trailer has electric brakes, the optional Integrated Trailer Brake Controller (TBC) will help assure smooth, effective trailer braking by automatically proportioning the trailer brakes when adjusting the gain. Misuse, such as application during trailer sway, could cause instability of trailer and/or tow vehicle.

**Towing On Hills**
- Downshift the transmission to assist braking on steep downgrades and to increase power (reduce lagging) when climbing hills.
- With TorqShift® transmission, select tow/haul mode to automatically eliminate unwanted gear search when going uphill and help control vehicle speed when going downhill.

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

**Starting Out Parked On A Grade**
- Apply the foot service brake and hold.
- Start the engine with transmission in park (automatic) or neutral (manual).
- Shift the transmission into gear and release the parking brake.
- Release the brake pedal and move the vehicle uphill to free the chocks.
- Apply the brake pedal while another person retrieves the chocks.

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

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

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

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

**Spare Tire Use**
A conventional, 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 the road tire as soon as possible).

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

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

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

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

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

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