**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 trailers over 6,000 pounds – Heavy-Duty Trailer Tow Package (536)

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

**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>Axle Ratio</th>
<th>Non-Limited Slip</th>
<th>Limited Slip</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.15</td>
<td>10</td>
<td>Not Available</td>
</tr>
<tr>
<td>3.31</td>
<td>15</td>
<td>Not Available</td>
</tr>
<tr>
<td>3.73</td>
<td>Not Available</td>
<td>3L</td>
</tr>
</tbody>
</table>

Electronic Limited Slip axle.

---

**Frontal Area Considerations**

**Frontal Area Limitations/Considerations**

<table>
<thead>
<tr>
<th></th>
<th>Without Heavy-Duty Trailer Tow Package</th>
<th>With Heavy-Duty Trailer Tow Package</th>
</tr>
</thead>
<tbody>
<tr>
<td>Expedition</td>
<td>55 sq. ft. (Base Trailer Frontal Area)</td>
<td>60 sq. ft.</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 above shows the maximum trailer frontal area that must be considered for a vehicle/trailer combination. Exceeding these limitations may significantly reduce the performance of your towing vehicle.

---

**Factory-Installed Trailer Hitch Receiver Options**

**Standard Class IV Heavy-Duty Trailer Tow Package – Option Code 536**

See chart below for the weight-carrying and weight-distributing capacities of this hitch receiver. (This capacity also is shown on a label affixed to each receiver.)

---

**Hitch Receiver Weight Capacity**

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

**Vehicle**

<table>
<thead>
<tr>
<th>Weight-Carrying Max. Trailer Capacity (lbs.)</th>
<th>Weight-Distributing Max. Trailer Capacity (lbs.)</th>
<th>Max. Tongue Load (lbs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Expedition</td>
<td>6,000</td>
<td>9,300</td>
</tr>
<tr>
<td>Expedition MAX</td>
<td>6,300</td>
<td>9,000</td>
</tr>
</tbody>
</table>

---

**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 payload and towing capabilities are for properly equipped base vehicles with required equipment and a 150-lb. driver and vary based on cargo, vehicle configuration, accessories and number of passengers. 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.
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.

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.

Check equipment (make a checklist)

Check the integrated trailer brake controller and make sure all trailer lights are working properly. Make sure your brakes are balanced and your trailer is properly aligned with your towing vehicle.

Back ing 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.

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 towing vehicle is designed for smooth and effective trailer braking. The trailer's electric or electric-over-hydraulic brakes may have different characteristics from the ones on your towing vehicle.

Acceleration And Passing
The added weight of the trailer can dramatically decrease the acceleration of the towing vehicle. Exercise caution, be prepared for slower reaction time, and allow extra distance. Remember, the added length of the trailer must clear the other vehicle before you can pull back in to allow extra distance. Be sure to give the trailer room to pass.

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. 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. When 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 trailer towing 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.