F-350® Super Duty® Chassis Cab

MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1]

Trailer weights shown assume 715-lb.–1,115-lb. second-unit body weight.

CONVENTIONAL TOWING[2]

Automatic Transmission

Engine	Axle Ratio	GCWR (lbs.)	REGULAR CAB CHASSIS 4x2 SRW 145.3" WB	REGULAR CAB CHASSIS 4x4 SRW 145.3" WB	REGULAR CAB CHASSIS 4x2 DRW 145.3" WB	REGULAR CAB CHASSIS 4x2 DRW 169.3" WB	REGULAR CAB CHASSIS 4x4 DRW 145.3" WB	REGULAR CAB CHASSIS 4x4 DRW 169.3" WB	SUPERCAB CHASSIS 4x2 SRW 167.9" WB	SUPERCAB CHASSIS 4x4 SRW 167.9" WB	SUPERCAB CHASSIS 4x2 DRW 167.9" WB	SUPERCAB CHASSIS 4x4 DRW 167.9" WB	CREW CAB CHASSIS 4x2 SRW 179.8" WB	CREW CAB CHASSIS 4x4 SRW 179.8" WB	CREW CAB CHASSIS 4x2 DRW 179.8" WB	CREW CAB CHASSIS 4x4 DRW 179.8" WB
6.7L V8 Diesel	3.73	31,000		13,500						13,500			13,500	13,500		
		34,000			17,500	17,500	17,500	17,500				17,500			17,500	17,500
	4.10	34,500			17,500	17,500	17,500	17,500				17,500			17,500	17,500
7.3L V8	3.73	23,500			16,400	16,100	16,000	15,700			15,900	15,600			15,900	15,500
	4.30	27,200	13,500	13,500					13,500	13,500			13,500	13,500		
		27,500			17,500	17,500	17,500	17,500			17,500	17,500			17,500	17,500

5TH-WHEEL TOWING

Engine	Axle Ratio	GCWR (lbs.)	REGULAR CAB CHASSIS 4x2 SRW 145.3" WB	REGULAR CAB CHASSIS 4x4 SRW 145.3" WB	REGULAR CAB CHASSIS 4x2 DRW 145.3" WB	REGULAR CAB CHASSIS 4x2 DRW 169.3" WB	REGULAR CAB CHASSIS 4x4 DRW 145.3" WB	REGULAR CAB CHASSIS 4x4 DRW 169.3" WB	SUPERCAB CHASSIS 4x2 SRW 167.9" WB	SUPERCAB CHASSIS 4x4 SRW 167.9" WB	SUPERCAB CHASSIS 4x2 DRW 167.9" WB	SUPERCAB CHASSIS 4x4 DRW 167.9" WB	CREW CAB CHASSIS 4x2 SRW 179.8" WB	CREW CAB CHASSIS 4x4 SRW 179.8" WB	CREW CAB CHASSIS 4x2 DRW 179.8" WB	CREW CAB CHASSIS 4x4 DRW 179.8" WB
6.7L V8 Diesel	3.73	31,000		22,700						20,100			21,100	19,600		
		34,000			26,000	25,800	25,600	25,400				25,200			25,500	25,100
	4.10	34,500			26,500	26,300	26,100	25,900				25,700			26,000	25,600
7.3L V8	3.73	23,500			16,200	16,000	15,900	15,600			15,800	15,400			15,700	15,300
	4.30	27,200	20,300	19,800					19,900	19,400			19,700	19,300		
		27,500			20,200	20,000	19,900	19,600			19,800	19,400			19,700	19,300

GOOSENECK TOWING

Engine	Axle Ratio	GCWR (lbs.)	REGULAR CAB CHASSIS 4x2 SRW 145.3" WB	REGULAR CAB CHASSIS 4x4 SRW 145.3" WB	REGULAR CAB CHASSIS 4x2 DRW 145.3" WB	REGULAR CAB CHASSIS 4x2 DRW 169.3" WB	REGULAR CAB CHASSIS 4x4 DRW 145.3" WB	REGULAR CAB CHASSIS 4x4 DRW 169.3" WB	SUPERCAB CHASSIS 4x2 SRW 167.9" WB	SUPERCAB CHASSIS 4x4 SRW 167.9" WB	SUPERCAB CHASSIS 4x2 DRW 167.9" WB	SUPERCAB CHASSIS 4x4 DRW 167.9" WB	CREW CAB CHASSIS 4x2 SRW 179.8" WB	CREW CAB CHASSIS 4x4 SRW 179.8" WB	CREW CAB CHASSIS 4x2 DRW 179.8" WB	CREW CAB CHASSIS 4x4 DRW 179.8" WB
6.7L V8 Diesel	3.73	31,000		23,100						20,900			21,900	20,500		
		34,000			26,100	25,900	25,800	25,500				25,300			25,600	25,200
	4.10	34,500			26,600	26,400	26,300	26,000				25,800			26,100	25,700
7.3L V8	3.73	23,500			16,300	16,100	16,000	15,700			15,900	15,500			15,800	15,400
	4.30	27,200	20,400	20,000					20,000	19,600			19,900	19,400		
		27,500			20,300	20,100	20,000	19,700			19,900	19,500			19,800	19,400

F-450® Super Duty Chassis Cab

MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1]

Trailer weights shown assume 715-lb.–1,115-lb. second-unit body weight.

CONVENTIONAL TOWING[2]

Automatic Transmission

Engine	Axle Ratio	GCWR (lbs.)	REGULAR CAB CHASSIS 4x2 DRW 145.3" WB	REGULAR CAB CHASSIS 4x2 DRW 169.3" WB	REGULAR CAB CHASSIS 4x2 DRW 193.3" WB	REGULAR CAB CHASSIS 4x2 DRW 205.3" WB	REGULAR CAB CHASSIS 4x4 DRW 145.3" WB	REGULAR CAB CHASSIS 4x4 DRW 169.3" WB	REGULAR CAB CHASSIS 4x4 DRW 193.3" WB	REGULAR CAB CHASSIS 4x4 DRW 205.3" WB	SUPERCAB CHASSIS 4x2 DRW 167.9" WB	SUPERCAB CHASSIS 4x2 DRW 192.0" WB	SUPERCAB CHASSIS 4x4 DRW 167.9" WB	SUPERCAB CHASSIS 4x4 DRW 192.0" WB	CREW CAB CHASSIS 4x2 DRW 179.8" WB	CREW CAB CHASSIS 4x2 DRW 203.8" WB	CREW CAB CHASSIS 4x4 DRW 179.8" WB	CREW CAB CHASSIS 4x4 DRW 203.8" WB
6.7L V8 Diesel	4.10	34,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500		17,500	17,500	17,500	17,500	17,500	17,500	17,500
	4.30	39,000[3]	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500		17,500	17,500	17,500	17,500	17,500	17,500	17,500
7.3L V8	4.88	30,000	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500	17,500		17,500	17,500	17,500	17,500	17,500	17,500

5TH-WHEEL TOWING

Engine	Axle Ratio	GCWR (lbs.)	REGULAR CAB CHASSIS 4x2 DRW 145.3" WB	REGULAR CAB CHASSIS 4x2 DRW 169.3" WB	REGULAR CAB CHASSIS 4x2 DRW 193.3" WB	REGULAR CAB CHASSIS 4x2 DRW 205.3" WB	REGULAR CAB CHASSIS 4x4 DRW 145.3" WB	REGULAR CAB CHASSIS 4x4 DRW 169.3" WB	REGULAR CAB CHASSIS 4x4 DRW 193.3" WB	REGULAR CAB CHASSIS 4x4 DRW 205.3" WB	SUPERCAB CHASSIS 4x2 DRW 167.9" WB	SUPERCAB CHASSIS 4x2 DRW 192.0" WB	SUPERCAB CHASSIS 4x4 DRW 167.9" WB	SUPERCAB CHASSIS 4x4 DRW 192.0" WB	CREW CAB CHASSIS 4x2 DRW 179.8" WB	CREW CAB CHASSIS 4x2 DRW 203.8" WB	CREW CAB CHASSIS 4x4 DRW 179.8" WB	CREW CAB CHASSIS 4x4 DRW 203.8" WB
6.7L V8 Diesel	4.10	34,500	25,700	25,600	25,300	25,100	25,500	25,200	24,800	24,700		25,100	25,100	24,800	25,300	24,900	24,900	24,700
	4.30	39,000[3]	30,200	30,100	29,800	29,600	30,000	29,700	29,300	29,200		29,600	29,600	29,300	29,800	29,400	29,400	29,200
7.3L V8	4.88	30,000	22,000	21,800	21,500	21,300	21,700	21,400	21,100	21,000	21,600		21,300	21,000	21,500	21,200	21,200	20,900

GOOSENECK TOWING

Engine	Axle Ratio	GCWR (lbs.)	REGULAR CAB CHASSIS 4x2 DRW 145.3" WB	REGULAR CAB CHASSIS 4x2 DRW 169.3" WB	REGULAR CAB CHASSIS 4x2 DRW 193.3" WB	REGULAR CAB CHASSIS 4x2 DRW 205.3" WB	REGULAR CAB CHASSIS 4x4 DRW 145.3" WB	REGULAR CAB CHASSIS 4x4 DRW 169.3" WB	REGULAR CAB CHASSIS 4x4 DRW 193.3" WB	REGULAR CAB CHASSIS 4x4 DRW 205.3" WB	SUPERCAB CHASSIS 4x2 DRW 167.9" WB	SUPERCAB CHASSIS 4x2 DRW 192.0" WB	SUPERCAB CHASSIS 4x4 DRW 167.9" WB	SUPERCAB CHASSIS 4x4 DRW 192.0" WB	CREW CAB CHASSIS 4x2 DRW 179.8" WB	CREW CAB CHASSIS 4x2 DRW 203.8" WB	CREW CAB CHASSIS 4x4 DRW 179.8" WB	CREW CAB CHASSIS 4x4 DRW 203.8" WB
6.7L V8 Diesel	4.10	34,500	25,800	25,700	25,400	25,200	25,600	25,400	25,000	24,900		25,200	25,200	24,900	25,400	25,000	25,100	24,900
	4.30	39,000[3]	30,300	30,200	29,900	29,700	30,100	29,900	29,500	29,400		29,700	29,700	29,400	29,900	29,500	29,600	29,400
7.3L V8	4.88	30,000	22,100	21,900	21,600	21,400	21,900	21,600	21,200	21,100	21,700		21,400	21,200	21,600	21,400	21,300	21,100

Notes:
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.
- Trailer tongue (trailer king pin for 5th-wheel towing) 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.
- 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 restoration (FALR).

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.** Super Duty Chassis Cab does not offer a conventional hitch receiver as a factory-installed option. **3.** Requires Trailer Tow Package – High Capacity (535).

F-550® Super Duty® Chassis Cab

MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1]

Trailer weights shown assume 715-lb.–1,115-lb. second-unit body weight.

CONVENTIONAL TOWING[2]

Automatic Transmission

Engine	Axle Ratio	GCWR (lbs.)	REGULAR CAB CHASSIS								SUPERCAB CHASSIS				CREW CAB CHASSIS			
			4x2 DRW 145.3" WB	4x2 DRW 169.3" WB	4x2 DRW 193.3" WB	4x2 DRW 205.3" WB	4x4 DRW 145.3" WB	4x4 DRW 169.3" WB	4x4 DRW 193.3" WB	4x4 DRW 205.3" WB	4x2 DRW 167.9" WB	4x2 DRW 192.0" WB	4x4 DRW 167.9" WB	4x4 DRW 192.0" WB	4x2 DRW 179.8" WB	4x2 DRW 203.8" WB	4x4 DRW 179.8" WB	4x4 DRW 203.8" WB
6.7L V8 Diesel	4.10	34,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500		18,500	18,500	18,500	18,500	18,500	18,500	18,500
	4.30	39,000	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500		18,500	18,500	18,500	18,500	18,500	18,500	18,500
		43,000[3,5]	19,500	19,500	19,500	19,500	19,500	19,500	19,500	19,500		19,500	19,500	19,500	19,500	19,500	19,500	19,500
7.3L V8	4.88	30,000	18,500/ 19,500[4]	18,500/ 19,500[5]	18,500/ 19,500[5]	18,500/ 19,500[5]	18,500/ 19,500[5]	18,500/ 19,500[5]	18,500/ 19,500[5]	18,500/ 19,500[5]	18,500/ 19,500[5]		18,500/ 19,500[5]	18,500/ 19,500[5]	18,500/ 19,500[5]	18,500/ 19,500[5]	18,500/ 19,500[5]	18,500/ 19,500[5]

5TH-WHEEL TOWING

6.7L V8 Diesel	4.10	34,500	25,700	25,600	25,300	25,100	25,500	25,200	24,800	24,700		25,100	25,100	24,800	25,300	24,900	24,900	24,700
	4.30	39,000	30,200	30,100	29,800	29,600	30,000	29,700	29,300	29,200		29,600	29,600	29,300	29,800	29,400	29,400	29,200
		43,000[3,5]	34,200	34,000	33,600	33,500	34,000	33,700	33,300	33,200		33,500	33,500	33,200	33,700	33,500	33,400	33,100
7.3L V8	4.88	30,000	22,000/ 21,900[4]	21,800/ 21,700[5]	21,500/ 21,400[5]	21,300	21,700	21,400/ 21,300[5]	21,100/ 21,000[5]	21,000/ 20,900[5]	21,600		21,300/ 21,200[5]	21,000	21,500/ 21,400[5]	21,200	21,200/ 21,100[5]	20,900/ 20,800[5]

GOOSENECK TOWING

6.7L V8 Diesel	4.10	34,500	25,800	25,700	25,400	25,200	25,600	25,400	25,000	24,900		25,200	25,200	24,900	25,400	25,000	25,100	24,900
	4.30	39,000	30,300	30,200	29,900	29,700	30,100	29,900	29,500	29,400		29,700	29,700	29,400	29,900	29,500	29,600	29,400
		43,000[3,5]	34,300	34,100	33,800	33,700	34,200	33,800	33,500	33,300		33,700	33,600	33,400	33,800	33,600	33,500	33,300
7.3L V8	4.88	30,000	22,100	21,900/ 21,800[5]	21,600/ 21,500[5]	21,400	21,900/ 21,800[4]	21,600/ 21,500[5]	21,200	21,100/ 21,000[5]	21,700		21,400	21,200/ 21,100[5]	21,600	21,400/ 21,300[4]	21,300	21,100/ 21,000[5]

F-600® Super Duty Chassis Cab

MAXIMUM LOADED TRAILER WEIGHT (lbs.)[1]

Trailer weights shown assume 715-lb.–1,115-lb. second-unit body weight.

CONVENTIONAL TOWING[2]

Automatic Transmission

Engine	Axle Ratio	GCWR (lbs.)	REGULAR CAB CHASSIS							
			4x2 DRW 145.3" WB	4x2 DRW 169.3" WB	4x2 DRW 193.3" WB	4x2 DRW 205.3" WB	4x4 DRW 145.3" WB	4x4 DRW 169.3" WB	4x4 DRW 193.3" WB	4x4 DRW 205.3" WB
6.7L V8 Diesel	4.30	43,500	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000
7.3L V8	4.88	31,500	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000

5TH-WHEEL TOWING

6.7L V8 Diesel	4.30	43,500	34,600	34,300	34,100	33,800	34,300	34,000	33,700	33,600
7.3L V8	4.88	31,500	23,300	23,000	22,800	22,600	23,000	22,700	22,500	22,300

GOOSENECK TOWING

6.7L V8 Diesel	4.30	43,500	34,700	34,400	34,300	33,900	34,400	34,200	33,900	33,800
7.3L V8	4.88	31,500	23,400	23,100	23,000	22,700	23,100	22,800	22,600	22,400

Notes:
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
- Do not exceed the Maximum Loaded Trailer Weight listed.
- Trailer tongue (trailer king pin for 5th-wheel towing) 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.
- 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 restoration (FALR).

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.** Super Duty Chassis Cab does not offer a conventional hitch receiver as a factory-installed option. **3.** Requires Trailer Tow Package – High Capacity (535). **4.** Payload Upgrade Package. **5.** Payload Plus Upgrade Package.



2026 F-450 XLT Chassis Cab in Oxford White. When properly equipped. Max towing varies based on cargo, vehicle configuration, accessories, and number of passengers.

Super Duty® Chassis Cabs

AVAILABLE HIGH-CAPACITY TRAILER TOW PACKAGE

Equipment	F-450/F-550 Super Duty Chassis Cab (535)[1]
7-Wire Harness (Blunt Cut) with Relays	S
Trailer Brake Wiring/Feed Kit	I
Trailer Brake Controller (TBC)	S[2]
Upgraded Rear Axle	I
Increased GCW (6.7L)	I
Tow/Haul Mode	S
Tow Hooks, Front	S
Trailer Sway Control	S
Lane Keeping Alert	S

LEGEND
I = Equipment is included in the package
S = Equipment is standard on the vehicle

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.

REQUIRED EQUIPMENT

F-450/F-550 Chassis Cab

For 43,000-lb. GCWR on F-550; 39,000-lb. GCWR on F-450 – High-Capacity Trailer Tow Package (535)

Your New Vehicle Limited Warranty may be voided if you tow without this.[3]

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 a **F-350®/F-450®/F-550®/F-600® Super Duty**/trailer combination is **75 sq. ft. for all 5th-wheel and gooseneck applications** and **60 sq. ft. for all other applications**. Exceeding this limitation 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 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	Limited Slip	Electronic Locking
3.73	37	Not Available	3E
4.10	41	4N/4W[4]	Not Available
4.30	Not Available	4L/4X[5]	4M
4.88	48	8L	Not Available

Metric Conversion – To obtain information in kilograms, multiply pounds by .45; to obtain information in square meters, multiply square feet by .09; to obtain information in centimeters, multiply inches by 2.54; to obtain information in kilometers, multiply miles by 1.6.

1. Requires 6.7L diesel engine. **2.** Optional on XL. Standard on XLT and Lariat. **3.** See your Ford Dealer for limited warranty details. **4.** Wide rear axle on F-350 DRW Chassis Cab with Ambulance Package and 6.7L diesel engine. **5.** Wide rear axle on F-350 DRW Chassis Cab with Ambulance Package and 7.3L gas engine.

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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