The 2020 Super Duty reinforces the long tradition of F-Series toughness and continues to meet the needs of a multitude of commercial vocations, as well as personal use towing customers. Within the toughest industries, Super Duty pickups provide tough-as-nails work capability as well as SuperCab and Crew Cab configurations in both 4x2 and 4x4 drivetrains for added flexibility.

6.7L V8 POWER STROKE® TURBO DIESEL
Available on all models and cab configurations.

<table>
<thead>
<tr>
<th>HORSEPOWER</th>
<th>TORQUE</th>
</tr>
</thead>
<tbody>
<tr>
<td>475 hp @ 2,600 rpm</td>
<td>1,050 lb.-ft. @ 1,600 rpm</td>
</tr>
</tbody>
</table>

Horsepower and torque are independent attributes and may not be achieved simultaneously.

AMERICA’S HARDEST WORKING TRUCKS.

Third-Generation 6.7L Power Stroke – The Diesel Leader
Super Duty’s third-generation 6.7-liter Power Stroke includes a new 36,000-psi fuel injection system with all-new injectors that precisely meter and spray up to eight times per stroke to control noise levels and optimize combustion. New steel pistons provide higher firing pressure capability and less friction – meaning improved performance and more horsepower and torque than ever. (Compared with previous-generation Super Duty.)

New 7.3L Gas V8 – Most Powerful In Its Class
The available all-new 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., 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 – Leads The Class
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.

1Class is Full-size Pickups over 8,500 lbs. GVWR based of Ford segmentation.
**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

Included in all optional towing packages

---

**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 condition²

---

**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 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

Standard on F-350 DRW/F-450; optional on F-250/F-350 SRW

Factory-installed and warranted by Ford Motor Company³

---

**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

---

**TRAILER REVERSE GUIDANCE**
Utilizes 3 cameras to provide multiple views along with steering guidance graphics to assist in backing and maneuvering a trailer

Included with the Ultimate Trailer Tow Camera System

---

**ULTIMATE TRAILER TOW CAMERA SYSTEM WITH PRO TRAILER BACKUP ASSIST**
Available 360-degree camera with split-view display utilizes 4 cameras to provide an all-around view on 8” color screen

Trailer Reverse Guidance uses 3 cameras to provide multiple views of trailers, as well as steering guidance graphics, to assist with trailer maneuvers while in reverse

Trailer Reverse Guidance functions with all trailers, including gooseneck and 5th-wheel applications

Optional on XL, XLT and Lariat; Standard on King Ranch®, Platinum and Limited

---

²Remember 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. ³See limited warranty for details. Ask your dealer for details.
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>Automatic Transmission</th>
<th>REGULAR CAB</th>
<th>SUPER CAB</th>
<th>CREW CAB</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine</td>
<td>Max Wt Carrying</td>
<td>Max Wt Dist'ring</td>
<td>Max Wt Carrying</td>
</tr>
<tr>
<td>6.2L V8</td>
<td>3.73</td>
<td>19,500</td>
<td>13,000</td>
</tr>
<tr>
<td>6.7L V8 Turbo Diesel</td>
<td>3.31</td>
<td>23,500</td>
<td>14,000</td>
</tr>
<tr>
<td>7.3L V8</td>
<td>3.55</td>
<td>21,800</td>
<td>13,000</td>
</tr>
</tbody>
</table>

Notes:
- Calculated with SAE J2807 method.
- Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel 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 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.
### F-250 SRW SUPER DUTY PICKUP

#### TRAILER TOWING SELECTION

<table>
<thead>
<tr>
<th>Automatic Transmission</th>
<th>REGULAR CAB</th>
<th>SUPER CAB</th>
<th>CREW CAB</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine</td>
<td>4x2 142&quot; WB</td>
<td>4x2 144&quot; WB</td>
<td>4x2 164&quot; WB</td>
</tr>
<tr>
<td>3.73 19,500</td>
<td>13,300</td>
<td>12,800</td>
<td>13,000</td>
</tr>
<tr>
<td>4.30 22,000</td>
<td>15,800</td>
<td>15,500</td>
<td>15,600</td>
</tr>
<tr>
<td>3.31 23,500</td>
<td>16,400</td>
<td>16,000</td>
<td>16,000</td>
</tr>
<tr>
<td>3.55 30,000</td>
<td>22,000</td>
<td>21,800</td>
<td>22,000</td>
</tr>
<tr>
<td>3.55 21,800</td>
<td>15,400</td>
<td>15,000</td>
<td>15,200</td>
</tr>
<tr>
<td>4.30 24,900</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

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

*Requires Trailer Tow Package.

1Gooseneck tow rating shown. 5th-wheel tow rating limited to 5th-wheel hitch rating of 18,000 lbs. 1Tremor Off-Road Package (17Y). 1Optional 9,900-lb. GVWR Package (68D).

Notes:
- Calculated with SAE J2807® method.
- Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel 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

<table>
<thead>
<tr>
<th>Model</th>
<th>F-250</th>
<th>F-350 SRW</th>
<th>F-350 DRW</th>
<th>F-450 DRW</th>
<th>TREMOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max. Tailgate Height 4x4*</td>
<td>57.8–60.0 inches</td>
<td>56.7–59.7 inches</td>
<td>58.1–58.9 inches</td>
<td>58.8–59.3 inches</td>
<td>59.7–61.3 inches</td>
</tr>
</tbody>
</table>

*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 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.
# 2020 Ford Super Duty® Pickup

## F-350 SRW SUPER DUTY PICKUP

### TRAILER TOWING SELECTOR

### 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</th>
<th>Axle Ratio</th>
<th>GCWR (lbs.)</th>
<th>REGULAR CAB</th>
<th>SUPER CAB</th>
<th>CREW CAB</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.2L V8</td>
<td>3.73</td>
<td>19,500</td>
<td>13,000</td>
<td>12,400</td>
<td>12,000</td>
</tr>
<tr>
<td></td>
<td>4.30</td>
<td>23,000</td>
<td>14,000</td>
<td>14,000</td>
<td>14,000</td>
</tr>
<tr>
<td>6.7L V8 Turbo Diesel</td>
<td>3.31</td>
<td>30,000</td>
<td>14,000</td>
<td>14,000</td>
<td>14,000</td>
</tr>
<tr>
<td></td>
<td>3.55</td>
<td>30,000</td>
<td>14,000</td>
<td>14,000</td>
<td>14,000</td>
</tr>
<tr>
<td>7.3L V8</td>
<td>3.73</td>
<td>23,500</td>
<td>14,000</td>
<td>14,000</td>
<td>14,000</td>
</tr>
<tr>
<td></td>
<td>4.30</td>
<td>27,500</td>
<td>14,000</td>
<td>14,000</td>
<td>14,000</td>
</tr>
</tbody>
</table>

Notes:
- Calculated with SAE J2807® method.
- Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel 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 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.
## 2020 Ford Super Duty® Pickup

### Automatic Transmission

<table>
<thead>
<tr>
<th>Engine</th>
<th>Axle Ratio</th>
<th>GCWR (lbs.)</th>
<th>REGULAR CAB</th>
<th>SUPER CAB</th>
<th>CREW CAB</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.2L V8</td>
<td>3.73</td>
<td>19,500</td>
<td>4x2 142&quot; WB B’Box</td>
<td>4x4 142&quot; WB B’Box</td>
<td>4x2 164&quot; WB B’Box</td>
</tr>
<tr>
<td></td>
<td>4.00</td>
<td>23,000</td>
<td>13,100/13,000</td>
<td>12,600</td>
<td>12,700/12,600</td>
</tr>
<tr>
<td>6.7L V8 Turbo Diesel</td>
<td>3.31</td>
<td>30,000</td>
<td>22,800/19,200</td>
<td>22,400/16,400</td>
<td>22,500/16,500</td>
</tr>
<tr>
<td></td>
<td>3.55</td>
<td>30,000</td>
<td>22,800/19,200</td>
<td>22,400/16,400</td>
<td>22,500/16,500</td>
</tr>
<tr>
<td>7.3L V8</td>
<td>3.73</td>
<td>23,500</td>
<td>17,000</td>
<td>16,600/16,600</td>
<td>16,700/16,700</td>
</tr>
<tr>
<td></td>
<td>4.30</td>
<td>27,500</td>
<td>21,800/18,500</td>
<td>21,600/18,000</td>
<td>21,600/18,000</td>
</tr>
</tbody>
</table>

### Notes:
- Calculated with SAE J2807® method.
- Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel 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 Payload and Towing Capabilities

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.
### F-350/450 DRW SUPER DUTY PICKUP

#### CONVENTIONAL TOWING

<table>
<thead>
<tr>
<th>Automatic Transmission</th>
<th>REGULAR CAB</th>
<th>SUPER CAB</th>
<th>CREW CAB</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine: 6.2L V8</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Axle Ratio: 3.73</td>
<td>20,000</td>
<td>13,300/12,800</td>
<td>12,700</td>
</tr>
<tr>
<td>GCWR (lbs.): 3.73</td>
<td>13,300/12,800</td>
<td>12,700</td>
<td></td>
</tr>
<tr>
<td>Engine: 6.7L V8</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Axle Ratio: 3.55</td>
<td>40,000</td>
<td>18,000/18,000</td>
<td>18,000</td>
</tr>
<tr>
<td>GCWR (lbs.): 3.55</td>
<td>40,000</td>
<td>18,000/18,000</td>
<td>18,000</td>
</tr>
<tr>
<td>Engine: Turbo Diesel</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Axle Ratio: 4.10</td>
<td>43,400</td>
<td>18,000/18,000</td>
<td>18,000</td>
</tr>
<tr>
<td>GCWR (lbs.): 4.10</td>
<td>43,400</td>
<td>18,000/18,000</td>
<td>18,000</td>
</tr>
<tr>
<td>Engine: 7.3L V8</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Axle Ratio: 3.73</td>
<td>24,000</td>
<td>17,000/17,000</td>
<td>16,700</td>
</tr>
<tr>
<td>GCWR (lbs.): 3.73</td>
<td>24,000</td>
<td>17,000/17,000</td>
<td>16,700</td>
</tr>
</tbody>
</table>

### TRAILER TOWING SELECTOR

#### 5TH-WHEEL/GOOSENECK TOWING

| Engine: 6.2L V8          | 20,000 | 13,200 | 12,700 | 12,000 | 12,000 | 12,000 | 12,000 | 12,000 | 12,000 | 12,000 | 12,000 |
| Axle Ratio: 3.73         | 3.73   | 13,300/12,800 | 12,700   | 12,000   | 12,000   | 12,000   | 12,000   | 12,000   | 12,000   | 12,000   | 12,000   |
| GCWR (lbs.): 3.73        | 13,300/12,800 | 12,700   | 12,000   | 12,000   | 12,000   | 12,000   | 12,000   | 12,000   | 12,000   | 12,000   | 12,000   |
| Engine: 6.7L V8 Turbo Diesel | 40,000 | 32,400 | 32,000 | 31,600 | 31,800 | 31,300 | 31,300 | 31,300 | 31,300 | 31,300 | 31,300 |
| Axle Ratio: 3.55         | 3.55   | 32,000 | 31,600 | 31,800 | 31,300 | 31,300 | 31,300 | 31,300 | 31,300 | 31,300 | 31,300 |
| GCWR (lbs.): 3.55        | 32,000 | 31,600 | 31,800 | 31,300 | 31,300 | 31,300 | 31,300 | 31,300 | 31,300 | 31,300 | 31,300 |
| Engine: 7.3L V8 Turbo Diesel | 43,500 | 34,600 | 32,600 | 32,600 | 32,600 | 32,600 | 32,600 | 32,600 | 32,600 | 32,600 | 32,600 |
| Axle Ratio: 3.73         | 3.73   | 37,000 | 36,400 | 36,400 | 36,400 | 36,400 | 36,400 | 36,400 | 36,400 | 36,400 | 36,400 |
| GCWR (lbs.): 3.73        | 37,000 | 36,400 | 36,400 | 36,400 | 36,400 | 36,400 | 36,400 | 36,400 | 36,400 | 36,400 | 36,400 |

Notes:
- Calculated with SAE J2807® method.
- Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel 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 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.
2020 Ford Super Duty® Pickup

Frontal Area

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.

Frontal Area Limitations/Considerations With

F-250/F-350/F-450 75 sq. ft. All 5th-Wheel and Gooseneck Applications
Super Duty 60 sq. ft. All Other Applications

Frontal Area Considerations

<table>
<thead>
<tr>
<th>Weight-Carrying Max. Tongue Weight-Distributing Max.</th>
<th>Frontal Area Limitations/Considerations</th>
<th>With</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weight-Carrying Capacity (lbs.)</td>
<td>15,000</td>
<td>15,000</td>
</tr>
<tr>
<td>Max. Trailer Load (lbs.)</td>
<td>1,500</td>
<td>1,500</td>
</tr>
<tr>
<td>Weight-Distributing Capacity (lbs.)</td>
<td>21,200</td>
<td>21,200</td>
</tr>
<tr>
<td>Max. Trailer Load (lbs.)</td>
<td>1,210</td>
<td>1,210</td>
</tr>
<tr>
<td>Ultimate Trailer Tow Camera System</td>
<td>–</td>
<td>X</td>
</tr>
<tr>
<td>Pin Trailer Backup Assist</td>
<td>–</td>
<td>–</td>
</tr>
</tbody>
</table>

Notes:
- Weight-Carrying and weight-distributing capacities are shown on a label affixed to each receiver.
- 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.
- Manufacturer warranty may VOID if you tow without the proper equipment.
- Your New Vehicle Limited Warranty (see your dealer for a copy) may be voided if you tow without them.

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 words AXLE and a two-digit code. Use this chart to find the axle ratio that corresponds to that code:

<table>
<thead>
<tr>
<th>Vehicle</th>
<th>Rear Axle Ratio</th>
<th>Non-Limited Slip</th>
<th>Limited Slip</th>
<th>Electronic Locking</th>
</tr>
</thead>
<tbody>
<tr>
<td>F-250/F-350/F-450 Super Duty</td>
<td>3:1</td>
<td>3:1</td>
<td>Not Available</td>
<td>3H</td>
</tr>
<tr>
<td>F-450</td>
<td>3.55</td>
<td>3.55</td>
<td>3:K</td>
<td>3J</td>
</tr>
<tr>
<td>F-250/F-350/F-450 Super Duty</td>
<td>3.73</td>
<td>3:7</td>
<td>3:1</td>
<td>3E</td>
</tr>
<tr>
<td>F-450</td>
<td>4.10</td>
<td>Not Available</td>
<td>4:N</td>
<td>Not Available</td>
</tr>
<tr>
<td>F-450</td>
<td>4.30</td>
<td>Not Available</td>
<td>4:L</td>
<td>Not Available</td>
</tr>
</tbody>
</table>

Notes:
- Content may vary depending on model, trim and/or powertrain. See your dealer for specific content information.
- Trailer Towing Package recommended for all light trucks that will be used for towing to help ensure easy, proper connection of trailer lights.
- 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.

Factory-Installed Trailer Hitch Receiver Options

F-250/F-350/F-450 Super Duty Pickups: A conventional trailer hitch receiver is standard on all Super Duty Pickups. The following configurations have a standard 2.5" receiver:
- F-250 (less Trailer Tow Package)
- F-350 Single Rear Wheel Gas

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 6.7L
- F-350/F-450 Dual Rear Wheel

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 – Heavy-Duty Trailer Tow Package with 18" All-Season or 20" All-Terrain Tires

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

Hitch Receiver Weight Capacity

Refer to the Trailer Towing Selector chart 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 Super Duty SRW gas engine</td>
<td>15,000</td>
<td>1,500</td>
<td>15,000</td>
<td>1,500</td>
</tr>
<tr>
<td>F-250 with Trailer Tow Package/F-350 Super Duty SRW w/6.7L engine</td>
<td>21,200</td>
<td>2,120</td>
<td>21,200</td>
<td>2,120</td>
</tr>
<tr>
<td>F-350 Super Duty DRW/F-450 Regular Cab</td>
<td>21,200</td>
<td>2,120</td>
<td>21,200</td>
<td>2,120</td>
</tr>
<tr>
<td>F-450 Super Duty Crew Cab</td>
<td>24,200</td>
<td>2,420</td>
<td>24,200</td>
<td>2,420</td>
</tr>
</tbody>
</table>

Maximum payload and towing capabilities are for properly equipped base vehicles with required equipment and a 350-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.
**SUPER DUTY® PICKUP/CAMPER COMBINATION SELECTOR**

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 transmission upgrade and any other options. Option weights and center-of-gravity information are available on the Ford Pickup Truck Consumer Information Sheet.

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**F-250/F-350/F-450 Super Duty Camper Package (Option Code 471)**

Increased capacity front springs (2 Up [4x2] or 1 Up [4x4]) upgrade over springs, computer-selected based on options ordered. Not included if maximum springs already selected.)

Rear stabilizer bar (SRW)

Rear auxiliary springs (F-250)

Slide-in camper certification

Available on XL, XLT, Lariat, King Ranch® and Platinum (DRW)

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If you intend to pull a trailer in addition to carrying your camper, refer to the Super Duty Pickup Conventional Trailer Towing Selector charts.

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**F-350 SRW Super Duty**

Wheelbase | 6.2L | 7.3L | 6.7L | 6.2L Std./Opt. | 7.3L Std./Opt. | 6.7L Std./Opt.
--- | --- | --- | --- | --- | --- | ---
4x2 Reg. Cab | 141.5” | 10,000 | 10,000 | 10,000 | 3,816/3,716 | 3,710/3,610 | 3,010/2,910
4x2 Reg. Cab | 141.5” | 10,000 | 10,000 | 10,000 | – | 3,542/ | 3,542/ | 3,450/2,200
4x2 SuperCab | 147.9” | 10,000 | 10,000 | 10,000 | 3,091/3,091 | 2,985/2,885 | 2,290/2,200
4x2 SuperCab | 147.9” | 10,000 | 10,000 | 10,000 | – | – | 2,923/ –
4x2 SuperCab | 164.1” | 10,000 | 10,000 | 10,000 | 2,979/2,879 | 2,874/2,774 | 2,159/2,059
4x2 SuperCab | 164.1” | 10,000 | 10,000 | 10,000 | – | – | 2,893/ –
4x2 Crew Cab | 159.7” | 10,000 | 10,000 | 10,000 | 2,991/2,991 | 2,886/2,786 | 2,171/2,071
4x2 Crew Cab | 159.7” | 10,000 | 10,000 | 10,000 | – | – | 2,905/ –
4x2 Crew Cab | 175.9” | 10,000 | 10,000 | 10,000 | 2,762/2,662 | 2,657/2,557 | 1,940/1,842
4x2 Crew Cab | 175.9” | 10,000 | 10,000 | 10,000 | – | – | 2,676/ –
4x4 Reg. Cab | 141.5” | 10,000 | 10,000 | 10,000 | 3,385/3,285 | 3,280/3,180 | 2,597/2,497
4x4 Reg. Cab | 141.5” | 10,000 | 10,000 | 10,000 | – | – | 3,330/ –
4x4 SuperCab | 147.9” | 10,000 | 10,000 | 10,000 | 2,672/2,572 | 2,566/2,466 | 1,891/1,794
4x4 SuperCab | 147.9” | 10,000 | 10,000 | 10,000 | – | – | 2,626/ –
4x4 SuperCab | 164.1” | 10,000 | 10,000 | 10,000 | 2,580/2,480 | 2,474/2,374 | 1,773/1,673
4x4 SuperCab | 164.1” | 10,000 | 10,000 | 10,000 | – | – | 2,507/ –
4x4 Crew Cab | 159.7” | 10,000 | 10,000 | 10,000 | 2,584/2,484 | 2,478/2,378 | 1,784/1,684
4x4 Crew Cab | 159.7” | 10,000 | 10,000 | 10,000 | – | – | 2,507/2,405/1,339/ –
4x4 Crew Cab | 159.7” | 10,000 | 10,000 | 10,000 | – | – | 2,518/ –
4x4 Crew Cab | 175.9” | 10,000 | 10,000 | 10,000 | 2,328/2,228 | 2,222/2,122 | 1,508/1,408
4x4 Crew Cab | 175.9” | 10,000 | 10,000 | 10,000 | – | – | 2,242/ –

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**F-350 DRW Super Duty**

Wheelbase | 6.2L | 7.3L | 6.7L | 6.2L Std./Opt. | 7.3L Std./Opt. | 6.7L Std./Opt.
--- | --- | --- | --- | --- | --- | ---
4x2 Reg. Cab | 141.5” | 14,000 | 14,000 | 14,000 | 7,278/6,278 | 7,274/6,274 | 6,556/5,556
4x2 Reg. Cab | 141.5” | 14,000 | 14,000 | 14,000 | 6,359/5,359 | 6,363/5,363 | 5,653/4,653
4x2 SuperCab | 147.9” | 14,000 | 14,000 | 14,000 | 6,133/5,133 | 6,137/5,137 | 5,422/4,422
4x2 SuperCab | 147.9” | 14,000 | 14,000 | 14,000 | 6,133/5,133 | 6,137/5,137 | 5,422/4,422
4x2 SuperCab | 164.1” | 14,000 | 14,000 | 14,000 | 5,940/4,940 | 5,944/4,944 | 5,232/4,232
4x2 Crew Cab | 175.9” | 14,000 | 14,000 | 14,000 | 5,708/4,708 | 5,712/4,712 | 4,967/3,967
4x4 Crew Cab | 141.5” | 14,000 | 14,000 | 14,000 | – | – | 5,383/ –
4x4 Crew Cab | 141.5” | 14,000 | 14,000 | 14,000 | – | – | 5,538/ –
4x4 Crew Cab | 175.9” | 14,000 | 14,000 | 14,000 | – | – | 4,818/ –
4x4 Crew Cab | 175.9” | 14,000 | 14,000 | 14,000 | – | – | 4,933/ –

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**MAXIMUM CARGO WEIGHT WITH SLIDE-IN CAMPER**

**Note:** The following chart lists GVWRs and Maximum Cargos (with minimum equipment) by engine for each approved pickup model: 6.2L, V8, 7.3L, V8 and 6.7L Power Stroke® Turbo Diesel V8.

<table>
<thead>
<tr>
<th>GVWR (lbs.)</th>
<th>Maximum Cargo Weight Rating (lbs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.2L</td>
<td>7.3L</td>
</tr>
<tr>
<td>6.2L Std./Opt.</td>
<td>7.3L Std./Opt.</td>
</tr>
</tbody>
</table>

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Metric Conversion – To obtain information in kilograms, multiply pounds by 0.45; to obtain information in centimeters, multiply feet by 0.3048.

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1Requires Camper Package option. 
2With Trailer Tow Package. 
3With optional 9,900-lb. GVWR Package. 
4With optional 10,000-lb. GVWR Package. 
5With optional 13,000-lb. GVWR Package. 
6Temor Package.

Maximum payload and towing capacities 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 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.

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.

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

Braking
Allow considerably more distance for stopping with trailer attached.
- Remember, the braking system of the tow vehicle is rated for operation at the GVWR, not GCWR.
- If your tow vehicle is 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 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.
- Drive with caution while driving on wet roads and areas away from heavy traffic.

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, 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.