Built Ford Tough® is taken to a new level. The 2015 F-150 combines an all-new high-strength steel frame, rated up to 70,000 psi – stronger than the steel found in some competitors’ heavy-duty pickup truck frames with a military-grade aluminum alloy body...combining the best of both materials for the toughness only Ford can deliver for outstanding towing and superior 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 a 360-degree camera system that provides a view of all four sides of the vehicle. The Smart Trailer Tow Connector provides drivers with trailer connection status, lighting and trailer battery alerts and warnings. The Dynamic Hitch Assist enhancement to the 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. All 4WD models include neutral tow functionality and maximum trailer tow packages include an upgraded rear bumper and trailer tow mirrors.

Efficient Engine Performance – Outstanding Capability.

The impressive F-150 engine lineup has been extensively tested to meet high-durability and reliability standards.

New 3.5L V6 Ti-VCT, delivers 282 hp and 253 lb.-ft. of torque
New 2.7L EcoBoost® V6 with Auto Start-Stop technology delivers 325 hp and 375 lb.-ft. of torque
3.5L EcoBoost® V6 delivers 365 hp and 420 lb.-ft. of torque
5.0L V8 Flex Fuel capability delivers 385 hp and 387 lb.-ft. of torque
Standard 6-speed automatic transmission with Tow/Haul Mode

MAXIMUM PRODUCTIVITY.

Towing Capability
12,200 pounds(1)

Payload Capacity
3,300 pounds(1)

Cargo Box Volume
77.4 cu. ft.

F-150 Features

Three cab styles – Regular, SuperCab and SuperCrew®
Fully boxed ladder-style frame, excellent handling control
Deep cargo boxes offering great capacity, plus best-in-class pickup box access – available steps on all three sides and all bed lengths(2)
BoxLink™ improves productivity with ramps and universal attachments
110-volt outlets – deliver up to 400 watts for small-corded tools and tool battery chargers

(1) Best-in-class payload and towing when properly equipped.
(2) When properly equipped. Class is full-size pickups under 8,500 lbs. GVWR.
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, 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

**F-150 CONVENTIONAL TOWING**

#### 2015 F-150 Pickup

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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.


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.
Trailer Towing Selector

### F-150 5th-WHEEL TOWING<br>(1)(2) — Maximum Loaded Trailer Weight (lbs.)

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**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.
- (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.
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-150

- For trailers over 5,000 pounds – Trailer Tow Package or Max Trailer Tow Package

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

Frontal Area Considerations

<table>
<thead>
<tr>
<th>Vehicle Line</th>
<th>Frontal Area Limitations/Considerations</th>
<th>With</th>
</tr>
</thead>
<tbody>
<tr>
<td>F-150</td>
<td>Base Vehicle Frontal Area (36.6 sq. ft.)</td>
<td>Without Trailer Tow Package or Payload Package</td>
</tr>
<tr>
<td></td>
<td>55 sq. ft.</td>
<td>Any Powertrain with Trailer Towing Package or Payload Package and Trailer Towing Ratings Between 5,000 and 7,000 lbs.</td>
</tr>
<tr>
<td></td>
<td>60 sq. ft.</td>
<td>Any Powertrain with Trailer Towing Package or Payload Package and Trailer Towing Ratings 7,700 lbs. and Greater</td>
</tr>
<tr>
<td></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>
</tbody>
</table>

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 can help optimize performance efficiency.

Hitch Receiver Weight Capacity

<table>
<thead>
<tr>
<th>Vehicle</th>
<th>Weight-Carrying Max. Trailer Capacity (Lbs.)</th>
<th>Max. Tongue Load (Lbs.)</th>
<th>Weight-Distributing Max. Trailer Capacity (Lbs.)</th>
<th>Max. Tongue Load (Lbs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>F-150</td>
<td>5,000</td>
<td>500</td>
<td>12,200</td>
<td>1,220</td>
</tr>
</tbody>
</table>

(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.
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

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

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

<table>
<thead>
<tr>
<th>Model</th>
<th>Wheelbase</th>
<th>3.5L GTDI</th>
<th>5.0L</th>
<th>3.5L GTDI Std.</th>
<th>5.0L Std.</th>
</tr>
</thead>
<tbody>
<tr>
<td>F-150 (1)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4x2 Reg. Cab</td>
<td></td>
<td>141.1”</td>
<td>7600</td>
<td>7600</td>
<td>2,548</td>
</tr>
<tr>
<td>4x2 SuperCab</td>
<td></td>
<td>163.7”</td>
<td>7600</td>
<td>7600</td>
<td>2,548</td>
</tr>
<tr>
<td>4x2 SuperCrew</td>
<td></td>
<td>156.8”</td>
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<td></td>
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</tbody>
</table>

(1) Requires Heavy-Duty Payload Package option. (2) 17” tires and wheels. (3) 18” tires and wheels.

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

If you intend to pull a trailer in addition to carrying your camper, see the F-Series Pickup Trailer Towing Selector chart.
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. 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 Tips on the next page for additional braking information.

Trailer Lamps

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

Safety Chains

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

Trailer Wiring Harness

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

Know the facts before you tow

Before you buy

If you are selecting a vehicle that will be used for towing, you should determine the approximate weight of the trailer you intend to tow, including the weight of any additional cargo and fluids that you will be carrying in the trailer. Also, be sure the vehicle has the proper optional equipment. 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.
Towing Tips

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).

**Backin**
- 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®, Transit or Expedition and your trailer is rated for operation at the GVWR, not GCWR with trailer attached.
- Electric brakes, the optional Integrated Braking System (IBS) and trailer electronic brake control (TEBC) 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 downhill 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 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.

**Spare Tire use**
- Tires should be checked often for conformance to recommended cold inflation pressures.

**Note:** For additional trailering 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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