OUR MOST CAPABLE SUPER DUTY PICKUP.

2022 Super Duty Pickups reinforce the long tradition of F-Series toughness and continue to meet the needs of a multitude of commercial vocations, as well as personal use towing customers. Whether hauling construction materials, towing RVs or venturing off-road, these Built Ford Tough® trucks have the power and capability to make demanding jobs look easy. Super Duty Pickups are built to handle your toughest jobs with SuperCab and Crew Cab configurations in both 4x2 and 4x4 drivetrains, for added flexibility.

NEXT LEVEL POWER

6.7L Power Stroke Diesel –
Maximum Horsepower and Torque

The third-generation 6.7-liter Power Stroke engine includes a 36,000-psi fuel-injection system that helps optimize combustion and provide excellent throttle response. Forged-steel pistons provide high firing pressure capability and less friction for improved durability. A turbocharger with a fully electronic vane actuator helps cold-weather performance, while the grille design ensures plenty of airflow to help keep things cool.

7.3L Gas V8 –
Most Powerful In Its Class

The available 7.3L gas V8 engine provides high performance in a compact package, with available best-in-class gas V8 output of 430 horsepower, available best-in-class gas torque of 475 lb.-ft.1, and expanded towing and payload capability for the toughest of jobs. Port injection with variable-valve timing optimizes the intake and exhaust to match performance with workloads. Oil jets cool the pistons under heavy loads.

6.2L 2-Valve Gas V8 –
A Proven Workhorse

This available 6.2L V8 workhorse eases your heavy-duty workload with 385 hp and 430 lb.-ft. torque. The engine’s stiff SOHC valvetrain with roller-rocker shafts enables an intake- and exhaust-port layout that optimizes airflow, helping it produce plenty of torque down low.

1. Class is Full-Size Pickups over 8,500 lbs. GVWR.

6.7L V8
POWER STROKE®
TURBO DIESEL

HORSEPOWER
475 hp @ 2,600 rpm

TORQUE
1,050 lb.-ft. @ 1,600 rpm

Available on all models and cab configurations.

Horsepower and torque are independent attributes and may not be achieved simultaneously.
SUPER DUTY TOW TECHNOLOGY.

5th-Wheel/Gooseneck Prep Package
Available on all models
Provides the necessary under-the-bed hardware to allow mounting of a 5th-wheel/gooseneck hitch in the pickup bed to put more of the trailer weight over the tow vehicle
Features five pickup bed attachment points with plugs, frame under-bed crossmember and integrated 7-pin connector

Smart Trailer Tow Connector
Provides trailer connection status, lighting and trailer battery alerts/warnings
Alerts/warnings are displayed in the message center on the 4.2" screen in the center instrument cluster

Standard Trailer Sway Control
Works in conjunction with AdvanceTrac® with RSC (Roll Stability Control™) to detect trailer sway and reduce it as necessary
AdvanceTrac® control module incorporates additional software to monitor the vehicle’s performance while towing
The added software measures the yaw motion of the vehicle to determine if the trailer is swaying and then responds to eliminate the sway condition

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

Trailer Reverse Guidance
Utilizes 3 cameras to provide multiple views along with steering guidance graphics to assist in backing and maneuvering a trailer
Trailer Reverse Guidance functions with all trailers, including gooseneck and 5th-wheel applications
Included with the Ultimate Trailer Tow Camera System

Trailer Brake Controller (TBC)
Ensures smooth and effective trailer braking by powering the trailer’s brakes with an output proportional to the towing vehicle’s brake pressure
The controller adapts output based on the status of the Anti-lock Brake System (ABS)
When the ABS module senses the towing vehicle’s brakes are approaching lockup, the controller’s trailer braking strategy changes to compensate for traction conditions, reducing the risk of trailer brake lockup
Provides instant visual and audible warnings in case of accidental trailer disconnect
Fully integrated into the truck’s brake system
Manual control lever and +/- (GAIN adjustment) buttons allow the trailer brakes to be manually applied and adjusted for improved performance
Factory-installed and warranted by Ford Motor Company

Ultimate Trailer Tow Camera System With Pro Trailer Backup Assist
Available 360-degree camera with split-view display utilizes 5 cameras to provide an all-around view on 8” color screen on XL and XLT, 12” color screen on Lariat, King Ranch®, Platinum and Limited
Plus, once programmed, 4 class exclusive Pro Trailer Backup Assist™ with Trailer Reverse Guidance® make parking your trailer as simple as turning a knob on the instrument panel left or right in the direction you want the trailer to go
Available on XL, XLT and Lariat; Standard on King Ranch, Platinum and Limited

Tow/Haul Mode With Integrated Engine-Exhaust Brake
Tow/haul mode and tow/haul mode with integrated engine-exhaust brake (6.7L V8 Power Stroke® turbo diesel only) with auto setting give drivers even greater control when traveling downhill
Helps eliminate unwanted frequency of gear shifting on steep uphill grades and allow engine braking to maintain or reduce vehicle speed and assist the driver in controlling the vehicle when descending a steep grade

1. Standard on XL DRW, XLT, Lariat, King Ranch, Platinum and Limited. Optional on XL SRW. 2. 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 or improper trailer loading for the conditions. 3. See limited warranty for details. Ask your Ford Dealer for details. 4. Please consult your Owner’s Manual or Pro Trailer Parking Assist Quick Start Guide for information on setting up your trailer. 5. Driver-assist features are supplemental and do not replace the driver’s attention, judgment and need to control the vehicle. It does not replace safe driving. See Owner’s Manual for details and limitations.
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.

### TRAILER TOWING SELECTOR

#### F-250 SRW SUPER DUTY PICKUP

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

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>TRAILER TOWING SELECTOR</th>
<th>REGULAR CAB</th>
<th>SUPERCAB</th>
<th>CREW CAB</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>F-250 Lariat Sport Crew Cab 4x4 in Rapid Red Metallic Tinted Clearcoat</strong></td>
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<table>
<thead>
<tr>
<th>Engine</th>
<th>Axle Ratio</th>
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<tr>
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</table>

**Notes:**
- Calculated with SAE J2807® method.
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.
- Conventional trailer tongue 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.

- Requires F-250 High-Capacity Trailer Tow Package (535).
- Included when ordered with 3.55 Electronic Locking Axle without High-Capacity Trailer Tow Package (535) or Tremor.
- Requires 18” All-Season or 20” All-Terrain Tires.
- Tremor Off-Road Package (17Y).

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1. Requires F-250 High-Capacity Trailer Tow Package (535).
2. Included when ordered with 3.55 Electronic Locking Axle without High-Capacity Trailer Tow Package (535) or Tremor.
3. Requires 18” All-Season or 20” All-Terrain Tires.
4. Tremor Off-Road Package (17Y).
F-250 SRW SUPER DUTY PICKUP

MAXIMUM LOADED TRAILER WEIGHT (lbs.)

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.”

Notes:
- Calculated with SAE J2807® method.
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.
- Conventional trailer tongue 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.

TAILGATE CLEARANCE

Considerations When Towing a 5th-Wheel or Gooseneck Trailer

Max. Tailgate Height 4x4
- F-250 SRW: 57.8–60.0 inches
- F-350 SRW: 56.7–59.7 inches
- F-350 DRW: 58.1–58.9 inches
- F-450 DRW: 58.8–59.3 inches
- TREMOR: 59.7–61.3 inches

*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.

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.
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.
### 5TH-WHEEL/GOOSENECK TOWING

**TRAILER TOWING SELECTOR**

**2022 FORD SUPER DUTY PICKUP**

<table>
<thead>
<tr>
<th>5TH-WHEEL/GOOSENECK TOWING</th>
<th>REGULAR CAB</th>
<th>SUPERCAB</th>
<th>CREW CAB</th>
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<tr>
<td>Automatic Transmission</td>
<td>4x2 14/16' WB 8' Box</td>
<td>4x4 14/16' WB 8' Box</td>
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<td>Engine Ratio</td>
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<td>Engine Ratio</td>
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<tr>
<td>6.7L V8 Turbo Diesel</td>
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<tr>
<td>7.3L V8</td>
<td>3.73</td>
<td>32,500</td>
<td>3.73</td>
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</table>

**F-350 SRW SUPER DUTY PICKUP**

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

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".

**Notes:**
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.
- Conventional trailer tongue 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.

- Calculated with SAE J2807 method.

- Available 10,000-lb. GVWR Package (68D).
- Available 11,400-lb. GVWR Package (68L).
- tremor off-road Package (17Y).

**F-350 Limited Crew Cab 4x4 in Agate Black Metallic**

**Notes:**
1. 17" Tires. 2. 18" All-Season Tires and 6-speed transmission. 3. 18" All-Season Tires. 4. Gooseneck tow rating shown. 5th-wheel tow rating limited to 5th-wheel hitch rating of 19,000 lbs. 5. Available 10,000-lb. GVWR Package (68D). 6. 18" and 20" All-Terrain Tires (20" N/A on Regular Cab). 7. Available 11,400-lb. GVWR Package (68L). 8. Tremor Off-Road Package (17Y).

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.
**TRAILER TOWING SELECTOR**

**F-350/F-450 DRW SUPER DUTY PICKUPS**

**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”.

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**CONVENTIONAL TOWING**

Automatic Transmission

<table>
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<tr>
<th>Engine</th>
<th>Axle Ratio</th>
<th>GCWR (lbs.)</th>
<th>4x2 141.6&quot; WB 8’ Box</th>
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<th>4x4 141.6&quot; WB 8’ Box</th>
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<th>4x4 141.6&quot; WB 8’ Box</th>
<th>4x2 164.2&quot; WB 8’ Box</th>
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**5TH-WHEEL/GOOSENECK TOWING**

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<th>GCWR (lbs.)</th>
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<th>4x2 141.6&quot; WB 8’ Box</th>
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**Notes:**
- Calculated with SAE J2807® method.
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.
- Conventional trailer tongue 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 weight (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue weight (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.

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REQUAED 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-250: For 20,000-pound conventional tow rating – High-Capacity Trailer Tow Package (535) with 18" All-Season or 20" All-Terrain Tires

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

FRONTAL AREA CONSIDERATIONS

FRONTAL AREA LIMITATIONS/CONSIDERATIONS

<table>
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<tr>
<th>Trailer Class</th>
<th>F-250/F-350/F-450 Super Duty</th>
<th>F-350 DRW Diesel and Gas 7.3L/F-450 DRW 142&quot;</th>
<th>F-450 DRW 176&quot;</th>
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</thead>
<tbody>
<tr>
<td>Frontal Area</td>
<td>75 sq. ft.</td>
<td>60 sq. ft.</td>
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</tbody>
</table>
| All 5th-Wheel and Gooseneck Applications | 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.

F-250: For 20,000-pound conventional tow rating – High-Capacity Trailer Tow Package (535) with 18" All-Season or 20" All-Terrain Tires

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

AVAILAEB TRAILER TOWING PACKAGE

<table>
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<tr>
<th>Option Code</th>
<th>F-250 Super Duty Pickup</th>
<th>F-250 Super Duty Pickup</th>
<th>F-350 SRW Gas/F-350 DRW Gas 6.2L</th>
<th>F-350 DRW Diesel and Gas 7.3L/F-450 DRW 142&quot;</th>
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</tr>
<tr>
<td>Pro Trailer Backup Assist</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>

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.

FACTORY-INSTALLED TRAILER HITCH RECEIVER OPTIONS

F-250/F-350/F-450 Super Duty Pickups

The following configurations have a standard 3" receiver with a 2.5" reducer and a high capacity 5/8" pin:

- F-250 equipped with Trailer Tow Package
- F-350 Single Rear Wheel Diesel 4x4 on the 160", 164", 176" WB
- F-350/F-450 Dual Rear Wheel Diesel and Gas 7.3L

All other Super Duty Pickup configurations equipped with a 2.5" receiver

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

HITCH RECEIVER WEIGHT CAPACITY

The maximum weight capacities for the hitch receivers shown below may exceed the maximum loaded trailer weight for the vehicle specified. Refer to the Trailer Towing Selector charts on pages 20–40 for Maximum Loaded Trailer Weights for each vehicle.

<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-250 less Trailer Tow Package/F-350 SRW Diesel 4x2/F-350 SRW Diesel 4x4 142&quot; 148&quot;</td>
<td>18,200</td>
<td>1,820</td>
<td>18,200</td>
<td>1,820</td>
</tr>
<tr>
<td>F-350 SRW Gas/F-350 DRW Gas 6.2L</td>
<td>18,200</td>
<td>1,820</td>
<td>18,200</td>
<td>1,820</td>
</tr>
<tr>
<td>F-350 with Trailer Tow Package/F-350 SRW Diesel 4x4 160&quot; 164&quot; 176&quot;</td>
<td>21,200</td>
<td>2,120</td>
<td>21,200</td>
<td>2,120</td>
</tr>
<tr>
<td>F-350 DRW Diesel and Gas 7.3L/F-450 DRW 142&quot;</td>
<td>21,200</td>
<td>2,120</td>
<td>21,200</td>
<td>2,120</td>
</tr>
<tr>
<td>F-450 DRW 176&quot;</td>
<td>24,200</td>
<td>2,420</td>
<td>24,200</td>
<td>2,420</td>
</tr>
</tbody>
</table>

2. 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.

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.

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></th>
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</tr>
</thead>
<tbody>
<tr>
<td>F-250/F-350/F-450 Super Duty</td>
<td>3.31</td>
<td>31</td>
<td>Not Available</td>
<td>3H</td>
</tr>
<tr>
<td>3.55</td>
<td>35</td>
<td>3K</td>
<td>3J</td>
<td></td>
</tr>
<tr>
<td>3.73</td>
<td>37</td>
<td>3L</td>
<td>3E</td>
<td></td>
</tr>
<tr>
<td>4.10</td>
<td>41</td>
<td>4N</td>
<td>Not Available</td>
<td></td>
</tr>
<tr>
<td>4.30</td>
<td>Not Available</td>
<td>4L</td>
<td>4M</td>
<td></td>
</tr>
</tbody>
</table>
### 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: 6.2L V8, 7.3L V8, and 6.7L Power Stroke® Turbo Diesel V8.

### F-250 Super Duty®

<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>4x2 Reg. Cab</td>
<td>141.6”</td>
<td>10,000</td>
<td>10,000</td>
<td>10,000</td>
</tr>
<tr>
<td>4x2 SuperCab</td>
<td>148.0”</td>
<td>10,000</td>
<td>10,000</td>
<td>10,000</td>
</tr>
<tr>
<td>4x2 SuperCab</td>
<td>164.2”</td>
<td>10,000</td>
<td>10,000</td>
<td>10,000</td>
</tr>
<tr>
<td>4x2 Crew Cab</td>
<td>159.9”</td>
<td>10,000</td>
<td>10,000</td>
<td>10,000</td>
</tr>
<tr>
<td>4x2 Crew Cab</td>
<td>176.0”</td>
<td>10,000</td>
<td>10,000</td>
<td>10,000</td>
</tr>
</tbody>
</table>

### F-350 SRW Super Duty®

<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>4x4 Reg. Cab</td>
<td>141.6”</td>
<td>10,000</td>
<td>10,000</td>
</tr>
<tr>
<td>4x4 SuperCab</td>
<td>148.0”</td>
<td>10,000</td>
<td>10,000</td>
</tr>
<tr>
<td>4x4 SuperCab</td>
<td>164.2”</td>
<td>10,000</td>
<td>10,000</td>
</tr>
<tr>
<td>4x4 Crew Cab</td>
<td>159.9”</td>
<td>10,000</td>
<td>10,000</td>
</tr>
<tr>
<td>4x4 Crew Cab</td>
<td>176.0”</td>
<td>10,000</td>
<td>10,000</td>
</tr>
</tbody>
</table>

### F-450 Super Duty®

<table>
<thead>
<tr>
<th></th>
<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>4x4 Reg. Cab</td>
<td>141.6”</td>
<td>10,000</td>
<td>10,000</td>
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<tr>
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<tr>
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<tr>
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<td>10,000</td>
<td>10,000</td>
</tr>
<tr>
<td>4x4 Crew Cab</td>
<td>176.0”</td>
<td>10,000</td>
<td>10,000</td>
</tr>
</tbody>
</table>

Maximum cargo weight capabilities require Camper Package (471) 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, 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.