2022 FORD F-150

F-150 TOUGH, SMART, CAPABLE.
The all-new 2022 F-150 Pickup is a true workhorse and is purpose-built to handle the toughest jobs. A fully boxed high-strength steel frame with a high-strength, military-grade, aluminum alloy body add capability, helping F-150 tow best-in-class maximum available 14,000 lbs.¹ and deliver a best-in-class available payload rating of 3,325 lbs.²

<table>
<thead>
<tr>
<th>Engine</th>
<th>HP @ rpm</th>
<th>Torque @ rpm</th>
<th>Available Max Towing (lbs.)</th>
<th>Available Max Payload (lbs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.3L Ti-VCT V6</td>
<td>290 @ 6,500</td>
<td>265 lb.-ft. @ 4,000</td>
<td>8,200</td>
<td>1,965</td>
</tr>
<tr>
<td>2.7L EcoBoost® V6</td>
<td>325 @ 5,000</td>
<td>400 lb.-ft. @ 3,000</td>
<td>10,100</td>
<td>2,480</td>
</tr>
<tr>
<td>3.5L EcoBoost V6</td>
<td>400 @ 6,000</td>
<td>500 lb.-ft. @ 3,300</td>
<td>14,000</td>
<td>3,250</td>
</tr>
<tr>
<td>3.5L PowerBoost™ Full Hybrid V6</td>
<td>430 @ 6,000</td>
<td>570 lb.-ft. @ 3,000</td>
<td>12,700</td>
<td>2,120</td>
</tr>
<tr>
<td>5.0L Ti-VCT V8</td>
<td>400 @ 6,000</td>
<td>410 lb.-ft. @ 4,250</td>
<td>13,000</td>
<td>3,325</td>
</tr>
<tr>
<td>3.5L EcoBoost H. O. V6¹</td>
<td>450 @ 5,850</td>
<td>510 lb.-ft. @ 3,000</td>
<td>8,200</td>
<td>1,400</td>
</tr>
</tbody>
</table>

¹ Maximum towing of 14,000 lbs. available on SuperCab 8’ box 4x2 and SuperCrew® 4x2 configurations with the 3.5L EcoBoost engine and Max Trailer Tow Package (not shown). Max towing varies based on vehicle configuration, accessories and number of passengers. Class is Full-Size Pickups under 8,500 lbs. GVWR. ² Maximum payload of 3,325 lbs. on Regular Cab 8’ box 4x2 with 5.0L gas engine and Max Trailer Tow and Heavy-Duty Payload Packages (not shown). Max payload varies and is based on accessories and vehicle configuration. Class is Full-Size Pickups under 8,500 lbs. GVWR. ³ Raptor only.

Note: Horsepower, torque payload, towing and EPA Estimated Fuel Economy Ratings are independent attributes and may not be achieved simultaneously.

MORE POWER AND CAPABILITY
F-150 has earned the reputation of being composed while working the hardest due to the strength of its torque-rich powertrain lineup. With 6 different engine choices, F-150 offers you many options — to meet diverse job applications. The entire F-150 engine lineup has been extensively tested to meet the highest durability and reliability standards. So you can confidently pick the engine that best fits your recreational vehicle or job-related towing needs.

All 2022 F-150 powertrains include an innovative 10-speed automatic transmission with optimized gear spacing, including 3 overdrive gears to help maximize shift points to optimize power, low-rpm torque and fuel efficiency. Selectable Drive Modes provide added functionality.

F-150 TOWING FEATURES
Standard Trailer Sway Control works in conjunction with the AdvanceTrac® with RSC (Roll Stability Control™) system to expand the vehicles dynamic stability control capabilities, adding an additional layer of confidence and control while towing a trailer.

Standard Tow/Haul Mode reduces gear hunting, improves power delivery. Especially useful with hauling or towing a heavy load.

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

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

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

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

Available on XLT, Lariat, King Ranch,® Platinum and Limited; available on XLT.

Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. Maximum payload capabilities are for properly equipped vehicles with required equipment and vary based on vehicle configuration, accessories, and option content. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.
F-150 PRODUCTIVITY MAXIMIZED.

Designed and built for getting things done, the 2022 F-150 Pickup brings ingenious features and purposeful technology to maximize your productivity.

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

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

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

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

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

F. 12" CENTER STACK TOUCHSCREEN
New Sync with new available 12-inch touchscreen with landscape orientation allows split-screen access and control of multiple functions simultaneously, including navigation and key truck features.

FORD CO-PILOT360 ASSIST 2.0
Provides an extra level of driver-assist technology including Intelligent Adaptive Cruise Control with Stop-and-Go, Lane Centering and Speed Sign Recognition, Evasive Steering Assist, Intersection Assist and Connected Built-in Navigation.

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

The all-new F-150 Lightning represents a leap ahead in innovation for Ford trucks. It’s designed to be quick and powerful with a targeted 775 lb.-ft. of torque. It’s an all-electric truck with real-world functionality and a targeted 300 miles of all-electric range. It goes to work like an F-150 and offers the same Built Ford Tough® durability as all F-Series pickups. F-150 Lightning brings features such as a targeted maximum towing rating of 10,000 lbs.², zero tailpipe emissions and a Mega Power Frunk that holds up to 400 lbs.³

### Performance
- Dual electric motors (one on each axle)
- Targeted 563 horsepower and 775 lb.-ft. of torque in extended-range models
- Targeted 426 horsepower, 775 lb.-ft. of torque in standard-range models
- Independent front and rear suspension with rear semi-trailing arm
- Available extended-range battery with 300 miles of range
- Selectable Drive Modes: Normal, Sport, Tow/Haul and Off-Road

### Capability
- 4x4 drivetrain standard
- Targeted 10,000 lbs. max. available towing³ and 2,000 lbs. max payload³

Available Tow Technology Package includes:
- Integrated Trailer Brake Controller (TBC)
- Pro Trailer Backup Assist™
- Smart Hitch and Smart Trailer Tow Connector
- Trailer camera and Trailer Reverse Guidance
- Onboard Scales – show weight being carried in bed and front trunk

### Innovation
- Standard Mega Power Frunk is a 14.1-cubic-foot front trunk that holds up to 400 lbs. – or the equivalent of eight 50-lb. bags of ready-mix cement
- Enhanced Pro Power Onboard with 9.6kW output available and up to 11 outlets⁶
- Available Enhanced Zone Lighting – 4 lighting areas (front, both sides and rear) that can be controlled from the center-stack screen or FordPass™ App
- Available 15.5” center-stack touchscreen

1. Excludes Platinum models. Based on full charge. USA EPA-targeted range reflecting current status based on analytical projection consistent with US EPA combined drive cycle. Actual range varies with conditions, such as external environment, vehicle use, vehicle maintenance, lithium-ion battery age and state of health. Final EPA-estimated ratings available in 2022 calendar year. 2. Max towing on Pro, XLT and Lariat models with available extended-range battery, Max Trailer Tow Package and 18” All-Terrain or 20” All-Season tires. Max towing varies based on cargo, vehicle configuration, accessories and number of passengers. 3. Cargo and load capacity limited by weight and weight distribution. 4. Based on manufacturer testing using computer engineering simulations. Calculated via peak performance of the electric motor(s) at peak battery power. Your results may vary. 5. Max payload with standard-range battery and 18-inch wheels. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload, towing and EPA Estimated Fuel Economy Ratings are independent attributes and may not be achieved simultaneously. 6. Optional on PRO and XLT (311A), Included on XLT (312A), standard on Lariat and Platinum. See Owner’s Manual for complete operating instructions.

Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. Maximum payload capabilities are for properly equipped vehicles with required equipment and vary based on vehicle configuration, accessories, and option content. See label on door jamb for carrying capacity of a specific vehicle. Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.
### 2022 FORD F-150

**TRAILER TOWING SELECTOR**

#### CONVENTIONAL TOWING

<table>
<thead>
<tr>
<th>Engine</th>
<th>Axle Ratio</th>
<th>GCWR (lbs.)</th>
<th>REGULAR CAB</th>
<th>SUPERCAB</th>
<th>SUPERCREW®</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.3L PFDI V6</td>
<td>3.55</td>
<td>9,500</td>
<td>9,600</td>
<td>9,800</td>
<td>10,000</td>
</tr>
<tr>
<td>3.5L</td>
<td>8,000</td>
<td>8,200</td>
<td>8,300</td>
<td>8,400</td>
<td>8,500</td>
</tr>
<tr>
<td>3.7L</td>
<td>9,000</td>
<td>9,200</td>
<td>9,300</td>
<td>9,400</td>
<td>9,500</td>
</tr>
<tr>
<td>5.0L 4-Valve V8</td>
<td>3.31</td>
<td>13,100</td>
<td>13,200</td>
<td>13,300</td>
<td>13,400</td>
</tr>
<tr>
<td>3.3L</td>
<td>13,200</td>
<td>13,300</td>
<td>13,400</td>
<td>13,500</td>
<td>13,600</td>
</tr>
<tr>
<td>3.7L</td>
<td>13,900</td>
<td>14,000</td>
<td>14,100</td>
<td>14,200</td>
<td>14,300</td>
</tr>
</tbody>
</table>

**Notes:**
- Calculated with SAE J2807® method.
- Do not exceed trailer tongue load weight of 5,000 lbs.
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.
- Trailer tongue load weight should be 10% of total loaded trailer weight. Make sure vehicle payload will accommodate trailer tongue load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

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

REVISED 03.22.22
F-150 King Ranch® SuperCrew 4x2 in Agate Black Metallic

**TRAILER TOWING SELECTOR**

### CONVENTIONAL TOWING

<table>
<thead>
<tr>
<th>Engine Type</th>
<th>Axle Ratio</th>
<th>GCWR (lbs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.7L GTDi V6</td>
<td>3.55</td>
<td></td>
</tr>
<tr>
<td></td>
<td>12,200</td>
<td>7,600</td>
</tr>
<tr>
<td></td>
<td>12,300</td>
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<tr>
<td></td>
<td>13,000</td>
<td>7,700</td>
</tr>
<tr>
<td>3.5L GTDi V6</td>
<td>3.31</td>
<td></td>
</tr>
<tr>
<td></td>
<td>16,200</td>
<td>11,200</td>
</tr>
<tr>
<td></td>
<td>16,300</td>
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<tr>
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<td>11,200</td>
</tr>
<tr>
<td></td>
<td>16,900</td>
<td>11,200</td>
</tr>
<tr>
<td>3.5L GTDi V6 H.O.</td>
<td>3.73</td>
<td></td>
</tr>
<tr>
<td></td>
<td>18,500</td>
<td>13,300</td>
</tr>
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<td></td>
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<tr>
<td></td>
<td>19,500</td>
<td>13,800</td>
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<tr>
<td>3.5L GTDi V6 H.O.</td>
<td>4.0</td>
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<tr>
<td></td>
<td>14,500</td>
<td>8,200</td>
</tr>
<tr>
<td></td>
<td>14,575</td>
<td>8,200</td>
</tr>
</tbody>
</table>

### F-150 PICKUP

**MAXIMUM LOADED TRAILER WEIGHT (lbs.)**

Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, reference the Towing Basics information on the last page.

See dealer and reference “eSourceBook” Job Aid “Spec’Ing F-Series Trucks for Towing”.

<table>
<thead>
<tr>
<th>Engine Type</th>
<th>Axle Ratio</th>
<th>GCWR (lbs.)</th>
<th>122.8&quot; WB</th>
<th>141.5&quot; WB</th>
<th>145.4&quot; WB</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.7L GTDi V6</td>
<td>3.55</td>
<td>12,200</td>
<td>7,600</td>
<td>7,600</td>
<td>7,600</td>
</tr>
<tr>
<td>3.5L GTDi V6</td>
<td>3.31</td>
<td>16,200</td>
<td>11,200</td>
<td>11,200</td>
<td>11,200</td>
</tr>
<tr>
<td>3.5L GTDi V6 H.O.</td>
<td>3.73</td>
<td>18,500</td>
<td>13,300</td>
<td>13,300</td>
<td>13,300</td>
</tr>
</tbody>
</table>

**Notes:**
- Calculated with SAE J2807® method.
- Do not exceed a trailer weight of 6,000 lbs. with only the Class IV hitch (53B), without the Trailer Tow Package (53A).
- Do not exceed a trailer weight of 7,000 lbs. with only the Class IV hitch (53B), without the Trailer Tow Package (53A).
- Requires 2.7L EcoBoost® Payload Package (622).
- Requires Max Trailer Tow Package (53C).
- Tremor Package.
- Requires Heavy-Duty Payload Package (627).
- Available Raptor 37 Performance Package (68R).

Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.
F-150 Lightning SuperCrew 4x4 in Iced Blue Silver
Pre-production model shown

F-150 Platinum SuperCrew 4x4 in Iconic Silver Metallic

TRAILER TOWING SELECTOR

F-150 PICKUP

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

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

CONVENTIONAL TOWING

<table>
<thead>
<tr>
<th>Engine</th>
<th>Axle Ratio</th>
<th>GCWR (lbs.)</th>
<th>4x2 145.4&quot; WB</th>
<th>157.2&quot; WB</th>
<th>4x4 145.4&quot; WB</th>
<th>157.2&quot; WB</th>
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</thead>
<tbody>
<tr>
<td>3.5L Hybrid V6</td>
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<td>16,800</td>
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<tr>
<td></td>
<td></td>
<td>16,900</td>
<td>11,000</td>
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<tr>
<td></td>
<td></td>
<td>18,500</td>
<td>12,700</td>
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<tr>
<td></td>
<td>3.73</td>
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<td>12,300</td>
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<td>Electric</td>
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<td>(F-150 Lightning)</td>
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<td></td>
<td></td>
<td>15,900</td>
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<tr>
<td></td>
<td></td>
<td>17,700</td>
<td>9,600</td>
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<tr>
<td></td>
<td>17,800</td>
<td>10,000</td>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

Notes:
1. Do not exceed a trailer weight of 7,000 lbs. with only the Class IV hitch (53B), without the Trailer Tow Package (53A).

5TH-WHEEL/GOOSENECK TOWING

<table>
<thead>
<tr>
<th>Engine</th>
<th>Axle Ratio</th>
<th>GCWR (lbs.)</th>
<th>4x2 145.4&quot; WB</th>
<th>157.2&quot; WB</th>
<th>4x4 145.4&quot; WB</th>
<th>157.2&quot; WB</th>
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</thead>
<tbody>
<tr>
<td>3.5L Hybrid V6</td>
<td>3.35</td>
<td>16,800</td>
<td>10,200</td>
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<tr>
<td></td>
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<td>10,400</td>
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<tr>
<td></td>
<td></td>
<td>18,500</td>
<td>10,400</td>
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<tr>
<td></td>
<td>3.73</td>
<td>17,000</td>
<td>10,000</td>
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<td>8,500</td>
<td>8,300</td>
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<td></td>
<td></td>
<td>18,400</td>
<td>12,300</td>
<td></td>
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</tr>
</tbody>
</table>

TAILGATE CLEARANCE

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

<table>
<thead>
<tr>
<th>Model</th>
<th>F-150</th>
<th>Max. Tailgate Height 4x4**</th>
<th>58.3 inches</th>
</tr>
</thead>
</table>

*5th-wheel towing is not recommended for Raptor or Lightning models.
**Distance from ground to top of closed tailgate lip at base curb weight.

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

F-150 Lightning SuperCrew 4x4 in Iced Blue Silver
Pre-production model shown

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

REVISED 03.22.22
## 5TH-WHEEL/GOOSENECK TOWING

### F-150 PICKUP

**Maximum Loaded Trailer Weight (lbs.)**

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

### TABLE

<table>
<thead>
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<th>Engine</th>
<th>Axle Ratio</th>
<th>GWR (lbs.)</th>
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<th>4x4</th>
<th>4x2</th>
<th>4x4</th>
<th>4x2</th>
<th>4x4</th>
<th>4x2</th>
<th>4x4</th>
<th>4x2</th>
<th>4x4</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.3L PFDI V6†</td>
<td>3.55</td>
<td>9,500</td>
<td>5,000</td>
<td>9,600</td>
<td>5,000</td>
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<td>5,000</td>
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<td>8,900</td>
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<td>10,300</td>
<td>16,400</td>
<td>10,400</td>
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<tr>
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<td>11,300</td>
<td>8,300</td>
<td>11,200</td>
<td>8,000</td>
<td>11,900</td>
<td>8,000</td>
<td>12,400</td>
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<td>3.73</td>
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<td>9,000</td>
<td>15,300</td>
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<td>10,400</td>
<td>16,400</td>
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<tr>
<td></td>
<td>3.73</td>
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<td>10,500</td>
<td>15,900</td>
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<tr>
<td></td>
<td>3.73</td>
<td>16,800</td>
<td>12,000</td>
<td>16,900</td>
<td>11,000</td>
<td>17,000</td>
<td>11,000</td>
<td>17,300</td>
<td>11,000</td>
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<td></td>
<td>3.73</td>
<td>18,800</td>
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<td>18,900</td>
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<td>19,000</td>
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<td>13,000</td>
<td>20,000</td>
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<tr>
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<td>3.73</td>
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<td>20,500</td>
<td>16,000</td>
<td>21,000</td>
<td>16,000</td>
<td></td>
</tr>
</tbody>
</table>

Notes: 
- Calculated with SAE J2807® method.
- Combined weight of vehicle and trailer cannot exceed listed GWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.
- Trailer king pin load weight should be 15% of total loaded trailer weight. Make sure vehicle payload (reduce by option weight) will accommodate trailer king pin load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

**Notes:**
1. Do not exceed a trailer weight of 6,000 lbs. with only the Class IV hitch (53B), without the Trailer Tow Package (53A).
2. Do not exceed a trailer weight of 7,000 lbs. with only the Class IV hitch (53B), without the Trailer Tow Package (53A).
3. Requires Max Trailer Tow Package (53C).
4. Requires Heavy-Duty Payload Package (627).
5. Vehicles equipped with a 5.5’ box will accept a 5th-wheel hitch but most 5th-wheel trailer designs are not compatible with this model.

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

**REVISED 03.22.22**
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 F-150

**F-150 SuperCrew** 4x4 with Chrome Appearance Package in Rapid Red Metallic Tinted Clearcoat

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**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 Pickup**

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

**F-150 Lightning**

For trailers over 5,000 lbs. with standard-range battery or trailers over 7,700 lbs. with extended-range battery – Trailer Tow Package (53D)

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

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### FRONTAL AREA CONSIDERATIONS

**Trailer Frontal Area Limitations/Considerations**

- **F-150 Lightning**
  - 40 sq. ft. With standard-range battery and without Trailer Tow Package (53D)
  - 55 sq. ft. With standard-range battery and Trailer Tow Package (53D)
  - 60 sq. ft. With extended-range battery

- **F-150 Pickup**
  - 55 sq. ft. Any Powertrain with Trailer Towing Package or Payload Package and Trailer Towing Ratings between 5,001 and 7,700 lbs.
  - 60 sq. ft. Any Powertrain with Trailer Towing Package or Payload Package and Trailer Towing Ratings 7,701 lbs. and greater

- **75 sq. ft.** All 5th-Wheel and Gooseneck Applications with any Powertrain with Trailer Towing Package or Payload Package

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.

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### FACTORY-INSTALLED TRAILER HITCH RECEIVER OPTION

**F-150 Raptor and F-150 Lightning Standard**

**F-150 Pickup**

Included with Trailer Tow Packages – Option Code 53A, 53B includes 2" receiver rated at 11,600 lbs., Option Code 53C includes 2" reinforced receiver rated at 14,000 lbs.

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

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### 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:

<table>
<thead>
<tr>
<th>Rear Axle Ratio</th>
<th>Non-Limited Slip</th>
<th>Electronic Locking</th>
</tr>
</thead>
<tbody>
<tr>
<td>F-150 Pickup</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.11</td>
<td>27</td>
<td>L3</td>
</tr>
<tr>
<td>3.55</td>
<td>19</td>
<td>L9</td>
</tr>
<tr>
<td>3.73</td>
<td>26</td>
<td>L6</td>
</tr>
<tr>
<td>4.10</td>
<td>Not Available</td>
<td>L4</td>
</tr>
<tr>
<td>F-150 Lightning</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9.61</td>
<td>Not Available</td>
<td>Std.</td>
</tr>
</tbody>
</table>

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### REAR STEP BUMPER/HITCH RECEIVER WEIGHT CAPACITY

Refer to the Trailer Towing Selector chart for Maximum Loaded Trailer Weight for this vehicle.

#### REAR STEP BUMPER

<table>
<thead>
<tr>
<th>Weight-Carrying Max. Trailer Capacity (lbs.)</th>
<th>Max. Tongue Load (lbs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>F-150 Pickup</td>
<td>5,000</td>
</tr>
<tr>
<td>F-150 Lightning</td>
<td>5,000</td>
</tr>
</tbody>
</table>

#### HITCH RECEIVER

<table>
<thead>
<tr>
<th>Weight-Distributing Max. Trailer Capacity (lbs.)</th>
<th>Max. Tongue Load (lbs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>F-150 Pickup</td>
<td>14,000</td>
</tr>
<tr>
<td>F-150 Lightning</td>
<td>10,000</td>
</tr>
</tbody>
</table>

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

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

F-150 Lariat SuperCrew® 4x4 in Rapid Red Metallic Tinted Clearcoat

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>F-150®</th>
<th>Wheelbase</th>
<th>GVWR (lbs.)</th>
<th>Maximum Cargo Weight Rating (lbs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>3.5L GTDi</td>
<td>5.0L</td>
<td>3.5L GTDi Std.</td>
</tr>
<tr>
<td>18&quot; Tires</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4x2 Reg. Cab</td>
<td>141.5&quot;</td>
<td>7,850</td>
<td>7,850</td>
</tr>
<tr>
<td>4x2 SuperCab</td>
<td>164.3&quot;</td>
<td>7,850</td>
<td>7,850</td>
</tr>
<tr>
<td>4x2 SuperCrew</td>
<td>157.2&quot;</td>
<td>7,850</td>
<td>7,850</td>
</tr>
<tr>
<td>4x4 Reg. Cab</td>
<td>141.5&quot;</td>
<td>7,850</td>
<td>7,850</td>
</tr>
<tr>
<td>4x4 SuperCab</td>
<td>164.3&quot;</td>
<td>7,850</td>
<td>7,850</td>
</tr>
<tr>
<td>4x4 SuperCrew</td>
<td>157.2&quot;</td>
<td>7,850</td>
<td>7,850</td>
</tr>
</tbody>
</table>

1. Requires Heavy-Duty Payload Package option.

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

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

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

F-150 HEAVY-DUTY PAYLOAD PACKAGE (OPTION CODE 627)

Increases GVWR to 7,850 lbs. on XL and XLT LT275/65R18C OWL A/T tires

18” silver aluminum heavy-duty wheels

Upgraded springs

9.75” gear set with 3.73 electronic-locking rear axle

36-gallon fuel tank

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

If you are pulling a slide-in camper, you must reduce the maximum cargo weight rating by the weight of the slide-in camper and all its options.

CAMPER CENTER-OF-GRAVITY

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

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

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

SLIDE-IN CAMPER INSTALLATION

Consult your camper manufacturer/dealer for details regarding proper installation of your slide-in camper.

A dimensionally stable block spacer is recommended between the headboard of the pickup box and the forward edge of the camper floor. Resting the spacer on the pickup box bed helps prevent movement and contact of the fully-installed camper with the pickup box headboard or taillight rear pillars.

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

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

Maximum cargo weight capabilities requires Heavy-Duty Payload Package (627) and are exclusive of the weight of the occupants in the vehicle, computed as 150-lbs. times the number of designated seating positions, and vary based on cargo, vehicle configuration, accessories, and option content. See Truck Camper Loading document provided with the vehicle for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.
TOWING BASICS

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

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

Cargo And Weight Distribution
For optimum handling and braking, the load must be properly distributed.
Keep center of gravity low for best handling.
Approximately 60% of the allowable cargo weight should be in the front half of the trailer and 40% in the rear (within limits of tongue load or king pin weight).

Load should be balanced from side-to-side to optimize handling and tire wear.
Load must be firmly secured to prevent shifting during cornering or braking, which could result in a sudden loss of control.

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

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

Braking
Allow considerably more distance for stopping with trailer attached.
Remember, the braking system of the tow vehicle is rated for operation at the GVWR, not GCWR.
If your tow vehicle is an F-150, F-Series Super Duty®, Transit or Expedition and your trailer has electric brakes, the optional Integrated Trailer Brake Controller (TBC) assists in smooth and effective trailer braking by powering the trailer’s electric or electric-over-hydraulic brakes with proportional output based on the towing vehicle’s brake pressure.

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

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

Towing 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 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 trailer information pertaining to your vehicle, refer to the vehicle Owner's Manual.

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