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 2,000 pounds – Trailer Tow Package (53Q)

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

### AVAILABLE TRAILER TOWING PACKAGE

<table>
<thead>
<tr>
<th>(Option Code)</th>
<th>SuperCrew (53Q)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maverick</td>
<td></td>
</tr>
<tr>
<td>7-Wire Harness &amp; 4-/7-Pin Connector</td>
<td>I</td>
</tr>
<tr>
<td>Hitch Receiver</td>
<td>I</td>
</tr>
<tr>
<td>Aux. Auto Trans. Oil Cooler</td>
<td>I</td>
</tr>
<tr>
<td>Radiator Upgrade</td>
<td>I</td>
</tr>
<tr>
<td>Trailer Brake Controller</td>
<td>I</td>
</tr>
</tbody>
</table>

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

### FRONTAL AREA CONSIDERATIONS

**Trailer Frontal Area Limitations/Considerations**

<table>
<thead>
<tr>
<th>Maverick</th>
<th>Without Trailer Tow Package (53Q)</th>
<th>With Trailer Tow Package (53Q)</th>
</tr>
</thead>
<tbody>
<tr>
<td>20 sq. ft.</td>
<td>40 sq. ft.</td>
<td></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 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 Trailer Tow Package – Option Code 53Q

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.

<table>
<thead>
<tr>
<th></th>
<th>Weight-Carrying Max. Trailer Capacity (lbs.)</th>
<th>Max. Tongue Load (lbs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maverick</td>
<td>4,000</td>
<td>400</td>
</tr>
</tbody>
</table>

3. Hitch receivers do not include a hitch ball or ball mounting. You are responsible for obtaining the proper hitch ball, ball mounting, and other appropriate equipment to tow both the trailer and its cargo load.
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 added length of the trailer must clear to allow extra distance. Remember, the added length of the trailer must clear the other vehicle before you can pull back in

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

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

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.
To eliminate this condition and achieve steadier performance, overdrive can be locked out (see vehicle Owner’s Manual)
If excessive shifting does not occur, use overdrive to help enhance performance
Overdrive may also be locked out to obtain engine braking on downgrades

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 trailering information pertaining to your vehicle, refer to the vehicle Owner’s Manual.

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