



# 2022 FORD SUPER DUTY® CHASSIS CAB

## SUPER DUTY CHASSIS CABS NEXT LEVEL CAPABILITY.

The 2022 Super Duty Chassis Cab models define the legendary work ethic, capability and toughness associated with being Built Ford Tough®. They meet the needs of a multitude of commercial applications, as well as personal use towing customers. Powerful engines, a heavy-duty 10-speed automatic transmission and available driver-assist technologies make F-350/F-450/F-550 and the F-600 Super Duty Chassis Cabs smart and capable. They are always ready to handle the hardest of towing jobs, aggressive payloads and are designed to conquer even the most challenging jobs.



F-600 XL Chassis Cab in Race Red

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

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

SelectShift® capability and Progressive Range Select

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

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

**For more information on any of these Ford trucks, see your Ford Dealer or visit [www.ford.com](http://www.ford.com).**

### FRONTAL AREA CONSIDERATIONS

#### Trailer Frontal Area Limitations/Considerations

F-350/F-450/F-550/F-600 Super Duty	Trailer Frontal Area	Limitations/Considerations
	75 sq. ft.	All 5th-Wheel and Gooseneck Applications
	60 sq. ft.	All Other Applications

Frontal Area is the total area in square feet that a moving vehicle and trailer exposes to air resistance. The chart above 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.

### 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.

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

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

### AVAILABLE TRAILER TOWING PACKAGE

(Option Code)	F-350/F-450/F-550 Super Duty Chassis Cab (531) <sup>1</sup>	F-450/F-550 Super Duty Chassis Cab (535) <sup>2</sup>
Trailer Brake Wiring/Feed Kit	X	X <sup>3</sup>
Upgraded Rear Axle		X
Increased GCW (6.7L)		X

1. XL model only. 2. Requires 6.7L diesel engine. 3. Not included if Trailer Brake Controller is ordered.

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

### REAR AXLE RATIO CODES

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:

Super Duty	Rear Axle Ratio	Non-Limited Slip	Limited Slip	Electronic Locking
	3.73	37	3L	3E
	4.10	41	4N/4W <sup>4</sup>	Not Available
	4.30	Not Available	4L/4X <sup>5</sup>	4M
	4.88	48	8L	Not Available

4. Wide rear axle on F-350 DRW Chassis Cab with Ambulance Package and 6.7L diesel engine.  
5. Wide rear axle on F-350 DRW Chassis Cab with Ambulance Package and 7.3L gas engine.



# 2022 FORD SUPER DUTY<sup>®</sup> CHASSIS CAB

F-350 XL SuperCab in White

## TRAILER TOWING SELECTOR

### F-350 SUPER DUTY CHASSIS CAB

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

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

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

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

#### 5TH-WHEEL/GOOSENECK TOWING

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

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

**Notes:**

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

Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.





# 2022 FORD SUPER DUTY<sup>®</sup> CHASSIS CAB

F-450 XL Crew Cab in White

## TRAILER TOWING SELECTOR

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

Automatic Transmission

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

### 5TH-WHEEL/GOOSENECK TOWING

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

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

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

Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.



# 2022 FORD SUPER DUTY<sup>®</sup> CHASSIS CAB

F-550 XL Regular Cab in White

## TRAILER TOWING SELECTOR

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

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

### 5TH-WHEEL/GOOSENECK TOWING

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

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

**Notes:**

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

Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.





# 2022 FORD SUPER DUTY<sup>®</sup> CHASSIS CAB

F-600 XL Regular Cab in White

## TRAILER TOWING SELECTOR

### F-600 SUPER DUTY CHASSIS CAB

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

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

#### REGULAR CAB CHASSIS

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

## 5TH-WHEEL/GOOSENECK TOWING

7.3L V8	4.88	30,000	22,200	22,000	21,700	21,500	21,900	21,700	21,400	21,200
6.7L V8 Diesel	4.88	43,000	34,500 <sup>1</sup>	34,300 <sup>1</sup>	33,900 <sup>1</sup>	33,800 <sup>1</sup>	34,200 <sup>1</sup>	33,900 <sup>1</sup>	33,600 <sup>1</sup>	33,500 <sup>1</sup>

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

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

• Do not exceed the Maximum Loaded Trailer Weight listed.

• Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel and gooseneck towing) of total loaded trailer weight.

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

Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.

# TOWING BASICS

## Cargo And Weight Distribution

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

Keep center of gravity low for best handling

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

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

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

## Before Starting

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

Know clearance required for trailer roof

Check equipment (make a checklist)

## Backing Up

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

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

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

## Braking

Allow considerably more distance for stopping with trailer attached

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

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

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

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

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

## Turning

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

## Towing On Hills

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

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

## Parking With A Trailer

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

Apply the foot service brakes and hold

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

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

Apply the parking brake

Shift automatic transmission into park, or manual transmission into reverse

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

## Starting Out Parked On A Grade

Apply the foot service brake and hold

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

Shift the transmission into gear and release the parking brake

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

Apply the brake pedal while another person retrieves the chocks

## Acceleration And Passing

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

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

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

If necessary, downshift for improved acceleration

## Driving With An Automatic Overdrive Transmission

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

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

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

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

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

## Driving With Cruise Control

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

## Tire Pressure

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

Overinflated tires may wear unevenly and compromise traction and stopping capability

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

## Spare Tire Use

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

## On The Road

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

Lights and electrical connections

Trailer wheel lug nuts for tightness

Engine oil – check regularly throughout your trip

## High Altitude Operation

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

## Powertrain/Frontal Area Considerations

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

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

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

## Selecting A Trim Series

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

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