Introducing an all-new F-Series Super Duty. The 2017 F-250, F-350, and the massive F-450. We set the standard in truck capability. Now we've raised it even higher. This tough-as-nails workhorse is loaded with material innovation and advanced technology. Rust can’t touch its all-new high-strength, military-grade, aluminum alloy body and cargo box. Its all-new, fully boxed, high-strength steel ladder frame is the strongest Super Duty pickup frame. Ever. Together, they form the foundation for

THE TOUGHEST, SMARTEST, MOST CAPABLE SUPER DUTY EVER.
It’s astounding what an F-Series Super Duty will haul over its lifetime. Cinder block. Stumps. Pipe. Tools. Machinery. Landscaping material. Generators. 5th-wheel/gooseneck trailers. So we’ve made the cargo box of the all-new 2017 Super Duty even more capable. It’s the first and only one in its class¹ made from high-strength, military-grade, aluminum alloys. To handle the increased loading requirements and enhanced capability of a Super Duty workload, we re-engineered the cargo box and upgraded its panel thickness. It does not rust. It’s more dent- and ding-resistant. Simply put, it is

THE TOUGHEST SUPER DUTY BODY EVER.

Use of this advanced material saved weight as well, so we reinvested those savings directly into upgrading the essential components that work the hardest – the frame, axles, leaf springs, transfer case, driveline and trailer hitches. With a stronger frame, tougher body and upgraded componentry, the 2017 Super Duty tows more, hauls more, and is more capable than ever – while weighing up to 350 pounds less than before. This is the Future of Tough.

¹Class is Full-Size Pickups over 8,500 lbs. GVWR based on Ford segmentation.
Super Duty demands a foundation built for extremes. This all-new, fully boxed ladder frame – made of 95% high-strength steel – is engineered to be up to the task. With 6 times more high-strength steel than the previous generation, it’s up to 24 times stiffer – helping to produce the best ride and steering of any Super Duty ever. That’s just the kind of stability you need when you’re towing a best-in-class 32,500 lbs. of heavy-duty machinery behind you.¹

Through-welded, closed-section crossmembers, used on Super Duty for the first time, help increase torsional stiffness. Frame mid-rails are 1.5" taller for added stiffness. And an e-coat paint process encases all that strength for extreme durability and corrosion protection.

¹When properly equipped.
We tortured it. In the engine lab, on the proving grounds, and working in the real world. Our dedicated team of truck
engineers ran it with maximum trailer weights. Up and down steep grades. Then up and down again. In stifling heat
above 100°F. And in subzero cold. This all-new 2017 Super Duty is engineered for extremes.

Its robust new cargo box endured extensive strength and durability testing. First, with body structure
engineers running it through countless hours of supercomputer simulations. Then, while driving prototype
vehicles over brutal road surfaces at maximum payload limits. The cargo box and upgraded driveline took
the abuse, run after run. Before the first truck rolls off the line, we’ll have logged over 12 million cumulative
miles of testing – more than any of its predecessors. Trust us when we say: The 2017 Super Duty is
Built Ford Tough® In every way that matters.
SO CAPABLE
IT DELIVERS ALL THIS.

FIRST-IN-CLASS
- High-strength, military-grade, aluminum alloys
- Inflatable rear-seat outboard safety belts

BEST-IN-CLASS
- 925 lb.-ft. of diesel torque
- 430 lb.-ft. of gas torque
- 32,500 lbs. max. towing capacity
- 27,500 lbs. max. 5th-wheel towing capacity
- 21,000 lbs. max. conventional towing capacity
- 7,630 lbs. max. payload capacity
- 41,800 lbs. max. Gross Combined Weight Rating (GCWR)

CLASS-EXCLUSIVE
- Up to 7 available cameras
- Adaptive steering
- Adaptive cruise control and collision warning with brake support
- BLIS® with trailer coverage and cross-traffic alert
- Customer-placed trailer camera
- LED sideview mirror spotlights
- Multicontour front seats with Active Motion
- Power-deployable running boards
- PowerScope® power-telescoping/-folding trailer-tow mirrors
- Remote tailgate lock and release
- Smart Trailer Tow Connector
- Standard flat load floor inside
- Collapsible under-seat storage that folds into flat load floor
- Tailgate step
- Trailer Reverse Guidance
- Trailer Tire Pressure Monitoring System

2017 Super Duty® | ford.com
F-350 XL Crew Cab DRW 4x2 in Oxford White with STX Appearance Package and available equipment. 1Available feature. 2When properly equipped with available factory-installed equipment. 3SuperCab and Crew Cab. 4Crew Cab only.
As the market leader, Super Duty owns work. Loggers, landscapers, miners and oil field workers rely on it in extreme conditions. With the all-new Super Duty, they'll depend on the strongest 6.7L Power Stroke® V8 Turbo Diesel engine yet. New this year: twin-pilot injection for smooth acceleration; upgraded pistons, rods, crankshaft cylinder heads and gaskets. Plus, a driver-controlled engine exhaust brake with On, Off and Auto settings that allows use of engine braking to help slow the truck down and control vehicle speed. This proven diesel is paired with an equally rugged TorqShift® 6-speed automatic transmission. Both are designed, engineered and built by Ford. Together, they deliver its highest combination of horsepower and torque ever.

The numbers push, pull and speak for themselves. Larger fuel tanks – up to 48 gallons maximum – help improve your range of travel as well. The most tested Power Stroke diesel ever is also B20-capable. And right where it belongs in the 2017 Super Duty.
The Built Ford Tough® 6.2L 2-valve V8 delivers the most torque of any gas engine in the class. Designed, engineered, built and torture-tested by Ford, the standard engine on F-250 and F-350 Super Duty is also E85-capable. An enhanced long-runner intake manifold combines with revised camshaft profiles this year to increase peak torque by 25 lb.-ft. over the previous generation. With significant improvements in torque performance, the 6.2L V8 delivers better working power throughout the rpm range – for improved driveability overall, and enhanced hauling and towing performance.

Alternative fuel options include a CNG/Propane Gaseous Engine Prep Package that readies your truck to be upfit for compressed natural gas (CNG) or propane autogas. Super Duty models equipped with the 6.2L engine can be converted to a bi-fuel vehicle with the ability to switch between CNG or propane and gasoline. Providing flexibility and extended range, trucks upfit to a bi-fuel system include a tank for each type of fuel. By purchasing a Super Duty upfit for CNG or propane, you may even qualify for state incentives related to alternative fuel use, infrastructure or vehicles. Visit www.afdc.energy.gov/afdc/laws for details.

The TorqShift® 6-speed SelectShift® automatic transmission with tow/haul mode delivers smooth, efficient performance. A multi-segment clutch friction-plate design improves oil flow, reduces power loss and maximizes transmission productivity. A high-efficiency fluid filter has a fluid change interval of 150,000 miles.

SelectShift and Progressive Range Select
- Manual upshift and downshift capability
- Progressive range select mode lets you reduce the available gear range in difficult road/load conditions
- Tow/haul mode helps to eliminate unwanted frequent gear-shifting on steep uphill grades, while allowing engine braking to help maintain vehicle speed when descending a steep grade

3-Plate, 2-Stage Torque Converter handles substantial horsepower and torque forces from the 6.7L Power Stroke® V8 Turbo Diesel, and helps both engines work efficiently at low rpm thanks, in part, to low-speed lockup capability (down to 900 rpm).

Live-Drive Power Takeoff Provision is directly linked to the crankshaft, so the PTO output gear delivers power anytime – whether the vehicle is moving or not. With both engines, the TorqShift transmission provides stationary and mobile-mode PTO capability.

Sinter-Brazed Pinion Carriers help manage the diesel’s extreme low-end torque, as well as the high shift speeds of the gas engine. When teamed with a gasoline engine, the transmission features up to 4-pinion front carriers and 6-pinion rear. Diesel models feature up to 6-pinion carriers in front and up to 8-pinion carriers in the rear.

A TorqShift-G 6-speed SelectShift automatic transmission with tow/haul mode, right-sized for weight savings and efficiency, is new this year and standard on Super Duty F-250 models with the 6.2L V8. Since engines and transmissions are both designed by Ford, each powertrain works seamlessly with chassis components and vehicle calibrations.
After all, it has the best vantage point to see where the weight savings from the all-new 2017 F-Series Super Duty have been reinvested. And it is a sight to behold.

Front suspension: optimized for increased capability with new shocks, radius arms, springs, larger lower bushings and upgraded stabilizer bars with new collars. Rear suspension: upgraded and optimized with new shocks, bushings and re-engineered leaf springs for improved stance under load. Brake master cylinder on F-450: larger, for less brake fade under extreme braking conditions. Trailer hitch receivers: bigger, stronger with more weight-carrying capability. This Super Duty is ready for down and dirty.

Front and rear axles are stronger and more capable. They’ve been re-engineered with new gear and bearing designs, and optimized for weight to be more efficient than their predecessors. All-new rear axles on DRW trucks have more weight-carrying and towing capability than the previous generation.

Driveshafts, transfer cases and U-joints were upgraded to handle the increased torque output of both Super Duty engines. An electromagnetic clutch in the new transfer case provides smooth and immediate shift-on-the-fly 4WD capability in conditions where additional traction is required.

Standard trailer hitches are larger with increased ratings to handle heavier loads and, on many configurations, are now weight-carrying up to the trailer hitch ratings. Hitch receiver size has also increased, and reducers are provided to cover your towing needs.

AVAILABLE FEATURE. WHEN PROPERLY EQUIPPED, ON SELECT MODELS.
CLASS-BEST
32,500 LBS.
MAX. TOWING.

Towing numbers lead the class across the board. Best-in-class max. towing: Super Duty F-450 at a whopping 32,500 lbs; best-in-class max. 5th-wheel towing: F-350 DRW at 27,500 lbs; and best-in-class conventional towing: F-350 DRW at 21,000 lbs. If you need to tow more than any other truck in the class, you'll be in a Super Duty. It's optimized for heavy hauling. So you can pull the most weight — confidently.

To help you handle it all, the 2017 F Series Super Duty is our smartest and most capable towing machine. Ever. Providing you with an unprecedented level of towing confidence with even the largest loads. Smart technology helps make towing easier than ever: Cameras² aid in hooking up your trailer; class-exclusive adaptive cruise control² makes handling all that weight seem almost effortless; and adaptive steering² makes parking easier at your destination.
When there’s valuable equipment in tow, what you can see makes all the difference. With up to 7 available cameras, the all-new 2017 Super Duty helps you see more than ever before – solidifying our leadership in delivering the most capable, high-tech towing technology. Introducing your ultimate towing machine.

A front 180-degree camera with washer not only helps to see ahead, but around tight corners as well. It can see to the left and right before you have a line of sight, displaying a view around corners, down alleys and out of parking spots as you slowly drive forward.

A camera in each sideview mirror, along with the front and rear cameras, generates a 360-degree view. This all-around view of Super Duty is displayed on the 8" color LCD screen in the center stack (shown top right).

A forward-facing camera is utilized by lane-keeping alert. It can detect lane markings and send vibration pulses to the steering wheel if it senses Super Duty drifting unintentionally out of its lane.

A center high-mounted stop lamp (CHMSL) camera helps provide greater visibility of the cargo in the cargo box while in Reverse (shown middle right), and is particularly helpful when connecting a 5th-wheel/gooseneck trailer.

A rear view camera with zoom function, mounted in the tailgate handle, provides a view of what’s behind Super Duty and helps in the hookup of conventional trailers. It is one of the cameras used by the 360 degree camera with Split-View Display.

A customer-placed trailer camera can be attached to the rear of your trailer. It shows you what’s behind the trailer when backing up, and it’s weatherproof. The image can be accessed on the 8" color LCD screen in the center stack.
After surviving countless hours of abuse at the hands of Ford engineers, this high-strength, military-grade, aluminum alloy cargo box is reporting for duty. Super Duty. Best-in-class payload sits inside these walls. In fact, max. payload numbers have increased across this F-Series lineup. And for good reason. Panel thickness of the cargo box: upgraded. Reinforcements underneath the box: fortified. Dent and ding resistance inside the box: better than steel. Susceptibility to red rust: gone.

Accessing your payload is easy, too, thanks to extended step bars that reach to the side of the cargo box, as well as our class-exclusive tailgate step in back. To help increase your confidence while hauling heavy loads, every Super Duty features AdvanceTrac with RSC (Roll Stability Control) – that now includes DRW models too. It utilizes 2 gyroscopic sensors to automatically help you avoid skidding and fishtailing, helping you keep all wheels firmly planted. Load up. Head out.

CLASS-BEST

7,630 LBS.

MAX. PAYLOAD.
Day or night, the all-new Super Duty provides the tools you need to finish any job. Class-exclusive LED sideview mirror spotlights can light your work site well into the night. They join quad-beam LED headlamps and LED taillamps. LED box lighting smartly illuminates the cargo box with forward-facing lights. Turn them on with the button in the bed or the headlamps control in the cab.

Our class-exclusive tailgate step with grab handle is fully integrated inside the tailgate and drops down in one easy motion when needed. First-in-class remote tailgate release with power remote locking opens the tailgate with your key fob. Lock, unlock and lower it, hands-free. When activated, the tailgate gradually lowers to a flat position. Class-exclusive BoxLink™ with locking cleats helps keep your cargo in place. Load dirt bikes and ATVs with ease thanks to class-exclusive stowable loading ramps. When finished, stow the ramps with the BoxLink system.

Available feature.
The 8" color LCD productivity screen\(^1\) in the instrument cluster of the all-new Super Duty is your new command center. Keep your most used screens front and center with MyView. Just choose your favorites (up to 7) and put them in one consolidated view for greater convenience. Unique Super Duty screens include a digital turbo gauge for the 6.7L Power Stroke\(^*\) V8 Turbo Diesel engine\(^1\) and a DEF gauge.

The Individual Tire Pressure Monitoring System\(^2\) not only notifies you if any individual tire's pressure is low, but the system tells you how low. Track towing information, such as trailer brake controller\(^1\) settings, vehicle pitch and steering angle, and profiles of up to 10 trailers — including accumulated miles on each. A class-exclusive Trailer Tire Pressure Monitoring System\(^1\) can monitor and display the individual tire pressures of a connected trailer, and warn you if any tire is low. A power distribution screen when driving off road even shows you which wheels are receiving the most power. In Super Duty, all the info you need is front and center.
You can in the all-new 2017 F-Series Super Duty, the smartest Super Duty ever. It’s loaded with driver-assist features. Sophisticated radar and strategically placed cameras. They’re at your service to help you navigate a crowded job site, avoid a collision, stay in your lane, and so much more.

Adaptive cruise control helps maintain your choice of speed and preset gaps from the vehicle in front of you. It can also alert you to a potential collision. If one is detected, adaptive cruise control and collision warning with brake support flashes a warning via a heads-up display on the windshield, sounds an alarm, and can pre-charge the brake system to provide full responsiveness when you do brake.

First-in-class adaptive steering adapts to different driving conditions and reduces the amount of steering input needed, depending on speed and load. This helps make Super Duty more manageable to drive, especially with a load in tow. Backing up, trailering, and parking lot maneuvering will all be easier than the previous generation.

Trailer sway control helps you handle all that weight when towing. The system monitors the motions of the truck to detect trailer sway and selectively brakes as needed, helping you maintain control of the truck and the trailer.

Lane-keeping alert can detect lane markings and send vibration pulses to the steering wheel if it senses Super Duty drifting unintentionally out of its lane.

BLIS (Blind Spot Information System) with trailer coverage notifies you with a light in either sideview mirror if its radar sensors detect a vehicle in the corresponding blind spot. The system has been optimized for Super Duty to extend the range of BLIS to include a conventional trailer, once programmed into the productivity screen.
Until the pavement is down on a job site, you’ve got to get your heavy equipment and tools through mud, sand and
difficult terrain. Thankfully, on Super Duty 4x4 models with electronic shift-on-the-fly, engaging 4WD is as simple
as setting the proven manual-locking front hubs to AUTO and turning a dial on the instrument panel. Monitor your
truck’s pitch, roll, steering angle and driveline status with the off-road display in the 8” productivity screen.

To increase your confidence even more, select the FX4 Off-Road Package. Transfer case and fuel tank skid plates,
Hill Descent Control™ (now available on DRW models for the first time), and off-road-tuned Rancho® shocks help get
you ready for serious, low-speed crawling. An electronic-locking rear differential (SRW models) uses a true mechanical
dog-clutch mechanism to lock the rear axle shafts together so they turn at the same speed for maximum gripping
power. In the all-new 2017 Ford Super Duty, you’re well prepared to conquer the toughest terrain.
SADDLE UP.
RIDE LIKE A KING.

You can, in all-new cabs that are longer across the lineup – Regular Cab, SuperCab and Crew Cab. On KING RANCH®, you can massage your lower back and upper leg area, and change your seat contour, with the heated and cooled, leather-trimmed 10-way power front seats equipped with Active Motion®. The driver's seat, power-adjustable pedals, power sideview mirrors, and power-tilt and -telescoping steering column all feature memory to make life even more convenient. On the leather-wrapped center console lid, the KING RANCH Running W logo is prominently displayed.

Listen to everything you love with SiriusXM® Satellite Radio. Get over 150 channels including all kinds of commercial-free music, plus every major sport and the best talk, news, comedy and entertainment. And you'll hear it all with a 6-month trial subscription to the All Access package, included with your new Super Duty. So you can rock your ride, plus listen anywhere online and on the SiriusXM app.² All in the quietest Super Duty ever.
NOW YOU'RE TALKING.

SYNC 3

In addition to all the voice-activated benefits of SYNC®1,2 – placing and answering calls, and controlling music from your devices – you’ll love the easy-to-use interface of SYNC 3.3,4 An 8” color LCD screen displays phone, audio and navigation features. Enhanced voice recognition lets you give simple commands. A capacitive touchscreen includes a convenient swipe feature, as well as pinch-to-zoom functionality within navigation.5 SYNC 3 also brings you the options of Apple CarPlay™3,6 and Android Auto™4,5.

Voice-Activated Navigation System

Includes a 5-year complimentary trial subscription to SiriusXM® Traffic and Travel Link® services.5 Global Positioning System (GPS) technology is combined with available 3-D mapping and provides voice-guided turn-by-turn directions. You’ll get detailed traffic information, plus current and forecasted weather and fuel station locations and prices.

SYNC AppLink

Use your voice to control some of your favorite compatible mobile apps (like Pandora® and iHeartAuto), thanks to SYNC AppLink.3,6

Siri Seamless Integration

Bring the power of Siri® into Super Duty with Siri Eyes Free,7 your paired iPhone® and a long press of the voice-recognition button on the steering wheel.

Automatic Updates Over Wi-Fi

Keep SYNC 3 current with the latest software as new updates become available8 All you need is a Wi-Fi® connection.

1 Available feature. 2 Don’t drive while distracted. Use voice-operated systems when possible; don’t use handheld devices while driving. Some features may be locked out while the vehicle is in gear. Not all features are compatible with all phones. Message and data rates may apply. 3 Requires phone with compatible version of Apple iOS and active data service. SYNC does not control Apple CarPlay while in use. Apple is solely responsible for their functionality. Message and data rates may apply. 4 Requires phone with compatible version of Android Auto and active data service. SYNC does not control Android Auto while in use. Google and other third parties are responsible for their respective functionality. 5 SiriusXM audio and data services each require a subscription sold separately, or as a package, by SiriusXM Radio Inc. If you decide to continue service after your trial, the subscription plan you choose will automatically renew thereafter and you will be charged according to your chosen payment method at then-current rates. Fees and taxes apply. To cancel you must call SiriusXM at 1-866-635-2349. See SiriusXM Customer Agreement for complete terms at www.siriusxm.com. All fees and programming subject to change. Trial subscriptions not available in AK and HL. 6 SYNC AppLink is available on select models and compatible with select smartphone platforms and requires any compatible apps to be installed and running on a capable smartphone while connected to SYNC. Commands may vary by phone and AppLink software. Message and data rates may apply. 7 Requires SYNC 3. 8 Optional Navigation System map updates cannot be received via Wi-Fi and require a separate update.
To keep you highly productive, smart storage is everywhere in Super Duty. Even under the rear seat. First, on Crew Cab models, deployable under-seat storage can fold into the floor when not in use for a convenient flat load floor. When needed, the deployable partition raises up for helpful storage that can be divided and locked when the seat is folded down. Next, 2 glove compartments, including a unique upper compartment, more than double the glove box storage space of the previous generation. And the deep front center console⁴ is large enough for hanging file folders. Lastly, on SuperCab, enjoy rear doors that now open to 170° – with no B-pillars to obstruct entry and loading. Case closed.
**F-250**

**MAXIMUM CAPABILITIES**
- Towing: 18,600 lbs.
- Payload: 4,200 lbs.
- GVWR: 10,000 lbs.
- GCWR: 25,700 lbs.

**ENGINES**
- 6.2L Gas V8
- 6.7L Power Stroke® V8 Turbo Diesel

**DRIVETRAINS**
- Single Rear Wheel (SRW) 4x2 or 4x4

**CAB TYPES**
- Regular Cab, SuperCab or Crew Cab

**BOX LENGTHS**
- 6¾' or 8'

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**F-350**

**MAXIMUM CAPABILITIES**
- Towing: 32,000 lbs.
- **BEST-IN-CLASS Payload:** 7,630 lbs.
- GVWR: 14,000 lbs.
- GCWR: 40,000 lbs.

**ENGINES**
- 6.2L Gas V8
- 6.7L Power Stroke V8 Turbo Diesel

**DRIVETRAINS**
- SRW or Dual Rear Wheel (DRW); 4x2 or 4x4

**CAB TYPES**
- Regular Cab, SuperCab or Crew Cab

**BOX LENGTHS**
- 6¾' or 8'

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**F-450**

**MAXIMUM CAPABILITIES**
- **BEST-IN-CLASS Towing:** 32,500 lbs.
- Payload: 5,320 lbs.
- GVWR: 14,000 lbs.
- **BEST-IN-CLASS GCWR:** 41,800 lbs.

**ENGINE**
- 6.7L Power Stroke V8 Turbo Diesel

**DRIVETRAIN**
- DRW 4x4

**CAB TYPE**
- Crew Cab

**BOX LENGTH**
- 8'
**STANDARD FEATURES**

**Mechanical**
- Axle - Front, narrow-track, monobeam (F-250/F-350 4x4)
- Axle - Front, narrow-track, Twin-I-Beam (F-250/F-350 4x2)
- Axle - Front, wide-track, monobeam (F-450)
- Axle - Rear, 4.30 limited-slip (F-450)
- Axle - Rear, non-limited slip (F-250/F-350)
- Brakes – Power 4-wheel disc with Anti-Lock Brake System (ABS)
- Jack – 2-ton mechanical (SRW)
- Jack – 4-ton hydraulic (DRW)
- Manual locking hubs (4x4)
- Oil monitor – Intelligent Oil-Life Monitor® (diesel engine)
- Oil monitor – Oil-life minder (gas engine)
- Spare wheel, tire, lock and frame-mounted carrier
- Stabilizer bar – Front
- Stabilizer bar – Rear (DRW)
- Stationary Elevated Idle Control (SEIC)
- Steering – Hydraulic power-assisted
- Steering damper
- Suspension – Front, coil springs
- Suspension – Heavy-duty gas shock absorbers
- Suspension – Rear, leaf-spring
- Trailer sway control
- Trailer tow – 15K Built Ford Tough® trailer hitch receiver with 2.5” hitch and 2”–2.5” sleeve reducer (SRW with gas engine)
- Trailer tow – 21K Built Ford Tough trailer hitch receiver with 3” hitch and 2”–2.5” and 2.5”–3” sleeve reducers (SRW with diesel engine; DRW)
- Trailer tow – 7-wire harness with relays and 7-/4-pin connector (F-250/F-350)
- Trailer tow – 7-/4-pin connector, 4.30 limited-slip rear axle (F-350 SRW) and 33,000-lb. GCWR (F-450)

**Driver-Assist Technology**
- Autolamp with rainlamp
- Hill start assist

**Seating**
- Rear – 60/40 split flip-up seat with head restraints (SuperCab and Crew Cab)

**Interior**
- Cabin air filter
- Climate control – Air conditioning
- Coat hooks
- Dash-top tray
- Display – Outside temperature
- Glove compartments – 2, illuminated and lockable
- Grab handles – Driver and front-passenger, and rear-passenger on Crew Cab
- Lighting – Dome light
- Lighting – Dual map lights (front on Regular Cab/SuperCab; front and rear on Crew Cab)
- Overhead console with dual storage bins (SuperCab/Crew Cab)
- Power outlets – 12-volt powerpoint, 2 in instrument panel
- Windows – Rear quarter flip-out (SuperCab)

**Exterior**
- Daytime running lamps – Configurable
- Doors – 2 (Regular Cab)
- Doors – 4 (SuperCab/Crew Cab)
- Front fender vents
- Front license plate bracket
- Lighting – 3-blank lane change signals
- Lighting – Center high-mounted stop lamp (CHMSL) with cargo lamp
- Lighting – LED roof marker/clearance lamps (DRW)
- Pickup box – Box rail and tailgate moldings
- Pickup box – Partitionable and stackable
- Pickup box – Tie-down hooks (4 with 1/4" box; 6 with 8" box)
- Tailgate – Removable with key lock and tailgate assist
- Tow hooks – Front, 2
- Underhood lamp
- Windshield wipers – Variable-intermittent with washers

**Safety & Security**
- Airbags – Driver and right-front-passenger front
- Airbags – Front-seat side}
- Airbags – Front-passenger airbag deactivation switch (Regular Cab and SuperCab)
- Airbags – Safety Canopy® System with side-curtain airbags® and rollover sensor
- AdvanceTrac® with RSC® (Roll Stability Control™)
- Belt-Minder® front safety belt reminder
- Child-safety-seat top tether anchors (Regular Cab front passenger, and all rear-seat positions)
- Front height-adjustable shoulder safety belts
- Individual Tire Pressure Monitoring System (F-250/F-350, excludes spare)
- MyKey™
- SecuriLock® Passive Anti-Theft System
- SOS Post-Crash Alert System™

**Engines**

**6.7L Power Stroke® V8 Turbo Diesel**
- Configuration: OHV (32-valve)
- Electronic fuel injection: High-pressure common-rail
- Induction system: Single-sequential turbocharger; charged air cooler
- Battery: Dual 12-volt; 750-CCA/78-amp-hr
- Alternator: 175-amp (XL/XLT) 220-amp (LARIAT/KING RANCH/PLATINUM)
- Cooling system: Pressurized series flow
- Cylinders: 8, aluminum heads
- Valve operation: Push rod/rocker arms
- Camshaft drive: Gear
- Bore/stroke: 3.9"/4.25"
- Compression ratio: 16.2:1
- Horsepower @ rpm: 440 @ 2,800
- Torque lb.-ft. @ rpm: 925 @ 1,800–2,000
- Recommended fuel: Ultra-low-sulfur diesel or B20 (containing 20% or less biodiesel)

**6.2L 2-Valve Gas V8 FFV**
- Configuration: SOHC
- Electronic fuel injection: Sequential multi-port
- Induction system: Single 12-volt; 650-CCA/72-amp-hr (XL)
- Battery: Single 12-volt; 750-CCA/78-amp-hr (XL/LARIAT/KING RANCH/PLATINUM)
- Alternator: 157-amp (XL/XLT) 220-amp (LARIAT/KING RANCH/PLATINUM)
- Cooling system: Pressurized series flow
- Cylinders: 8, aluminum heads
- Valve operation: Roller-rocker shafts
- Camshaft drive: Silent chain
- Bore/stroke: 3.90"/4.25"
- Compression ratio: 10.0:1
- Horsepower @ rpm: 385 @ 5,750
- Torque lb.-ft. @ rpm: 430 @ 3,800
- Recommended fuel: Regular unleaded or E85; bi-fuel-capable CNG or propane autogas (requires upfit)

**Transmissions**
- TorqShift® 6-Speed SelectShift® Automatic with Tow/Haul Mode (F-250 with diesel engine and F-350/F-450)
- TorqShift-G 6-Speed SelectShift Automatic with Tow/Haul Mode (F-250 gas engine only)
- Case Material: Aluminum
- PTO: Live-drive with stationary and mobile modes; split-shaft capability (diesel only); PTO port located on driver’s side
- Gear Ratios: 1st 2nd 3rd 4th 5th 6th Reverse
- Overall ratio – Variable

**Mechanical**
- Front Suspension: Axle (max. rating @ ground) – 5,250 lbs. (F-250/F-350 4x2); 6,000 lbs. (F-250/F-350 w/3.31 axle delete); 6,000 lbs. (F-250/F-350 4x4); 7,000 lbs. (F-450)
- Shock absorbers – 1.38” gas type
- Rear Suspension: Axle (max. rating @ ground) – 6,200 lbs. (F-250); 7,280 lbs. (F-350 SRW); 9,650 lbs. (F-350 DRW/F-450)
- Shock absorbers – 1.38” gas type
- Brakes: Rotor diameter (front/rear) – 14.29”/14.29” (F-250/F-350); 15.39”/15.74” (F-450)
- Wheels: Steel or aluminum
- Size – 17”, 18” or 20” (F-250/F-350); 19.5” (F-450)
- Number of studs – 8 (F-250/F-350); 10 (F-450)
- Bolt-circle diameter – 6.89” (170-mm) SRW; 7.97” (225-mm) F-350 DRW; 8.86” (225-mm) F-450

**Additional Features**
- 6 auxiliary upfitter switches are mounted overhead, within easy reach of front-seat occupants.
- Up to 6 power sources, including 12-volt powerpoints and 110-volt power outlets, help you recharge your equipment easily. And the combined max. output of these outlets is increased to 400 watts in Park and 300 watts when driving.

XL Regular Cab cloth-trimmed interior in Dark Earth Gray with XL Value Package, 40/20/40 split front seat and available equipment.

XLT SuperCab cloth-trimmed interior in Medium Earth Gray with XLT Premium Package, 40/console/40 front bucket seats and available equipment.

LARIAT Crew Cab leather-trimmed interior in Medium Light Camel with 40/console/40 front bucket seats and available equipment.

KING RANCH® Crew Cab leather-trimmed interior in Mesa Brown with 40/console/40 front bucket seats and available equipment.

PLATINUM Crew Cab leather-trimmed interior in Black with 40/console/40 front bucket seats and available equipment.

<table>
<thead>
<tr>
<th>Trims</th>
<th>Regular Cab</th>
<th>SuperCab</th>
<th>Crew Cab</th>
<th>6' 1/4' Box Size</th>
<th>8' Box Size</th>
<th>40/20/40 split front seat</th>
<th>40/mini-console/40 front bucket seats</th>
<th>40/console/40 front bucket seats</th>
</tr>
</thead>
<tbody>
<tr>
<td>XL</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>S</td>
<td>S</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>XLT</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>LARIAT</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>O</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>KING RANCH</td>
<td>A</td>
<td>A</td>
<td>S</td>
<td>A</td>
<td>A</td>
<td>0</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>PLATINUM</td>
<td>S</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>S</td>
<td>S</td>
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</table>
### Mechanical

<table>
<thead>
<tr>
<th>Component</th>
<th>Standard</th>
<th>Optional</th>
<th>Package Content</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alternator – Dual extra-heavy-duty, 377-amp total</td>
<td>S</td>
<td>S</td>
<td></td>
</tr>
<tr>
<td>Axle – Rear, 3.31 non-limited-slip (SRW diesel engine)</td>
<td>S</td>
<td>S</td>
<td></td>
</tr>
<tr>
<td>Axle – Rear, 3.73 non-limited-slip (F-350 DRW with diesel engine)</td>
<td>S</td>
<td>S</td>
<td></td>
</tr>
<tr>
<td>Battery – 650-CCA, 72-amp-hr, single (gas engine)</td>
<td>S</td>
<td>S</td>
<td></td>
</tr>
<tr>
<td>Battery – 750-CCA, 78-amp-hr, single (gas engine)</td>
<td>S</td>
<td>S</td>
<td></td>
</tr>
<tr>
<td>Drivetrain – 4x2 (F-250-F-350)</td>
<td>S</td>
<td>S</td>
<td></td>
</tr>
<tr>
<td>Fuel tank – 29-gallon (142&quot; and 148&quot; WB with diesel engine)</td>
<td>S</td>
<td>S</td>
<td></td>
</tr>
<tr>
<td>Fuel tank – 48-gallon (176&quot; WB with gas engine)</td>
<td>S</td>
<td>S</td>
<td></td>
</tr>
<tr>
<td>Fuel tank – 48-gallon (176&quot; WB with diesel engine)</td>
<td>S</td>
<td>S</td>
<td></td>
</tr>
<tr>
<td>Operator-commanded exhaust filter regeneration (diesel engine)</td>
<td>S</td>
<td>S</td>
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### Driveline

<table>
<thead>
<tr>
<th>Component</th>
<th>Standard</th>
<th>Optional</th>
<th>Package Content</th>
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</thead>
<tbody>
<tr>
<td>Alternator – 240-amp extra-extra-heavy-duty (gas engine)</td>
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<td>S</td>
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</tr>
<tr>
<td>Axle – Rear, 3.73 limited-slip (F-350 DRW with gas engine)</td>
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<td>S</td>
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</tr>
<tr>
<td>Axle – Rear, 4.10 limited-slip (F-350 DRW with diesel engine)</td>
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<tr>
<td>Axle – Rear, 4.30 limited-slip (F-350 DRW with diesel engine)</td>
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<tr>
<td>Axle – Rear, 3.31 electronic-locking (SRW with diesel engine)</td>
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<tr>
<td>Axle – Rear, 3.73 electronic-locking (SRW with gas engine)</td>
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<tr>
<td>Battery – 650-CCA, 72-amp-hr, single (gas engine)</td>
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<td>S</td>
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</tr>
<tr>
<td>Battery – 750-CCA, 78-amp-hr, single (gas engine)</td>
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<td>S</td>
<td></td>
</tr>
<tr>
<td>Drivetrain – 4x2 (F-250-F-350)</td>
<td>S</td>
<td>S</td>
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<tr>
<td>Engine block heater (standard where required)</td>
<td>S</td>
<td>S</td>
<td></td>
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<tr>
<td>Engine idle shutdown – 5-minute</td>
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<td>S</td>
<td></td>
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<tr>
<td>Engine idle shutdown – 10-minute</td>
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<td>Engine idle shutdown – 15-minute</td>
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<tr>
<td>Engine idle shutdown – 20-minute</td>
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<tr>
<td>Fuel tank – 29-gallon (142&quot; and 148&quot; WB with diesel engine)</td>
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<td>S</td>
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<tr>
<td>Fuel tank – 48-gallon (176&quot; WB with gas engine)</td>
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<tr>
<td>Fuel tank – 48-gallon (176&quot; WB with diesel engine)</td>
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<td>S</td>
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<tr>
<td>Operator-commanded exhaust filter regeneration (diesel engine)</td>
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</table>

### Power Takeoff (PTO)

<table>
<thead>
<tr>
<th>Component</th>
<th>Standard</th>
<th>Optional</th>
<th>Package Content</th>
</tr>
</thead>
<tbody>
<tr>
<td>Power takeoff (PTO) provision with transmission-mounted live-drive and stationary modes</td>
<td>S</td>
<td>S</td>
<td></td>
</tr>
</tbody>
</table>

### Scraped Text

1 Restrictions may apply. See your dealer for details. 2 Requires 5th-Wheel/Gooseneck Trailer Prep Package. 3 Ford Licensed Accessory.
## Seating (continued)

<table>
<thead>
<tr>
<th>Feature</th>
<th>XL</th>
<th>XLT</th>
<th>LARIAT</th>
<th>KING RANCH</th>
<th>PLATINUM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Locks</td>
<td>P</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>– Intelligent Access with push-button start</td>
<td>P</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>– Power Door and tailgate with autolock/unlock</td>
<td>P</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>– Remote Keyless Entry System with 2 integrated keyhead transmitter remotes</td>
<td>P</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>– Day/night rearview</td>
<td>P</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>– Mirror-adjustable pedals</td>
<td>P</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>– Power-adjustable pedals with memory</td>
<td>P</td>
<td>S</td>
<td>S</td>
<td>S</td>
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<tr>
<td>– Power-output: 110V/400W, 1 in instrument panel; also includes 1 rear-facing on the flow-through center console, if equipped1</td>
<td>P</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
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<tr>
<td>– Steering column – Manual/tilt/telescoping</td>
<td>P</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>– Steering column – Power-tilt/telescoping with memory</td>
<td>P</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>– Steering wheel – Black urethane</td>
<td>P</td>
<td>S</td>
<td>S</td>
<td>S</td>
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<tr>
<td>– Steering wheel – Color-coordinated leather-wrapped</td>
<td>P</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
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<tr>
<td>– Steering wheel – Heated</td>
<td>P</td>
<td>S</td>
<td>S</td>
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<tr>
<td>– Uptight switches – 6, located in overhead console1</td>
<td>O</td>
<td>O</td>
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<tr>
<td>– Visors – Adjustable driver with pocket and front-passenger with mirror</td>
<td>P</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>– Visors – Adjustable driver and front-passenger with covered mirrors</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
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<tr>
<td>– Visors – Adjustable driver and front-passenger with covered and illuminated vanity mirrors</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
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<tr>
<td>– Window – Rear, fixed</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
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<tr>
<td>– Window – Rear, fixed with defrost and privacy glass</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
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<tr>
<td>– Window – Rear, power-sliding with defroster and privacy glass1</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
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<tr>
<td>– Windows – Manual front and rear</td>
<td>S</td>
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<tr>
<td>– Windows – Power with front one-touch-up/-down feature</td>
<td>S</td>
<td>S</td>
<td>S</td>
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<tr>
<td>– Climate control – Dual-zone electronic automatic temperature control</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>– Climate control – Rapid-heat supplemental cab heater1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>– Climate control – Single-zone manual</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>– Cruise control</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>– Display – 2.3” productivity screen in instrument cluster</td>
<td>P</td>
<td>P</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>– Display – 4.2” LCD productivity screen in instrument cluster</td>
<td>P</td>
<td>P</td>
<td>S</td>
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<td>S</td>
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<tr>
<td>– Display – 8” configurable color LCD productivity screen in instrument cluster</td>
<td>S</td>
<td>S</td>
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<td>S</td>
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<tr>
<td>– Door sill scuff plates – illuminated</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
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</tr>
<tr>
<td>– Door trim – Sandalwood film appliqués</td>
<td>S</td>
<td>S</td>
<td>S</td>
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<tr>
<td>– Door trim – Khaya wood appliqués</td>
<td>S</td>
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</tr>
<tr>
<td>– Door trim – Figured Eucalyptus wood appliqués</td>
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<td>S</td>
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<td>S</td>
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<tr>
<td>– Floor mats – All-weather floor mats2</td>
<td>S</td>
<td>S</td>
<td>S</td>
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<tr>
<td>– Floor mats – Black vinyl/carpet delete</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>– Floor mats – Carpet with front and rear carpeted floor mats3</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>– Flooring – Premium vinyl with front and rear carpeted floor mats</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
</tbody>
</table>

1Restrictions may apply. See your dealer for details. 2Ford Licensed Accessory.
**Exterior (continued)**

- **STX Appearance Package** includes AM/FM stereo/single-CD player with MP3 capability, cruise control, chrome grille with Carbon Black surround, chrome front and rear bumpers, 18" cast-aluminum wheels with bright center caps and LT275/65Rx18 E8 BSW all-season tires (SRW), 17" polished forged-aluminum wheels (F-350 DRW), and STX fender vent badges.

- **Pickup box delete** (F-250/F-350 with 8’ box only) deletes pickup box, tailgate, rear bumper, 7-4/4-pin connector, CHMSL with cargo lamp, jack, and spare wheel, tire lock, and carrier.

- **Heavy-Service Front Suspension Package** for pickup box delete (F-250 and F-350 SRW with pickup box delete) includes front springs upgrade (unless maximum springs have been computer-selected as included equipment), rear auxiliary springs (F-250), and rear stabilizer bar.

- **XL T Premium Package** (SuperCab/Crew Cab only) includes 4.2” LCD productivity screen in instrument cluster; SYNC® 3 Enhanced Voice Recognition Communications and Entertainment System with 8” color capacitive touchscreen in center stack with swapping capability, 911 Assist®, AppLink®, and 2 smart-charging USB ports; 6” color angular step bars; 18” chrome-like PVD wheels (SRW only); autolock/unlock; fog lamps; Premium Sound System; LED box lighting; lane-departure warning; rear parking assistance warning; pre-collison assist; and energy management system.

- **XL T Driver Assistance Package** includes adaptive steering, auto high beams, lane-keeping alert, Driver Alert System, twin-panel moonroof, and Ultimate Trailer Tow Camera System.

- **XL T Driver Assistance Package** also includes adaptive cruise control, collision warning with brake support, lane-keeping assist, Driver Alert System, twin-panel moonroof, and Ultimate Trailer Tow Camera System.

- **XL T Appearance Package** includes 18” chrome-like PVD wheels (SRW only), chrome door handles, chrome mirror caps; chrome tailgate appliqué; chrome front and rear bumpers and chrome tailgate appliqué; chrome tow hooks; and chrome mirror caps; KING RANCH includes chrome front and rear bumpers and chrome tailgate appliqué.

- **XL T Appearance Package** includes adaptive cruise control and collision warning with brake support, lane-keeping assist, Driver Alert System, twin-panel moonroof, and Ultimate Trailer Tow Camera System.

- **XL T Ultimate Package** includes adaptive cruise control and collision warning with brake support, lane-keeping assist, Driver Alert System, twin-panel moonroof, and Ultimate Trailer Tow Camera System.

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Restrictions may apply. See your dealer for details.
**TECHNICAL SPECIFICATIONS**

### Maximum Payload Weight Ratings (lbs.)

<table>
<thead>
<tr>
<th>Max. GWVR</th>
<th>Regular Cab 141.5&quot; WB</th>
<th>SuperCab 147.9&quot; WB</th>
<th>Crew Cab 159.7&quot; WB</th>
<th>Drug Cart 175.9&quot; WB</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>F-250</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SRW 4x2</td>
<td>9,900</td>
<td>11,500</td>
<td>11,300</td>
<td>11,200</td>
</tr>
<tr>
<td>9,950</td>
<td>11,500</td>
<td>11,300</td>
<td>11,200</td>
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</tr>
<tr>
<td>10,000</td>
<td>11,600</td>
<td>11,400</td>
<td>11,300</td>
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<tr>
<td><strong>F-250</strong></td>
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<tr>
<td>SRW 4x4</td>
<td>9,900</td>
<td>11,500</td>
<td>11,300</td>
<td>11,200</td>
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<td>10,000</td>
<td>11,600</td>
<td>11,400</td>
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<tr>
<td><strong>F-350</strong></td>
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</tr>
<tr>
<td>SRW 4x2</td>
<td>9,900</td>
<td>11,500</td>
<td>11,300</td>
<td>11,200</td>
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<tr>
<td><strong>F-350</strong></td>
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<tr>
<td>SRW 4x4</td>
<td>9,900</td>
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</tbody>
</table>

**SRW = single rear wheel   DRW = dual rear wheel   WB = wheelbase   &&= Pickup box delete   & requires high-capacity trailer tow package   &= Gooseneck tow rating shown. 5th-wheel tow rating limited to 5th-wheel hitch rating of 18,000 lbs.   *Gooseneck tow rating shown.**

### Maximum Loaded Trailer Towing Weight Ratings (lbs.) – SAE J2807 Compliant

<table>
<thead>
<tr>
<th>Engine</th>
<th>Axle Ratio</th>
<th>GCWR</th>
<th>Regular Cab Conventional Towing Weight Carrying</th>
<th>Weight Distribution</th>
<th>5th-Wheel/Gooseneck Towing</th>
<th>Regular Cab Conventional Towing Weight Carrying</th>
<th>Weight Distribution</th>
<th>5th-Wheel/Gooseneck Towing</th>
<th>Crew Cab Conventional Towing Weight Carrying</th>
<th>Weight Distribution</th>
<th>5th-Wheel/Gooseneck Towing</th>
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</thead>
<tbody>
<tr>
<td>F-250</td>
<td>SRW 4x2</td>
<td></td>
<td>6.2L Gas 3.73/4.30</td>
<td>19,500</td>
<td>13,000</td>
<td>3,130/4,000</td>
<td>15,700</td>
<td>13,000</td>
<td>3,130/4,000</td>
<td>15,700</td>
<td>13,000</td>
</tr>
<tr>
<td>F-250</td>
<td>SRW 4x4</td>
<td></td>
<td>6.7L Diesel 3.31/3.55</td>
<td>21,900</td>
<td>15,000</td>
<td>3,810/4,620</td>
<td>19,000</td>
<td>15,000</td>
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</tr>
</tbody>
</table>

**CLICK HERE to download full towing charts**

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SRW = single rear wheel   DRW = dual rear wheel   WB = wheelbase   &&= Pickup box delete   & requires high-capacity trailer tow package   &= Gooseneck tow rating shown. 5th-wheel tow rating limited to 5th-wheel hitch rating of 18,000 lbs.   *Gooseneck tow rating shown.**

Maximum capabilties shown for properly equipped vehicles with required equipment and a 150-lb. driver. Weight of additional options, equipment, passengers and cargo must be deducted from this weight. For additional information, see your Ford Dealer. **Conventional Towing Notes:** This information also applies to models with Pickup Box Delete option (666). Trailer tongue load weight should be 10-15% of total loaded trailer weight. Make sure that the vehicle payload (reduced by option weight) will accommodate trailer tongue load weight and the weight of passengers and cargo added to the towing vehicle. The addition of trailer tongue load weight, and the weight of passengers and cargo, cannot cause vehicle weights to exceed the rear GAWR (Gross Axle Weight Rating) or GVWR (Gross Vehicle Weight Rating). These ratings can be found on the vehicle’s Safety Compliance Certification Label. **5th-Wheel Towing Notes:** This information also applies to models with pickup box delete option (666). Trailer kingpin weight should be 15–25% of total loaded trailer weight. Make sure that the vehicle payload (reduced by option weight) will accommodate trailer kingpin weight and the weight of passengers and cargo added to the towing vehicle. The addition of trailer kingpin weight, and the weight of passengers and cargo, cannot cause vehicle weights to exceed the rear GAWR (Gross Axle Weight Rating) or GVWR (Gross Vehicle Weight Rating). These ratings can be found on the vehicle’s Safety Compliance Certification Label.
### TECHNICAL SPECIFICATIONS

#### Dimensions

<table>
<thead>
<tr>
<th>Exterior</th>
<th>Regular Cab LWB 4x2/4x4</th>
<th>SuperCab SWB 4x2/4x4</th>
<th>Crew Cab LWB 4x2/4x4</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Height – F-250 SRW (w/o options)</td>
<td>77.9”/81.1”</td>
<td>78.4”/81.5”</td>
<td>78.3”/81.5”</td>
</tr>
<tr>
<td>A. Height – F-350 SRW (w/o options)</td>
<td>77.8”/80.9”</td>
<td>78.2”/81.3”</td>
<td>78.0”/81.3”</td>
</tr>
<tr>
<td>A. Height – F-350 DRW (w/o options)</td>
<td>78.1”/80.6”</td>
<td>—</td>
<td>77.9”/81.0”</td>
</tr>
<tr>
<td>A. Height – F-450 DRW (w/o options)</td>
<td>—</td>
<td>—</td>
<td>81.0”</td>
</tr>
<tr>
<td>B. Width – SRW (excl. mirrors)</td>
<td>80.0”</td>
<td>96.0”</td>
<td>105.9”</td>
</tr>
<tr>
<td>B. Width – DRW (excl. mirrors)</td>
<td>80.0”</td>
<td>105.9”</td>
<td>110.0”</td>
</tr>
<tr>
<td>B. Width – With mirrors</td>
<td>80.0”</td>
<td>105.9”</td>
<td>110.0”</td>
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<tr>
<td>C. Ground clearance – F-250 SRW</td>
<td>8.5”/8.3”</td>
<td>8.5”/8.2”</td>
<td>8.5”/8.2”</td>
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<tr>
<td>C. Ground clearance – F-350 SRW</td>
<td>7.8”/7.7”</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>C. Ground clearance – F-350 DRW</td>
<td>—</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>D. Load floor height – F-250 SRW</td>
<td>36.1”/38.7”</td>
<td>35.6”/38.3”</td>
<td>35.3”/38.1”</td>
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<tr>
<td>D. Load floor height – F-350 SRW</td>
<td>35.7”/36.5”</td>
<td>35.0”/37.9”</td>
<td>35.0”/37.9”</td>
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<tr>
<td>D. Load floor height – F-350 DRW</td>
<td>36.5”/37.6”</td>
<td>34.4”/37.2”</td>
<td>34.3”/36.9”</td>
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<tr>
<td>E. Cargo box height</td>
<td>21.1”</td>
<td>21.1”</td>
<td>21.1”</td>
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<tr>
<td>F. Length</td>
<td>231.8”</td>
<td>238.2”</td>
<td>254.4”</td>
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<tr>
<td>G. Overhang – Rear</td>
<td>52.0”</td>
<td>52.0”</td>
<td>52.0”</td>
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<tr>
<td>H. Wheelbase</td>
<td>141.6”</td>
<td>148.0”</td>
<td>164.2”</td>
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<tr>
<td>I. Overhang – Front</td>
<td>38.2”</td>
<td>38.2”</td>
<td>38.2”</td>
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<tr>
<td>J. Angle of departure – F-250 SRW</td>
<td>19.8°/22.7°</td>
<td>19.3°/22.3°</td>
<td>19.0°/22.1°</td>
</tr>
<tr>
<td>J. Angle of departure – F-350 DRW</td>
<td>19.5°/20.9”</td>
<td>17.4°/20.5”</td>
<td>17.2°/20.1”</td>
</tr>
<tr>
<td>K. Ramp breakover angle – F-250 SRW</td>
<td>20.2°/25.4°</td>
<td>19.3°/24.2°</td>
<td>17.8°/22.5°</td>
</tr>
<tr>
<td>K. Ramp breakover angle – F-350 SRW</td>
<td>20.0°/25.1”</td>
<td>17.7°/22.3°</td>
<td>17.8°/22.4°</td>
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<tr>
<td>K. Ramp breakover angle – F-350 DRW</td>
<td>20.6°/24.6”</td>
<td>17.4°/21.8”</td>
<td>16.7°/20.8”</td>
</tr>
<tr>
<td>L. Angle of approach – F-250 SRW</td>
<td>17.2°/18.1”</td>
<td>16.7°/17.9”</td>
<td>17.4°/17.9”</td>
</tr>
<tr>
<td>L. Angle of approach – F-350 SRW</td>
<td>17.5°/17.8”</td>
<td>17.3°/17.7”</td>
<td>17.6°/17.5”</td>
</tr>
<tr>
<td>L. Angle of approach – F-350 DRW</td>
<td>17.6°/18.1”</td>
<td>—</td>
<td>18.1°/18.4”</td>
</tr>
<tr>
<td>L. Angle of approach – F-450 DRW</td>
<td>—</td>
<td>—</td>
<td>18.5°/19.1”</td>
</tr>
</tbody>
</table>

**Interior**

- Front head room: 40.8”
- Front leg room (max.): 43.9”
- Front hip room: 62.5”
- Front shoulder room: 66.7”

- Rear head room: 40.3”
- Rear leg room: 33.5”
- Rear hip room: 64.7”
- Rear shoulder room: 65.8”

**Cargo Box**

- Volume (cu. ft.): 78.5

**SRW = single rear wheel**  **DRW = dual rear wheel**  **SWB = short wheelbase (6¾’ cargo box)**  **LWB = long wheelbase (8’ cargo box)**
### Exterior & Interior Choices

<table>
<thead>
<tr>
<th>White Platinum Metallic Tri-coat</th>
<th>XL</th>
<th>XLT</th>
<th>LARIAT</th>
<th>KING RANCH</th>
<th>PLATINUM</th>
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<tbody>
<tr>
<td>Oxford White</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5 6</td>
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<tr>
<td>Ingot Silver</td>
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<td>2</td>
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<tr>
<td>White Gold</td>
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<td>8 9</td>
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<tr>
<td>Caribou</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5 6 7</td>
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<tr>
<td>Bronze Fire</td>
<td>4</td>
<td>5</td>
<td>6</td>
<td>7</td>
<td>8 9</td>
</tr>
</tbody>
</table>

| Race Red                         | 1  | 2   | 3      | 4          | 5 6      |
| Ruby Red Metallic Tinted Clearcoat | 3  | 4   | 5      | 6          | 7 8 9    |
| Blue Jeans                       | 1  | 2   | 3      | 4          | 5 6      |
| Magnetic                         | 1  | 2   | 3      | 4          | 5 6 7    |
| Shadow Black                     | 1  | 2   | 3      | 4          | 5 6      |

- Caribou Two-Tone Accent exterior standard on KING RANCH; optional on LARIAT
- Magnetic Two-Tone Accent exterior optional on LARIAT with Black Leather interior only

Colors are representative only. See your dealer for actual paint/trim options. *Additional charge. ‡Metallic. †Requires KING RANCH Monochromatic Paint Package.
Ford Licensed Accessories

XLT with XLT Value Package in Oxford White accessorized with 5" Black step bars, hood and side window deflectors, hard-folding tonneau cover by Advantage,1 heavy-duty splash guards, chrome front tow hooks, LED fog lamps by Putco,®1 and rear wheel-well liners.

Exterior
- Exhaust tips
- Exterior trim kits1
- Fender flares1
- Fifth-wheel hitch kits (A)
- Fog lamps1
- Ford Custom graphics1
- Hood and side window deflectors
- Hood protector1
- Racks and carriers1
- Splash guards
- SportR™ tents1
- Stainless steel wheel covers1
- Step bars
- Trailer towing accessories
- Wheel lock kit
- Wheel-well liners

Interior
- Ash cup/coin holders
- Cargo organizers and protectors
- First aid and roadside assistance kits1
- Floor liners (B)
- In-vehicle safe1
- Interior light kit
- Leather-trimmed interior seating1
- Protective seat covers1
- Tablet cradle1

Bed Products
- Bed cleats and cargo nets
- Bed extenders, liners and mats
- Bed rails1
- Bed standard interface plate
- Bed tailgate viscous dampening cartridge

Bedliner plug kits
- Commercial-grade tool/cargo box1
- Pivot storage box1
- Retractable stake pocket tie-downs1
- Sportliners1
- Stowable loading ramps (C)
- Tonneau covers1

Electronics
- Ford Telematics powered by Telogis®1
- Keyless entry keypad
- Remote start systems (D)
- Strobe and work task lights1
- Vehicle Security System
- Warning sensor systems1
- Wireless charging1

Roadside Assistance.
Covers your vehicle for 5 years or 60,000 miles, so you have the security of knowing that help may be only a phone call away should you run out of fuel, lock yourself out of the vehicle or need towing. Your Ford Dealer can provide complete details on all of these advantages.

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New Vehicle Limited Warranty. We want your Ford F-Series Super Duty® ownership experience to be the best it can be. Under this warranty, your new vehicle comes with 3-year/36,000-mile bumper-to-bumper coverage, 5-year/60,000-mile Powertrain Warranty coverage, 5-year/60,000-mile safety restraint coverage, and 5-year/ unlimited-mile corrosion (perforation) coverage – all with no deductible. The Ford 6.7L Power Stroke® diesel engine gets 5-year/100,000-mile warranty coverage. Please ask your Ford Dealer for a copy of this limited warranty.

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