DURABLE, CAPABLE, PRODUCTIVE

The all-new 2023 Super Duty Pickups expand their role as the pinnacle of BUILT FORD TOUGH® with rugged durability and improved capability and productivity. New powertrains, improved camera technologies and innovative connected features and services meet the needs of a multitude of commercial vocations and personal use towing customers. Super Duty Pickups are built to handle your toughest jobs with Regular Cab, SuperCab and Crew Cab choices in both 4x2 and 4x4 configurations for maximum flexibility.

NEW POWER CHOICES

6.8L Gas V8 – A New Workhorse
This new 6.8L V8 workhorse, standard on XL models, raises the bar for entry-level performance with 405 hp and 445 lb.-ft. of torque. Naturally aspirated with port injection, the engine uses a cam-in-block and overhead valve architecture with variable valve timing and leverages the latest technology to deliver improved power and torque, especially in the lower rpm range where it’s needed to get heavy loads up to speed more quickly.

7.3L Gas V8 – Most Powerful Gas Engine 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 485 lb.-ft., and expanded towing and payload capability for the toughest of jobs. The pushrod V8 design optimizes low-end torque and the variable-cam timing helps to optimize high-output power.

6.7L Power Stroke® Diesel – A Proven Performer
This available 6.7-liter Power Stroke engine delivers 475 horsepower and 1,050 lb.-ft. of torque and includes a 36,000-psi fuel injection system that helps optimize combustion and provide excellent pedal 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.

6.7L High Output Power Stroke Diesel – New High-Performance Engine
This available new High Output Diesel engine incorporates a turbocharger with a cooled compressor and stainless-steel exhaust manifolds helping it deliver best available diesel 500 hp in the class and best-in-class maximum available 1,200 lb.-ft. of torque.

A 10-speed automatic transmission is standard on all models.

1. Class is Full-Size Pickups over 8,500 lbs. GVWR. Your results may vary. 2. 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 within the 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
Software measures the yaw motion of the vehicle to determine if the trailer is swaying and then responds to eliminate the sway condition

Standard Trailer Brake Controller (TBC)
Helps to ensure smooth and effective trailer braking by powering the trailer’s brakes with an output proportional to the towing vehicle’s brake pressure. Factory-installed and warranted by Ford Motor Company

Available Onboard Scales with Smart Hitch
Estimates cargo weight in real-time and provides guidance on trailer tongue weight distribution directly on the center touchscreen, FordPass® app or within the taillamps

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

Available Head-Up Display
Important information (speed limit, driver-assist details and more) is projected onto the windshield in line of sight without being intrusive, allowing eyes to remain fixed on the road. Information displayed and location on windshield is customizable

Turn Signal View with Trailer
Camera view displays on center touchscreen showing truck and trailer when turn signal is activated

Digital Instrument Cluster
Available 12-inch customizable digital instrument cluster delivers vital information in brilliant high-resolution clarity. Configurable to display information most important for normal, towing, and off-road drive modes

Power Tailgate
Available system provides ability to raise or lower tailgate from inside cab, from keyfob or from button on tailgate. Includes Tailgate Down camera® and reverse sensors in the top of tailgate that provide visual and audible alerts when the tailgate is down to make backing up to a dock or hitching a gooseneck or 5th-wheel trailer easier than ever before

Trailer Theft Security
Feature sends an alert, via the FordPass app, should anyone attempt to disconnect the trailer when the truck is locked

Available 360-Degree Camera Package
Available 360-Degree Camera Package allows you to see if you are free and clear on all sides of your truck
Includes BLIS® (Blind Spot Information System), with Cross Traffic Alert and Trailer Coverage, Rear Parking Sensors and Reverse Sensing System with Reverse Brake Assist

Available BLIS with Trailer Coverage
Alerts you when a vehicle is spotted in your blind spots and when one is alongside the trailer. Helps ease lane-change anxiety – even with a conventional trailer (up to 33 feet long) in tow

Pro Trailer Backup Assist® and Pro Trailer Hitch Assist®
Pro Trailer Backup Assist makes 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. Pro Trailer Hitch Assist controls throttle, braking and steering to automatically back the truck up and align the conventional hitch ball to the trailer receiver

Pro Trailer Hitch Assist
Available feature helps eliminate setbacks by keeping the size of your trailer in mind and adapting the route based on height and width clearances to help avoid jam-ups like low bridges and tight corners

Trailer Profiles
Allows driver to create a profile for each trailer to track key information such as mileage and fuel economy while trailering

1. 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. 2. See limited warranty for details. Ask your Ford Dealer for details. 3. Available spring 2023. 4. 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. 5. Included in available Tow Technology Package (S2T). 6. Included on XL and XLT; standard on LARIAT, King Ranch®, Platinum and Limited.

REVISED 02.27.23

### Model

<table>
<thead>
<tr>
<th>Model</th>
<th>F-250® SRW</th>
<th>F-350® SRW</th>
<th>F-350® DRW</th>
<th>F-450® DRW</th>
<th>TREMOR®</th>
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<td>Max. Tailgate Height 4x4*</td>
<td>57.8–60.0 inches</td>
<td>56.7–59.7 inches</td>
<td>56.1–58.9 inches</td>
<td>56.8–59.3 inches</td>
<td>59.7–61.3 inches</td>
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*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. For additional information, see your Ford Dealer.

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### TRAILER TOWING SELECTOR

<table>
<thead>
<tr>
<th>Automatic Transmission</th>
<th>REGULAR CAB</th>
<th>SUPER CAB</th>
<th>CREW CAB</th>
</tr>
</thead>
<tbody>
<tr>
<td>4x2 141.6&quot; WB 8' Box</td>
<td>16,600</td>
<td>16,200</td>
<td>15,900</td>
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<tr>
<td>4x4 141.6&quot; WB 8' Box</td>
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<tr>
<td>4x2 148.0&quot; WB 6-3/4' Box</td>
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### Notes:


### TAILGATE CLEARANCE

Considerations When Towing a 5th-Wheel or Gooseneck Trailer

- 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.

**Note:** 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.
- Trailer towing values are the same for weight-carrying and weight-distributing hitches.
- If using load bars for weight distribution, Ford recommends 50% front axle load rest (FALR).
2023 FORD SUPER DUTY® PICKUP

TRAILER TOWING SELECTOR

F-250 LARIAT Crew Cab in Agate Black. Preproduction image shown. The all-new Ford F-Series Super Duty goes on sale in early 2023 with some features and trim series available starting in spring 2023.

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. For additional information, see your Ford Dealer.

F-250 SRW SUPER DUTY PICKUP

5TH-WHEEL/GOOSENECK TOWING — 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”.

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 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 load 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.
- Trailer towing values are the same for weight-carrying and weight-distributing hitches.
- If using load bars for weight distribution, Ford recommends 50% front axle load rest (FALR).

1. Requires F-250 High-Capacity Axle Upgrade Package (535).
2. Tremor® Off-Road Package (17Y).
3. 10,000 plus GVWR.

REVISED 02.17.23

2023 FORD SUPER DUTY® PICKUP

F-350 SRW SUPER DUTY PICKUP

TRAILER TOWING SELECTOR

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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 load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue load weight 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\textsuperscript{1} method.
- Trailer towing values are the same for weight-carrying and weight-distributing hitches.
- If using load bars for weight distribution, Ford recommends 50% front axle load rest (FALR).

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. For additional information, see your Ford Dealer.

REVISED 02.17.23
## TRAILER TOWING SELECTOR

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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.
- Trailer towing values are the same for weight-carrying and weight-distributing hitches.
- If using load bars for weight distribution, Ford recommends 50% front axle load rest (FALR).

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. For additional information, see your Ford Dealer.
2023 FORD SUPER DUTY® PICKUP

F-450 XL Crew Cab 4x4 in Oxford White. Preproduction image shown. The all-new Ford F-Series Super Duty goes on sale in early 2023 with some features and trim series available starting in spring 2023.

### TRAILER TOWING SELECTOR

**F-350/F450 DRW SUPER DUTY PICKUPS**

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>
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<tbody>
<tr>
<td>Engine</td>
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<td>F-350 4x4</td>
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### 5TH-WHEEL/GOOSENECK TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)

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. For additional information, see your Ford Dealer.

1. Heavy Duty Payload Package (68F).
2. 40k Gooseneck Tow Package (535).

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**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.
- Trailer towing values are the same for weight-carrying and weight-distributing hitches.
- If using load bars for weight distribution, Ford recommends 50% front axle load rest (FALR).

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**REVISED 02.17.23**
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 conventional towing greater than 18,200 lbs. – High-Capacity Trailer Tow Package (535) required with 18" All-Season or 20" All-Terrain Tires

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

AVAILABLE TRAILER TOWING PACKAGE

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<tr>
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<td>Hitch Receiver</td>
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<tr>
<td>Smart Trailer Tow Connector</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>Trailer Brake Wiring/Feed Kit</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>Upgraded Rear Axle</td>
<td>I</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>Increased GCW (6.7L)</td>
<td>I</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>Tow/Haul Mode</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>Tow Hooks Front</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>Trailer Brake Controller</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>Trailer Sway Control</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>Trailer Reverse Guidance</td>
<td>I</td>
<td></td>
<td></td>
</tr>
<tr>
<td>360-Degree Camera</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>Lane Keeping Alert</td>
<td>S</td>
<td>S</td>
<td>S</td>
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<tr>
<td>Tailgate LED</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>Pro Trailer Backup Assist™</td>
<td>S</td>
<td>I</td>
<td>S</td>
</tr>
<tr>
<td>Pro Trailer Hitch Assist</td>
<td>S</td>
<td>I</td>
<td>S</td>
</tr>
<tr>
<td>Onboard Scales with Smart Hitch™</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
</tbody>
</table>

FRONTAL AREA CONSIDERATIONS

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.

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>Limited Slip</th>
<th>Electronic Locking</th>
</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>
</tr>
<tr>
<td>F-250/F-350/F-450 Super Duty</td>
<td>3.55</td>
<td>35</td>
<td>3K</td>
</tr>
<tr>
<td>F-250/F-350/F-450 Super Duty</td>
<td>3.73</td>
<td>37</td>
<td>3L</td>
</tr>
<tr>
<td>F-250/F-350/F-450 Super Duty</td>
<td>4.10</td>
<td>41</td>
<td>4N/4W*</td>
</tr>
<tr>
<td>F-250/F-350/F-450 Super Duty</td>
<td>4.30</td>
<td>Not Available</td>
<td>4L/4X*</td>
</tr>
</tbody>
</table>

HITCH RECEIVER WEIGHT CAPACITY
Refer to the Trailer Towing Selector charts 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>
</tr>
</thead>
<tbody>
<tr>
<td>F-250</td>
<td>22,000</td>
<td>2,200</td>
</tr>
<tr>
<td>F-350 SRW</td>
<td>25,000</td>
<td>2,500</td>
</tr>
<tr>
<td>F-250/F-350 Tremor®</td>
<td>18,200</td>
<td>1,820</td>
</tr>
<tr>
<td>F-350 DRW</td>
<td>28,000</td>
<td>2,800</td>
</tr>
<tr>
<td>F-450 DRW</td>
<td>30,000</td>
<td>3,000</td>
</tr>
</tbody>
</table>

10. 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. For additional information, see your Ford Dealer.
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.

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; standard on F-350)

Slide-in camper certification
Available on XL, XLT, LARIAT, King Ranch® (DRW only), and Platinum (DRW only)

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.
**Cargo And Weight Distribution**

For optimum handling and braking, the load must be properly distributed to ensure smooth braking.

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 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 a trailer attached to prevent sudden braking.

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 maintaining steering when trailering in hilly or mountainous areas that add substantial air drag.

Under certain conditions, however, the TBC will hold the vehicle and trailer if necessary, downshift for improved acceleration when going downhill.

**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 wheels.

Apply the foot service brake, making sure the chocks will hold the vehicle and trailer. 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.

**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.

**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.

**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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The content provided on this page is not “vehicle specific” and should be considered as basic towing information.