2022 FORD EDGE

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 SELECTION

<table>
<thead>
<tr>
<th>Automatic Transmission</th>
<th>Engine</th>
<th>Axle Configuration</th>
<th>GCWR (lbs.)</th>
<th>MAXIMUM LOADED TRAILER WEIGHT (lbs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.0L EcoBoost® I4</td>
<td>AWD</td>
<td>6,300</td>
<td>1,500³</td>
<td></td>
</tr>
<tr>
<td></td>
<td>AWD</td>
<td>8,300</td>
<td>3,500³</td>
<td></td>
</tr>
<tr>
<td>2.7L EcoBoost V6</td>
<td>AWD</td>
<td>8,500</td>
<td>3,500³</td>
<td></td>
</tr>
</tbody>
</table>

1. Edge does not offer factory-installed towing equipment for this application; only available as dealer accessory. 2. Requires Class II Trailer Tow Package (53G). 3. Edge ST. Includes Class II Trailer Tow Package (53G) standard.

Notes: • Certain states require electric trailer brakes for trailers over a specified weight. Be sure to check state regulations for this specified weight. WARNING: Do not tow a trailer fitted with electric trailer brakes unless your vehicle is fitted with a compatible aftermarket electronic trailer brake controller. Failure to follow this instruction could result in the loss of control of your vehicle, personal injury or death. For additional information and assistance, we recommend that you contact an authorized dealer.
• Edge calculated with SAE J2807® method.
• Combined weight of vehicle and trailer cannot exceed listed GCWR.
• Do not exceed the Maximum Loaded Trailer Weight listed.

REQUARED 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 1,500 pounds – Class II Trailer Tow Package (53G) and AWD
*Check with your dealer for additional requirements, restrictions and limited warranty details.

AVAILABLE TRAILER TOWING PACKAGE

(Option Code) Edge (53G)

- Trailer Wiring Harness (4-Pin) X
- Hitch Receiver X
- Trailer Sway Control X

4. Available with twin-scroll 2.0L EcoBoost I4 only and AWD only. Standard on ST.

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.

HITCH RECEIVER WEIGHT CAPACITY

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<th>Weight-Carrying Max. Trailer Capacity (lbs.)³</th>
<th>Max. Tongue Load (lbs.)</th>
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<tr>
<td>Edge</td>
<td>3,500</td>
<td>350</td>
</tr>
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5. Hitch receivers do not include a hitch ball or ball mounting. You are responsible for obtaining the proper hitch ball, ball mounting, and other appropriate equipment to tow both the trailer and its cargo load.

FACTORY-INSTALLED TRAILER HITCH RECEIVER OPTION

Included with Class II Trailer Tow Package – Option Code 53G

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

AVAILABLE TRAILER TOWING PACKAGE

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- Hitch Receiver X
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HITCH RECEIVER WEIGHT CAPACITY

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

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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.

Edge ST in Ford Performance Blue
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 the 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 and 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
Your specific vehicle’s tow capability could be reduced based on weight of selected trim series and option content. Consult your dealer for the latest, most complete information on models, features, prices and availability.

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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.

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 parking brake
Have another person place the wheel chocks under the trailer wheels.

Have another person remove the wheel chocks.

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 transaxle, select tow/haul mode to automatically eliminate unwanted gear when going uphill and help control vehicle speed when going downhill.

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.

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 trailer and its load are an excessive weight compared to vehicle towing capacity) the vehicle may fail to meet the minimum powertrain requirement.

Selecting A Trim Series
Your specific vehicle’s tow capability could be reduced based on weight of selected trim series and option content. Consult your dealer for the latest, most complete information on models, features, prices and availability.

Note: For additional trailer information pertaining to your vehicle, refer to the vehicle Owner’s Manual.