

2026 F-150 XLT SuperCrew® in Argon Blue Metallic. Max payload varies based on accessories and vehicle configuration. See label on doorjamb for carrying capacity of a specific vehicle. Always properly secure cargo.

F-150®

Combining exceptional strength, capability and intelligent technology, the 2026 F-150 is part of the Ford F-Series family that has been America's best-selling truck for 48 years straight.[1] F-150 excels in Built Ford Tough® productivity, delivering impressive towing and payload ratings, and depending on the trim level, the customer can choose from five gas engines or the 3.5L PowerBoost™ Full Hybrid powertrain to help get the job done.

For information on F-150 Towing and Hauling capabilities, click here.

EXCEPTIONAL PERFORMANCE AND CAPABILITY

F-150 performance and capability start with an impressive, torque-rich powertrain lineup. With six different F-150 engine choices, you can confidently pick the power that best fits your recreational vehicle or job-related towing needs.

Each F-150 engine is paired to an innovative 10-speed automatic transmission with optimized gear spacing, including three overdrive gears to help maximize shift points to optimize power, low-rpm torque and fuel efficiency. Selectable Drive Modes provide added functionality.

Engine	HP @ rpm	Torque @ rpm	Available Max Towing (lbs.)[2]	Available Max Payload (lbs.)[3]
2.7L EcoBoost® V6	325 @ 5,500	400 lb.-ft. @ 3,500	8,400	1,775
3.5L EcoBoost V6	382 @ 5,250	500 lb.-ft. @ 3,500	13,500[5]	2,440
3.5L PowerBoost™ Full Hybrid V6	420 @ 5,250	570 lb.-ft. @ 3,500	12,400[5]	1,740
5.0L Ti-VCT V8	400 @ 6,250	410 lb.-ft. @ 4,250	12,800[5]	2,235[6]
3.5L EcoBoost H. O. V6[4,7]	450 @ 5,250	510 lb.-ft. @ 3,500	8,200	1,405[8]
5.2L Supercharged V8[4,9]	720 @ 6,650	640 lb.-ft. @ 4,300	8,700	1,410

Note: • Horsepower, torque, payload and towing are independent attributes and may not be achieved simultaneously. For additional information, see your Ford Dealer.

Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in kilometers, multiply miles by 1.6; to obtain information in centimeters, multiply inches by 2.54.

1. Based on 1977–2024 calendar year industry-reported total sales. **2.** When properly equipped. Max towing varies based on cargo, vehicle configuration, accessories and number of passengers. **3.** Max payload varies and is based on accessories and vehicle configuration. See label on doorjamb for carrying capacity of a specific vehicle. Always properly secure cargo. **4.** Horsepower and torque ratings based on premium fuel per SAE J1349® standard. Your results may vary. **5.** Requires Tow/Haul Package and Max Tow Axle upgrade (not shown). **6.** Max payload of 2,225 lbs. on SuperCrew 4x2 with 5.0L gas engine and Tow/Haul Package and Max Tow Axle upgrade (not shown). **7.** Raptor® only. **8.** 37" tires. **9.** Raptor R only.

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2026 F-150 STX SuperCrew shown with optional equipment in Argon Blue Metallic.
When properly equipped. Requires Tow/Haul Package and optional Max Tow Axle. Max towing varies based on cargo, vehicle configuration, accessories, and number of passengers.

F-150® Pickup

CONVENTIONAL TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1]

Towing capability will vary based on trim series, option content and payload. Prior to making final vehicle selection, reference the Basic Towing Information on page 9. See dealer and reference "Ford University" Job Aid "Spec'ing F-Series Trucks for Towing".

Automatic Transmission

Engine	Axle Ratio	GCWR (lbs.)	REGULAR CAB				SUPERCAB		SUPERCREW®		
			4x2 122.8" WB	4x2 141.5" WB	4x4 122.8" WB	4x4 141.5" WB	4x2 145.4" WB	4x4 145.4" WB	4x2 145.4" WB	4x4 145.4" WB	4x4 157.2" WB
5.0L 4-Valve V8	3.15	14,800					9,600		9,500		
	3.31	14,800					9,600		9,500	9,200	9,100
		14,900				9,500		9,500			
	3.73	13,900	9,000								
		14,600			9,400						
		15,300		10,200							
		15,600					10,400				
		15,700				10,300			10,400		
		15,800								10,200/10,000[2]	10,100
		15,900						10,500			
		17,700						12,300[3]			
		17,900					12,700[3]				
		18,100							12,800[3]		
		18,400								12,800[3]	12,700[3]

Notes:
- Do not exceed trailer weight of 5,000 lbs. when towing without a weight-distribution system.
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.
- Trailer tongue load weight should be 10% 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 and weight of passengers and cargo cannot 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.

Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in kilometers, multiply miles by 1.6; to obtain information in centimeters, multiply feet by 30.48.

1. 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. **2.** Tremor® Trim Series. **3.** Requires Tow/Haul Package (53T) and optional Max Tow Axle.



2026 F-150 XLT SuperCrew shown with optional equipment in Argon Blue Metallic.
When properly equipped. Requires Tow/Haul Package and optional Max Tow Axle. Max towing varies based on cargo, vehicle configuration, accessories, and number of passengers.

F-150® Pickup

CONVENTIONAL TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1]

Towing capability will vary based on trim series, option content and payload. Prior to making final vehicle selection, reference the Basic Towing Information on page 9. See dealer and reference "Ford University" Job Aid "Spec'ing F-Series Trucks for Towing".

Automatic Transmission

Engine	Axle Ratio	GCWR (lbs.)	REGULAR CAB 4x2 141.5" WB	REGULAR CAB 4x4 141.5" WB	SUPERCAB 4x2 145.4" WB	SUPERCAB 4x4 145.4" WB	SUPERCREW® 4x2 145.4" WB	SUPERCREW® 4x4 145.4" WB	SUPERCREW® 4x4 157.2" WB
2.7L GTDI V6	3.15/3.55	12,300	7,400						
		12,700		7,500	7,500				
		12,800				7,400	7,600		
	3.55	13,000						7,500	
	3.73	13,300	8,400						
		13,400		8,200	8,200	8,000	8,200		
		13,500						8,000	
3.5L GTDI V6	3.31	16,200	10,900						
		16,300			10,900				
		16,500		11,000			10,600		
		16,600				10,700			
		16,800						10,500	10,900
	3.55	16,200	10,900						
		16,300			10,900				
		16,500		11,000			10,600		
		16,600				10,700			
		16,800						10,500	10,900
		17,700				10,700			
		19,300[4]					13,300		
		19,400[4]						13,100	13,500
	3.73	17,100[5]						10,600	
3.5L GTDI V6 H. O.[2]	4.10	14,600						8,200	
		14,650						8,200	
5.2L Supercharged V8[3]	4.10	15,300						8,700	

Notes:
- Do not exceed trailer weight of 5,000 lbs. when towing without a weight-distribution system.
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.
- Trailer tongue load weight should be 10% 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 and weight of passengers and cargo cannot 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.

1. 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. **2.** Raptor only. **3.** Raptor R only. **4.** Requires Tow/Haul Package (53T) and optional Max Tow Axle. **5.** Tremor® Trim Series.



2026 F-150 Hybrid Platinum SuperCrew in Agate Black Metallic.
When properly equipped. Max towing varies based on cargo, vehicle configuration, accessories, and number of passengers.

F-150® Hybrid

CONVENTIONAL TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1]

5TH-WHEEL/GOOSENECK TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1]

Towing capability will vary based on trim series, option content and payload. Prior to making final vehicle selection, reference the Basic Towing Information on page 9. See dealer and reference "Ford University" Job Aid "Spec'ing F-Series Trucks for Towing".

Automatic Transmission			SUPERCREW®				SUPERCREW			
Engine	Axle Ratio	GCWR (lbs.)	4x2[3] 145.4" WB	4x2[3] 157.2" WB	4x4 145.4" WB	4x4 157.2" WB	4x2[3] 145.4" WB	4x2[3] 157.2" WB	4x4 145.4" WB	4x4 157.2" WB
3.5L Hybrid V6	3.55	17,100	11,100				9,000			
		18,400[2]	12,300				9,000			
	3.73	17,100		11,100	10,800	10,800		9,200	7,200	7,100
		18,400[2]		12,400	11,600	11,500		9,200	7,200	7,100

Notes:
- Do not exceed trailer weight of 5,000 lbs. when towing without a weight-distribution system.
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.
- Trailer tongue load weight should be 10% 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 and weight of passengers and cargo cannot 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.

Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in centimeters, multiply inches by 2.54.

1. 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. **2.** Requires Tow/Haul Package (53T) and optional Max Tow Axle. **3.** Available spring 2026.

F-150® Pickup

5TH-WHEEL/GOOSENECK TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1]

Towing capability will vary based on trim series, option content and payload. Prior to making final vehicle selection, reference the Basic Towing Information on page 9. See dealer and reference "Ford University" Job Aid "Spec'ing F-Series Trucks for Towing".

Automatic Transmission

Engine	Axle Ratio	GCWR (lbs.)	REGULAR CAB 4x2 122.8" WB	REGULAR CAB 4x2 141.5" WB	REGULAR CAB 4x4 122.8" WB	REGULAR CAB 4x4 141.5" WB	SUPERCAB 4x2 145.4" WB	SUPERCAB 4x4 145.4" WB	SUPERCREW® 4x2 145.4" WB[2]	SUPERCREW® 4x4 145.4" WB[2]	SUPERCREW® 4x4 157.2" WB
5.0L 4-Valve V8	3.15	14,800					9,500		9,400		
	3.31	14,800					9,500		9,400	9,100	9,100
		14,900				9,500		9,400			
	3.73	13,900	8,700								
		14,600			8,300						
		15,300		10,100							
		15,600					10,200				
		15,700				9,900			9,500		
		15,800								9,300/8,200[4]	9,600
		15,900						9,800			
		17,700[3]						9,800			
		17,900[3]					10,200				
		18,100[3]							11,700		
		18,400[3]								10,000	10,000

5TH-WHEEL/GOOSENECK TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1]

Towing capability will vary based on trim series, option content and payload. Prior to making final vehicle selection, reference the Basic Towing Information on page 9. See dealer and reference "Ford University" Job Aid "Spec'ing F-Series Trucks for Towing".

Automatic Transmission

Engine	Axle Ratio	GCWR (lbs.)	REGULAR CAB 4x2 141.5" WB	REGULAR CAB 4x4 141.5" WB	SUPERCAB 4x2 145.4" WB	SUPERCAB 4x4 145.4" WB	SUPERCREW® 4x2 145.4" WB[2]	SUPERCREW® 4x4 145.4" WB[2]	SUPERCREW® 4x4 157.2" WB
2.7L GTDI V6	3.15/3.55	12,300	7,300						
		12,700		7,400	7,200				
		12,800				7,300	7,100		
	3.55	13,000						7,000	
	3.73	13,300	8,300						
		13,400		8,100	7,200	7,300	7,100		
		13,500						7,000	
3.5L GTDI V6	3.31	16,200	10,800						
		16,300			8,000				
		16,500		10,200			8,100		
		16,600				8,200			
		16,800						8,000	8,200
	3.55	16,200	10,800						
		16,300			8,600				
		16,500		10,200			8,100		
		16,600				8,200			
		16,800						8,000	8,200
		17,700				8,200			
		19,300[3]					10,300		
		19,400[3]						8,700	9,000
	3.73	17,100[4]						8,000	

Notes:
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.
- Trailer king pin load weight should be 15% of total loaded trailer weight. **Make sure vehicle payload (reduce by option weight) will accommodate trailer king pin load weight and weight of passengers and cargo added to towing vehicle.** Addition of trailer tongue load weight and weight of passengers and cargo cannot 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.

TAILGATE CLEARANCE

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

Model	F-150
Max. Tailgate Height 4x4*	58.3 inches

†5th-wheel towing is not recommended for Raptor model.
**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.

1. 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. **2.** Vehicles equipped with a 5.5' box will accept a 5th-wheel hitch but most 5th-wheel trailer designs are not compatible with this model. **3.** Requires Tow/Haul Package (53T) and optional Max Tow Axle. **4.** Tremor® Trim Series.

F-150® Pickups

AVAILABLE TRAILER TOW PACKAGES

Equipment	F-150 (53T)	F-150 Max Tow Axle[2] (NOC)	Raptor® (NOC)
7-Wire Harness & 4-/7-Pin Connector	S		S
Hitch Receiver	S		S
Upgraded Trailer Hitch		I	
Auto Trans. Oil Cooler	S		S
Radiator Upgrade			S
Smart Trailer Tow Connector	S		S
Upgraded Rear Axle Ratio	I[1,2]		S
Electronic Locking Rear Differential	I		S
Increase Tow Capacity		I	
Tow/Haul Mode	S		S
Tow Hooks Front	S[3,4]		S
2-Speed Automatic 4WD	S[3,4]		S
Trailer Brake Controller (TBC)	I		S
Trailer Sway Control	S		S
Trailer Reverse Guidance	S		S
360-Degree Camera	S[3]		S
Pro Trailer Backup Assist™	S[3]		S
Pro Trailer Hitch Assist™	S[3]		S

Note: Content may vary depending on model, trim and/or powertrain. See your Ford Dealer for specific content information for all vehicles that will be used for towing to help ensure easy, proper connection of trailer lights.

LEGEND

I = Equipment is included in the package

S = Equipment is standard on the vehicle

NOC = No Option Code assigned

FRONTAL AREA LIMITATION

Frontal Area is the total area in square feet that a moving vehicle and trailer exposes to air resistance.

The maximum trailer frontal area that must be considered for an **F-150 Pickup**/trailer combination is **55 sq. ft. for vehicles with Trailer Tow Rating of 7,700 lbs. or less, 65 sq. ft. for vehicles with Trailer Tow Rating of 7,701 lbs. and greater** and **75 sq. ft. for all 5th-Wheel and Gooseneck applications**. Exceeding these limitations may significantly reduce the performance of your towing vehicle.

FACTORY-INSTALLED TRAILER HITCH RECEIVER OPTION

F-150 Raptor Pickup

Standard

F-150 Pickup

A 2" hitch receiver rated at 11,600 lbs. is standard. Max Tow Axle includes 2" reinforced receiver rated at 14,000 lbs.

See Hitch Receiver Weight Capacity chart for the weight-carrying and weight-distributing capacities of these hitch receivers. (These capacities also are shown on a label affixed to each receiver.)

REQUIRED EQUIPMENT

F-150 Gas Pickup

For trailers over 11,600 lbs. – Tow/Haul Package (53T) and optional Max Tow Axle[2]

F-150 Hybrid

For trailers over 10,800 lbs. – Tow/Haul Package (53T) and optional Max Tow Axle[2]

Your New Vehicle Limited Warranty may be voided if you tow without them.[5]

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 chart for Maximum Loaded Trailer Weight for these vehicles.

	Weight-Carrying Max. Trailer Capacity (lbs.)[6]	Max. Tongue Load (lbs.)	Weight-Distributing Max. Trailer Capacity (lbs.)[6]	Max. Tongue Load (lbs.)
F-150	5,000	500	13,500[7]	1,400

REAR AXLE RATIO CODES

If you do not know the axle ratio of your vehicle, check its 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 the chart to find the axle ratio that corresponds to that code.

	Rear Axle Ratio	Non-Limited Slip	Electronic Locking
F-150 Pickup	3.15	15	Not Available
	3.31	27	L3
	3.55	19	L9
	3.73	Not Available	L6
	4.10	Not Available	L4

1. Standard on PowerBoost™. **2.** Optional Max Tow Axle required to achieve maximum towing. **3.** Standard on Lariat and above. **4.** Require 4x4 drive. **5.** See your Ford Dealer for limited warranty details. **6.** 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. **7.** Requires Tow/Haul Package (53T) and optional Max Tow Axle.

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

Basic Towing Information

Towing a trailer is demanding on your vehicle, your trailer and your personal driving skills. Follow some basic rules that will help you with your towing experience.

Cargo And Weight Distribution

For optimum handling and braking, the load must be properly distributed

Keep center of gravity low for best handling

Cargo and load capacity limited by weight and weight distribution

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 Gross Vehicle Weight Rating (GVWR), not Gross Combination Weight Rating (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[1]

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

When available, select tow/haul mode to automatically eliminate unwanted gear search and help control vehicle speed when going downhill

Driving With Cruise Control[2]

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 Gross Vehicle Weight (GVW) and Gross Combination Weight (GCW) 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.

1. Driver-assist features are supplemental and do not replace the driver's attention, judgment and need to control the vehicle. 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 for the conditions. **2.** Driver-assist features are supplemental and do not replace the driver's attention, judgment and need to control the vehicle. They do not make your vehicle autonomous or replace your responsibility to drive safely. Please only use if you will pay attention to the road and be prepared to take over at any time. See Owner's Manual for details and limitations.

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