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.

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.

For trailers over 3,000 pounds – Class IV Trailer Tow Package (52T)
*Check with your dealer for additional requirements, restrictions and limited warranty details.

AVAILABLE TRAILER TOWING PACKAGE

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:

FRONTAL AREA CONSIDERATIONS
Frontal Area is the total area in square feet that a moving vehicle and trailer exposes to air resistance. The chart above shows the limitations that must be considered in selecting a vehicle/trailer combination. Exceeding these limitations may significantly reduce the performance of your towing vehicle.

FACTORY-INSTALLED TRAILER HITCH RECEIVER OPTION
Included with Class IV Trailer Tow Package – Option Code 52T
See chart at right for the weight-carrying capacity of this hitch receiver. (This capacity also is shown on a label affixed to each receiver.)

HITCH RECEIVER WEIGHT CAPACITY
Refer to the Trailer Towing Selector chart for Maximum Loaded Trailer Weight for this vehicle.

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.
TOWING BASICS

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.

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

Cargo And 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 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 GVWR, not GCWR
If your tow vehicle is an F-150®, F-Series Super Duty®, Transit® or Expedition® and your trailer has electric brakes, the optional Integrated Trailer Brake Controller (TBC) assists in smooth and steady performance, overdrive can be applied, shifting between overdrive and the lower gears
With TorqShift® transmission, select overdrive to help enhance performance
If excessive shifting does not occur, use overdrive to help enhance performance

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 Cruise Control
Cruise control is designed to hold the vehicle at a steady speed using the engine and brakes
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 GVWs and GCWs 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 information pertaining to your vehicle, refer to the vehicle Owner's Manual.

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:
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- Lights and electrical connections
- Trailer wheel lug nuts for tightness
- Engine oil – check regularly throughout your trip

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High Altitude Operation
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