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## 2012 SUPER DUTY® PICKUPS

## TRAILER TOWING SELECTOR

### F-250/F-350/F-450

#### HORSEPOWER

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

#### TORQUE

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

#### CONVENTIONAL TOWING

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

#### 5TH-WHEEL TOWING

up to 24,500 lbs.<sup>(2)</sup>

#### PAYLOAD

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

### Equipped to Perform

America's most capable pickup is now even better. Tested-tough new powertrains – designed, engineered and built by Ford – give Super Duty great fuel economy plus outstanding horsepower and torque. Superb towing and payload capacities get the job done too.

### Choose Your Power – Gas or Turbo Diesel

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

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

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

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

## Tow Like the Pros With Ford Technology

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

- **Single-rear-wheel (SRW) models** – Trailer Sway Control works with AdvanceTrac® with RSC® (Roll Stability Control™)<sup>(5)</sup> using a yaw motion sensor to monitor the motions of the truck to detect trailer sway. When sway is detected, the system works to apply selected brakes and/or reduce engine power to help the driver maintain control
- **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 regain control

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

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

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

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

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

<sup>(6)</sup> Standard on F-350 DRW/F-450; optional on F-250/F-350 SRW.

### 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

### Tow/Haul Mode With Integrated Exhaust Brake<sup>(1)</sup>

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

### Integrated Trailer Brake Controller<sup>(6)</sup>

- Uses braking input, vehicle speed and ABS logic to balance the performance of the truck brakes and electric trailer brakes
- User-friendly display in instrument cluster message center indicates TBC\*\* output, gain levels and trailer connection status

\*\*TBC verified to be compatible with electrically actuated drum brakes and certain Electric-Over-Hydraulic brake systems. See your Ford Dealer for details.

# 2012 SUPER DUTY® PICKUPS

Select column with transmission, 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 only (150 pounds). Weight of additional options, passengers, cargo and hitch must be deducted from this weight. Also check Required and Recommended Equipment.



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

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

Engine	Axle Ratio	GCWR (Lbs.)	Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission														
			REGULAR CAB				SUPERCAB					CREW CAB					
			F-250/F-350 SRW 4x2	F-250/F-350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-250/F-350 SRW 4x2	F-250 SRW 4x4	F-350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-250/F-350 SRW 4x2	F-250 SRW 4x4	F-350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-450 DRW 4x4
6.2L SOHC V8 FFV	3.73	19,000	12,500	12,500/12,400	–	–	12,500	12,200	12,100	–	–	12,400	12,000	12,000	–	–	–
		19,500	–	–	12,900	12,500	–	–	–	12,500	12,100	–	–	–	12,300	11,900	–
	4.30	22,000	12,500	12,500	–	–	12,500	12,500	12,500	–	–	12,500	12,500	12,500	–	–	–
		22,500	–	–	15,000	15,000	–	–	–	15,000	15,000	–	–	–	15,000	14,900	–
6.7L V8 Turbo Diesel	3.31	23,500	12,500	12,500	–	–	14,000	14,000	14,000	–	–	14,000	14,000	14,000	–	–	–
	3.55	23,500	12,500	12,500	–	–	14,000	14,000	14,000	–	–	14,000	14,000	14,000	–	–	–
	3.73	30,000	–	–	15,000	15,000	–	–	–	15,000	15,000	–	–	–	17,500	17,500	–
	4.30	33,000	–	–	–	–	–	–	–	–	–	–	–	–	–	–	17,500

## 5th-WHEEL TOWING

6.2L SOHC V8 FFV	3.73	19,000	12,800/12,700	12,300	–	–	12,500/12,400	12,100	12,000	–	–	12,300/12,200	11,900	11,900	–	–	–
		19,500	–	–	12,800	12,400	–	–	–	12,400	12,000	–	–	–	12,200	11,700	–
	4.30	22,000	15,800/15,700	15,300	–	–	15,500/15,400	15,100	15,000	–	–	15,300/15,200	14,900	14,900	–	–	–
		22,500	–	–	15,800	15,400	–	–	–	15,400	15,000	–	–	–	15,200	14,700	–
6.7L V8 Turbo Diesel	3.31	23,500	16,700/16,600	16,200/16,100	–	–	16,300/16,300	16,000	15,900	–	–	16,100	15,200	15,700	–	–	–
	3.55	23,500	16,700/16,600	16,200/16,100	–	–	16,300/16,300	16,000	15,900	–	–	16,100	15,200	15,700	–	–	–
	3.73	30,000	–	–	22,700	22,200	–	–	–	22,100	21,700	–	–	–	21,900	21,500(2)	–
	4.30	33,000	–	–	–	–	–	–	–	–	–	–	–	–	–	–	24,500

(1) Maximum loaded trailer weight requires weight-distributing hitch. (2) 21,900 with Pickup Box Delete option (66D).

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

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

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

Model	F-250	F-350 SRW	F-350 DRW	F-450 DRW
Max. Tailgate Ht.*	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.

Preliminary 2012 RV & Trailer Towing Guide information. Final version will be published September, 2011.

## Slide-In Campers

### For F-Series Pickups

#### 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-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

### Use the chart below to select the proper F-SERIES PICKUP/CAMPER COMBINATION:

- 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

### Maximum Cargo Weight With Slide-In Camper (WITH MINIMUM EQUIPMENT)

**Note:** The following chart lists GVWRs and Maximum Cargo Weights by engine for each approved pickup model: 6.2L V8 and 6.7L Turbo Diesel V8.

Model	Wheelbase	GVWR (Lbs.)		Maximum Cargo Weight Rating (Lbs.)	
		6.2L	6.7L	6.2L Std./Opt.†	6.7L Std./Opt.†
<b>F-250 Super Duty (1)</b>					
4x2 Reg. Cab	137.0"	9,800	9,800	3,570/ -	2,868/ -
4x2 SuperCab	141.8"	9,400	9,800	2,265/ -	2,099/ -
4x2 SuperCab	158.0"	9,400	10,000	2,305/ -	2,165/ -
4x2 Crew Cab	156.2"	9,400	10,000	2,141/ -	1,899/ -
4x2 Crew Cab	172.4"	9,600	10,000	2,202/ -	1,908/ -
4x4 Reg. Cab	137.0"	9,400	10,000	2,630/ -	2,640/ -
4x4 SuperCab	141.8"	9,400	10,000	1,954/ -	1,938/ -
4x4 SuperCab	158.0"	9,600	10,000	2,028/ -	1,610/ -
4x4 Crew Cab	156.2"	9,600	10,000	1,938/ -	1,683/ -
4x4 Crew Cab	172.4"	9,800	10,000	2,035/ -	1,471/ -
<b>F-350 Super Duty (1)</b>					
4x2 SRW Reg. Cab(2)	137.0"	10,000	10,500*	3,697/ -	3,535/3,035
4x2 SRW SuperCab(2)	141.8"	10,000	10,700*	2,832/ -	2,966/1,574
4x2 SRW SuperCab(2)	158.0"	10,200*	10,800*	3,072/2,872	2,932/2,132
4x2 SRW Crew Cab(2)	156.2"	10,200*	10,800*	2,908/2,708	2,666/1,866
4x2 SRW Crew Cab(2)	172.4"	10,500*	11,100*	3,069/2,569	2,975/1,875
4x2 SRW Reg. Cab(3)	137.0"	10,200*	10,800*	3,822/3,622	3,760/2,960
4x2 SRW SuperCab(3)	141.8"	10,200*	11,000*	2,957/2,757	3,191/2,191
4x2 SRW SuperCab(3)	158.0"	10,900*	11,200*	3,669/2,797	3,257/2,057
4x2 SRW Crew Cab(3)	156.2"	10,600*	11,200*	3,233/2,633	2,991/1,791
4x2 SRW Crew Cab(3)	172.4"	10,800*	11,400*	3,294/2,294	3,200/1,800
4x2 DRW Reg. Cab	137.0"	13,300	13,300	6,556/ -	5,925/ -
4x2 DRW SuperCab	158.0"	13,300	13,300	5,680/ -	4,944/ -
4x2 DRW Crew Cab	172.4"	13,300	13,300	5,436/ -	4,742/ -
4x4 SRW Reg. Cab(2)	137.0"	10,400*	10,800*	3,597/3,197	3,407/2,607
4x4 SRW SuperCab(2)	141.8"	10,500*	11,100*	3,021/2,521	3,005/1,905
4x4 SRW SuperCab(2)	158.0"	10,700*	11,200*	3,095/2,395	2,777/1,577
4x4 SRW Crew Cab(2)	156.2"	10,600*	11,200*	2,905/2,305	2,850/1,650
4x4 SRW Crew Cab(2)	172.4"	10,800*	11,200*	3,002/2,202	2,638/1,438
4x4 SRW Reg. Cab(3)	137.0"	10,700*	11,200*	3,797/3,122	3,707/2,532
4x4 SRW SuperCab(3)	141.8"	10,800*	11,400*	3,221/2,446	3,205/1,830
4x4 SRW SuperCab(3)	158.0"	11,000*	11,500*	3,295/2,320	2,977/1,502
4x4 SRW Crew Cab(3)	156.2"	11,000*	11,500*	3,205/2,230	3,050/1,575
4x4 SRW Crew Cab(3)	172.4"	11,200*	11,500*	3,302/2,127	2,838/1,363
4x4 DRW Reg. Cab	137.0"	13,300	13,300	6,068/ -	5,503/ -
4x4 DRW SuperCab	158.0"	13,300	13,300	5,233/ -	4,545/ -
4x4 DRW Crew Cab	172.4"	13,300	13,300	5,016/ -	4,272/ -
<b>F-450 Super Duty (1)</b>					
4x4 DRW Crew Cab	172.4"	-	13,300	- / -	4,305/ -

(1) Requires Camper Package option. (2) 17" tires and wheels with XL trim. (3) 18" tires and wheels with XL trim. \*10,000 pounds with optional 10,000 GVWR Package. †With 10,000 GVWR Package.

# 2012 SUPER DUTY® PICKUPS

## 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.

### F-450 Chassis Cab

- For 30,000-pound GCWR – High-Capacity Trailer Tow Package

\*Check with your dealer for additional requirements and restrictions.

## STANDARD TOWING EQUIPMENT & TRAILER TOWING PACKAGES

Model (Option Code)	F-250/F-350/ F-450 Super Duty Pickup (Standard)	F-350/ F-450 Super Duty Chassis Cab (Standard)	F-350/ F-450 Super Duty Chassis Cab (Optional)
7-Wire Harness & 4-7-Pin Connector	X	-	-
7-Wire Harness (Blunt Cut) with Relays	-	X	-
Hitch Receiver	X	-	-
Aux. Auto Trans. Oil Cooler	X	X	(Std.)
Trailer Brake Wiring/Feed Kit	X(a)	X(a)	X
Rear Stabilizer Bar	X(b)	X	(Std.)
Trailer Sway Control	(Std.)	(Std.)(c)	(Std.)(c)
High-Capacity Trailer Tow Package (535)	-	-	X(d)

(a) In-cab, no controller.

(b) F-350 DRW; F-450.

(c) SRW only.

(d) Optional only on F-450 (4x2 and 4x4) with 6.7L Turbo Diesel/4.30 LS axle ratio with F-450 w/ Payload Upgrade Package.

- 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.**

## 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:

### AXLE RATIOS

Vehicle	Rear Axle Ratio	Non-Limited Slip Rear Axle Code	Limited Slip Rear Axle Code
Super Duty	3.31	31	3H*
	3.55	35	3J*
	3.73	37	3L/3E*
	4.10	41	4E*/4N/4W**
	4.30	43	4L/4M*
	4.88	48	8L

\*Electronic locking rear axle.

\*\*Wide rear axle on F-350 Chassis Cab with Ambulance Package.

## Frontal Area Considerations

Vehicle Line	Frontal Area Limitations/ Considerations	With
F-250/F-350/F-450 Super Duty	60 sq. ft.	All Applications

**Frontal Area** is the total area in square feet that a moving vehicle and trailer exposes to air resistance. The chart shows the limitations that must be considered in selecting a vehicle/trailer combination. Exceeding these limitations may significantly reduce the performance of your towing vehicle. Selecting a trailer with a low-drag, rounded front design will help optimize performance and fuel economy.

## Factory-Installed Trailer Hitch Receiver Options

### 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", 158" and 172" wheelbases)
- F-250/350 SRW w/6.7L diesel engine – Standard for 14,000-lb. Maximum Trailer Capacity (156", 158" and 172" wheelbases only)
- F-350 DRW – Standard for 15,000-lb. Maximum Trailer Capacity (N/A with 172" wheelbase)
- F-350 DRW w/6.7L diesel engine – 16,000-lb. Maximum Trailer Capacity (172" wheelbase only)
- F-450 – Standard for 16,000-lb. Maximum Trailer Capacity

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

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.

## Hitch Receiver Weight Capacity

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

Vehicle	Weight-Carrying Max. Trailer Capacity (Lbs.) <sup>(1)</sup>	Max. Tongue Load (Lbs.)	Weight-Distributing Max. Trailer Capacity (Lbs.) <sup>(1)</sup>	Max. Tongue Load (Lbs.)
<b>Hitch Receiver:</b>				
F-250/F-350 Super Duty SRW	6,000	600	12,500 <sup>(2)</sup>	1,200 <sup>(2)</sup>
F-250/F-350 Super Duty SRW w/6.7L engine <sup>(3)</sup>	6,000	600	14,000 <sup>(3)(4)</sup>	1,400 <sup>(3)(4)</sup>
F-350 Super Duty DRW <sup>(3)</sup>	8,000	800	15,000 <sup>(3)(5)</sup>	1,500 <sup>(3)(5)</sup>
F-350 Super Duty DRW w/6.7L engine and F-450 Super Duty <sup>(3)</sup>	8,000	800	16,000 <sup>(3)(6)</sup>	1,600 <sup>(3)(6)</sup>

(1) Hitch receivers do not include a hitch ball or ball mounting. 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. (2) Not available with 6.7L diesel with 156", 158" and 172" wheelbases. (3) 2.5" receiver. If 2.5" to 2.0" adapter is used, this reduces the Max. Trailer Capacity to 12,500 lbs. and the Max. Tongue Load to 1,250 lbs. (4) Available only with 156", 158" and 172" wheelbases. (5) Not available with 172" wheelbase. (6) Available on F-350 with 172" wheelbase only.

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## 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. 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.

### 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 *Trailer Tips* for additional braking information.

## After You Buy

Before heading out on a trip, check your vehicle's Owner Guide for break-in and severe-duty maintenance schedules (do not tow a trailer until your vehicle has been driven at least 500 miles). Be sure to have your fully-loaded vehicle (including passengers) and trailer weighed so as not to exceed critical weight limits. If any of these limits are exceeded, cargo should be removed from the vehicle and/or trailer until all weights are within the specified limits.

### TRAILER LAMPS

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

### SAFETY CHAINS

- Always use safety chains when towing. Safety chains are used to retain connection between the towing and towed vehicle in the event of separation of the trailer coupling or ball
- Use 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's Owner Guide for safety chain attachment information
- For rental trailers, follow rental agency instructions for hookup of safety chains

### TRAILER WIRING HARNESS

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



# Trailer Tips

**Towing a trailer is demanding on your vehicle, your trailer and your personal driving skills. Follow some basic rules and you'll tow more 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

- 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®, or E-Series 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 braking to that of the towing vehicle
- If your trailer starts to sway, apply brake pedal gradually. The sliding lever on the TBC should be used only for manual activation of 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 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 Guide)
- 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 full-size spare tire is required for trailer towing (mini 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.

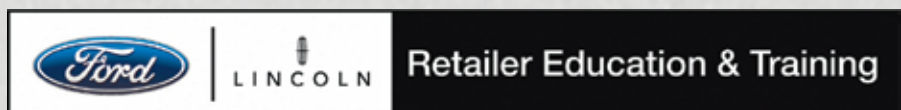
- Under certain conditions, however, (e.g., when the trailer has a large frontal area that adds substantial air drag or when trailering in hilly or mountainous terrain) it is wise to choose a larger engine
- Selecting a trailer with a low-drag, rounded front design will help optimize performance and fuel economy

**NOTE:** For additional trailering information pertaining to your vehicle, refer to the vehicle Owner Guide.

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



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