Select column with transmission, F-Series cab design and drive system (4x2 or 4x4) you prefer. Read down column to find the trailer weight that can be towed with engine/axle ratio combinations listed at left. GCWR column shows maximum allowable combined weight of vehicle, trailer and cargo (including passengers) for each engine/axle ratio combination. Maximum Loaded Trailer Weight assumes a towing vehicle with any mandatory options, no cargo, tongue load of 10–15% (conventional trailer) or king pin weight of 15–25% (5th-wheel trailer) and driver only (150 pounds). Weight of additional options, passengers, cargo and hitch must be deducted from this weight. Also check Required and Recommended Equipment.

<table>
<thead>
<tr>
<th>Transmission</th>
<th>Maximum Loaded Trailer Weight (lbs.)</th>
<th>(1) Maximum loaded trailer weight requires weight-distributing hitch. (2) Super Duty Chassis Cab does not offer a conventional hitch receiver as a factory-installed option. (3) Available with High-Capacity Trailer Tow Package only.</th>
</tr>
</thead>
<tbody>
<tr>
<td>F-350/F-450/F-550 SUPER DUTY® CHASSIS CABS CONVENTIONAL TOWING</td>
<td></td>
<td>Note: Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10-15% (15-25% 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.</td>
</tr>
</tbody>
</table>

### Table 1: F-350/F-450/F-550 SUPER DUTY CHASSIS CABS CONVENTIONAL TOWING

<table>
<thead>
<tr>
<th>Engine Ratio</th>
<th>REGULAR CHASSIS CAB</th>
<th>SUPER CHASSIS CAB</th>
<th>CREW CHASSIS CAB</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.2L SOHC V8</td>
<td>19,000</td>
<td>12,400</td>
<td>12,100</td>
</tr>
<tr>
<td>6.2L Turbo Diesel</td>
<td>22,000</td>
<td>15,000</td>
<td>15,000</td>
</tr>
<tr>
<td>6.2L V8</td>
<td>26,000</td>
<td>16,000</td>
<td>16,000</td>
</tr>
<tr>
<td>6.7L V8</td>
<td>23,500</td>
<td>16,200</td>
<td>15,700</td>
</tr>
<tr>
<td>6.8L SOHC V10</td>
<td>30,000</td>
<td>21,600</td>
<td>20,900</td>
</tr>
<tr>
<td>6.8L Turbo Diesel</td>
<td>35,000</td>
<td>26,600</td>
<td>25,900</td>
</tr>
</tbody>
</table>

### Table 2: F-350/F-450/F-550 SUPER DUTY CHASSIS CABS 5th-WHEEL TOWING

<table>
<thead>
<tr>
<th>Engine Ratio</th>
<th>REGULAR CHASSIS CAB</th>
<th>SUPER CHASSIS CAB</th>
<th>CREW CHASSIS CAB</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.2L SOHC V8</td>
<td>19,000</td>
<td>12,400</td>
<td>12,100</td>
</tr>
<tr>
<td>6.2L Turbo Diesel</td>
<td>22,000</td>
<td>15,400</td>
<td>15,000</td>
</tr>
<tr>
<td>6.2L V8</td>
<td>26,000</td>
<td>18,300</td>
<td>18,300</td>
</tr>
<tr>
<td>6.7L V8</td>
<td>23,500</td>
<td>18,200</td>
<td>17,600</td>
</tr>
<tr>
<td>6.8L Turbo Diesel</td>
<td>25,000</td>
<td>18,000</td>
<td>17,000</td>
</tr>
<tr>
<td>6.8L Turbo Diesel</td>
<td>30,000</td>
<td>21,600</td>
<td>20,900</td>
</tr>
</tbody>
</table>

### Note:
- If your vehicle will be registered in California, Connecticut, Delaware, Georgia, Maine, Maryland, Massachusetts, New Jersey, New York, North Carolina, Oregon, Pennsylvania, Rhode Island, or Vermont, check with your Ford dealer to be sure the desired powertrain/axle ratio is available in your area.
Super Duty® Chassis Cabs — Hard-line capability.

The Super Duty Chassis Cab F-350/F-450/F-550 reinforces the tradition of F-Series toughness and continues to handle the most hard-line towing jobs and aggressive payloads. Trusted by those who own the work, purpose-built Ford powertrains help deliver excellent performance and torque. With a maximum towing capacity of 26,600 lbs. for 5th-wheel trailers and 16,000 lbs. for conventional trailers, this rig is designed to conquer even the most challenging jobs.

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-450/F-550 Chassis Cab
For 35,000-pound GCWR on F-550; 30,000-pound GCWR on F-450 – High-Capacity Trailer Tow Package

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

Frontal Area Considerations

<table>
<thead>
<tr>
<th>Vehicle Line</th>
<th>Frontal Area Limitations/Considerations</th>
<th>With</th>
</tr>
</thead>
<tbody>
<tr>
<td>F-350/F-450/F-550 Super Duty</td>
<td>75 sq. ft.</td>
<td>All 5th-Wheel and Gooseneck Applications</td>
</tr>
<tr>
<td></td>
<td>60 sq. ft.</td>
<td>All Other Applications</td>
</tr>
</tbody>
</table>

Frontal Area is the total area in square feet that a moving vehicle and trailer exposes to air resistance. The chart 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>Vehicle Super Duty</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-350/F-450/F-550</td>
<td>3.73</td>
<td>37</td>
<td>Not Available</td>
<td>3E</td>
</tr>
<tr>
<td></td>
<td>4.10</td>
<td>41</td>
<td>4N/4W(1)</td>
<td>Not Available</td>
</tr>
<tr>
<td></td>
<td>4.30</td>
<td>Not Available</td>
<td>4L</td>
<td>4M</td>
</tr>
<tr>
<td></td>
<td>4.88</td>
<td>48</td>
<td>8L</td>
<td>Not Available</td>
</tr>
</tbody>
</table>

(1) Wide rear axle on F-350 DRW Chassis Cab with Ambulance Package.

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.
Know before you tow.

Before you buy
If you are selecting a vehicle that will be used for towing, you should determine the approximate weight of the trailer you intend to tow, including the weight of any additional cargo and fluids that you will be carrying in the trailer. Also, be sure the vehicle has the proper optional equipment. Keep in mind that performance can be severely compromised in hilly terrain when minimum acceptable powertrain combination is selected. Consider purchasing a vehicle with a more powerful engine.

Brakes
Many states require a separate braking system on trailers with a loaded weight of more than 1,500 pounds. For your safety, Ford Motor Company recommends that a separate functional brake system be used on any towed vehicle, including those dolly-towed or towbar-towed. There are several basic types of brake systems designed to activate trailer brakes:

1. **Electronically Controlled Brakes** usually provide automatic and manual control of trailer brakes. They require that the tow vehicle be equipped with a controlling device and additional wiring for electrical power. These brakes typically have a control box installed within reach of the driver and can be applied manually or automatically.

2. **Electric-Over-Hydraulic (EOH) Trailer Brakes** are operated by an electrically powered pump that pressurizes a hydraulic fluid reservoir built into the trailer’s brake system. Many of the available EOH trailer brake models are compatible with Ford’s factory installed, dash-integrated Trailer Brake Controller (TBC).

3. **Surge Brakes** are independent hydraulic brakes activated by a master cylinder at the junction of the hitch and trailer tongue. They are not controlled by the hydraulic fluid in the tow vehicle’s brake system, and the tow vehicle’s hydraulic system should never be connected directly to the trailer’s hydraulic system.

Be sure your trailer brakes conform to all applicable state regulations. See Towing Safely on the next page for additional braking information.

After you buy
Before heading out on a trip, check your vehicle Owner’s Manual for break-in and severe-duty maintenance schedules (do not tow a trailer until your vehicle has been driven at least 1,000 miles). Be sure to have your fully-loaded vehicle (including passengers) and trailer weighed so as not to exceed critical weight limits. If any of these limits are exceeded, cargo should be removed from the vehicle and/or trailer until all weights are within the specified limits.

Trailer Lamps
Make sure the trailer is equipped with lights that conform to all applicable government regulations. The trailer lighting system should not be connected directly to the lighting system of the vehicle. See a local recreational vehicle dealer or rental trailer agency for correct wiring and relays for the trailer and heavy-duty flashers.

Safety Chains
- Always use safety chains when towing. Safety chains are used to retain connection between the towing and towed vehicle in the event of separation of the trailer coupling or ball
- Cross chains under the trailer tongue to prevent the tongue from contacting the ground if a separation occurs. Allow only enough slack to permit full turning – be sure they do not drag on the pavement
- When using a frame-mounted trailer hitch, attach the safety chains to the frame-mounted hitch using the recommendations supplied by the hitch manufacturer
- See your vehicle Owner’s Manual for safety chain attachment information
- For rental trailers, follow rental agency instructions for hookup of safety chains

Trailer Wiring Harness
- Some vehicles equipped with a factory-installed Trailer Tow Package include a trailer wiring harness and a wiring kit
- This kit includes one or more jumper harnesses (to connect to your trailer wiring connector) and installation instructions
Towing safely.

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.

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 Setting Out
- 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)

Starting Out
- 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 a F-150, F-Series Super Duty®, Transit or Expedition and your trailer has electric brakes, the optional Integrated Trailer Brake Controller (TBC) will help assure smooth, effective trailer braking by automatically proportioning the trailer braking to that of the towing vehicle
- If your trailer starts to sway, apply brake pedal gradually. The sliding lever on the TBC should be used only for manual activation of trailer brakes when adjusting the gain. Misuse, such as application during trailer sway, could cause instability of trailer and/or tow vehicle

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 Speed Control
When driving uphill with a heavy load, significant speed drops may occur.
- An 8-14 mph speed drop will automatically cancel speed control
- Temporarily resume manual control through the vehicle’s accelerator pedal until the terrain levels off

Tire Pressure
- Underinflated tires get hot and may fail, leading to possible loss of vehicle control
- Overinflated tires may wear unevenly
- 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 the 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 trip

High Altitude Operation
Gasoline engines lose power by 3-4% per 1,000 ft. elevation. To maintain performance, reduce GVWs and GCWs by 2% per 1,000 ft. elevation.

Powertrain/Frontal Area Considerations
The charts in this Guide show the minimum engine size needed to move the 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 larger engine
- Selecting a trailer with a low-drag, rounded front design will help optimize performance and fuel economy

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

For the latest RV/Towing information, check out www.fleet.ford.com/towing-guides or Ford Dealers go to esourcebook.dealerconnection.com.