



# 2023 FORD SUPER DUTY® PICKUP

## DURABLE, CAPABLE, PRODUCTIVE

The all-new 2023 Super Duty Pickups expand their role as the pinnacle of BUILT FORD TOUGH® with rugged durability and improved capability and productivity. New powertrains, improved camera technologies and innovative connected features and services meet the needs of a multitude of commercial vocations and personal use towing customers. Super Duty Pickups are built to handle your toughest jobs with Regular Cab, SuperCab and Crew Cab choices in both 4x2 and 4x4 configurations for maximum flexibility.



Super Duty F-450 Limited Crew Cab 4x4 in Iconic Silver Metallic. Preproduction image shown.

## NEW POWER CHOICES

### 6.8L Gas V8 – A New Workhorse

This new 6.8L V8 workhorse, standard on XL models, raises the bar for entry-level performance with **405 hp** and **445 lb.-ft. of torque**. Naturally aspirated with port injection, the engine uses a cam-in-block and overhead valve architecture with variable valve timing and leverages the latest technology to deliver improved power and torque, especially in the lower rpm range where it's needed to get heavy loads up to speed more quickly.

### 7.3L Gas V8 – Most Powerful Gas Engine In Its Class<sup>1</sup>

The available 7.3L gas V8 engine provides high performance in a compact package, with available best-in-class gas V8 output of **430 horsepower**, available best-in-class gas torque of **485 lb.-ft.**<sup>1,2</sup>, and expanded towing and payload capability for the toughest of jobs. The pushrod V8 design optimizes low-end torque and the variable-cam timing helps to optimize high-output power.

### 6.7L Power Stroke® Diesel – A Proven Performer

This available 6.7-liter Power Stroke engine delivers **475 horsepower** and **1,050 lb.-ft. of torque** and includes a 36,000-psi fuel injection system that helps optimize combustion and provide excellent pedal response. Forged-steel pistons provide high firing pressure capability and less friction for improved durability. A turbocharger with a fully electronic vane actuator helps cold-weather performance.

### 6.7L High Output Power Stroke Diesel – New High-Performance Engine

This available new High Output Diesel engine incorporates a turbocharger with a cooled compressor and stainless-steel exhaust manifolds helping it deliver best available diesel **500 hp** in the class and best-in-class maximum available **1,200 lb.-ft. of torque.**<sup>1,2</sup>

A 10-speed automatic transmission is standard on all models.

1. Class is Full-Size Pickups over 8,500 lbs. GVWR. Your results may vary. 2. Horsepower and torque are independent attributes and may not be achieved simultaneously.



# 2023 FORD SUPER DUTY® PICKUP

## SUPER DUTY TOW TECHNOLOGY



### 5th-Wheel/Gooseneck Prep Package

Available on all models

Provides the necessary under-the-bed hardware to allow mounting of a 5th-wheel/gooseneck hitch in the pickup bed to put more of the trailer weight over the tow vehicle

Features five pickup bed attachment points with plugs, frame under-bed crossmember and integrated 7-pin connector

### Smart Trailer Tow Connector

Provides trailer connection status, lighting and trailer battery alerts/warnings

Alerts/warnings are displayed within the instrument cluster

### Standard Trailer Sway Control

Works in conjunction with AdvanceTrac® with RSC (Roll Stability Control™) to detect trailer sway and reduce it as necessary

Software measures the yaw motion of the vehicle to determine if the trailer is swaying and then responds to eliminate the sway condition<sup>1</sup>

### Standard Trailer Brake Controller (TBC)

Helps to ensure smooth and effective trailer braking by powering the trailer's brakes with an output proportional to the towing vehicle's brake pressure. Factory-installed and warranted by Ford Motor Company<sup>2</sup>

### Available Onboard Scales with Smart Hitch<sup>3</sup>

Estimates cargo weight in real-time and provides guidance on trailer tongue weight distribution directly on the center touchscreen, FordPass® app or within the taillamps

### Tow/Haul Mode with Integrated Engine-Exhaust Brake

Tow/haul mode and tow/haul mode with integrated engine-exhaust brake (6.7L V8 Power Stroke® turbo diesel only) with auto setting give drivers even greater control when traveling downhill

Helps eliminate unwanted frequency of gear shifting on steep uphill grades and allow engine braking to maintain or reduce vehicle speed and assist the driver in controlling the vehicle when descending a steep grade



### Trailer Reverse Guidance<sup>4</sup>

Utilizes 3 cameras to provide multiple views along with steering guidance graphics to assist in backing and maneuvering a trailer. Functions with all trailers, including gooseneck and 5th-wheel applications



### Pro Trailer Backup Assist™<sup>5</sup> and Pro Trailer Hitch Assist<sup>3,5</sup>

Pro Trailer Backup Assist makes parking your trailer as simple as turning a knob on the instrument panel left or right in the direction you want the trailer to go. Pro Trailer Hitch Assist controls throttle, braking and steering to automatically back the truck up and align the conventional hitch ball to the trailer receiver



### 360-Degree Camera Package<sup>3</sup>

Available 360-Degree Camera Package allows you to see if you are free and clear on all sides of your truck

Includes BLIS® (Blind Spot Information System), with Cross Traffic Alert and Trailer Coverage, Rear Parking Sensors and Reverse Sensing System with Reverse Brake Assist<sup>6</sup>



### Available BLIS with Trailer Coverage

Alerts you when a vehicle is spotted in your blind spots and when one is alongside the trailer. Helps ease lane-change anxiety – even with a conventional trailer (up to 33 feet long) in tow



### Trailer Navigation

Available feature helps eliminate setbacks by keeping the size of your trailer in mind and adapting the route based on height and width clearances to help avoid jam-ups like low bridges and tight corners

### Trailer Profiles

Allows driver to create a profile for each trailer to track key information such as mileage and fuel economy while trailering



### Available Head-Up Display

Important information (speed limit, driver-assist details and more) is projected onto the windshield in line of sight without being intrusive, allowing eyes to remain fixed on the road. Information displayed and location on windshield is customizable

### Turn Signal View with Trailer

Camera view displays on center touchscreen showing truck and trailer when turn signal is activated

### Digital Instrument Cluster

Available 12-inch customizable digital instrument cluster delivers vital information in brilliant high-resolution clarity. Configurable to display information most important for normal, towing, and off-road drive modes

### Power Tailgate

Available system provides ability to raise or lower tailgate from inside cab, from keyfob or from button on tailgate. Includes Tailgate Down camera<sup>3</sup> and reverse sensors in the top of tailgate that provide visual and audible alerts when the tailgate is down to make backing up to a dock or hitching a gooseneck or 5th-wheel trailer easier than ever before

### Trailer Theft Security

Feature sends an alert, via the FordPass app, should anyone attempt to disconnect the trailer when the truck is locked

1. 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 or improper trailer loading for the conditions. 2. See limited warranty for details. Ask your Ford Dealer for details. 3. Available spring 2023. 4. Driver-assist features are supplemental and do not replace the driver's attention, judgment and need to control the vehicle. It does not replace safe driving. See Owner's Manual for details and limitations. 5. Included in available Tow Technology Package (52T). 6. Included on XL and XLT; standard on LARIAT, King Ranch®, Platinum and Limited.



# 2023 FORD SUPER DUTY® PICKUP

F-250 Tremor® Crew Cab in Stone Gray Metallic. Preproduction image shown.

## TRAILER TOWING SELECTOR

### TRAILER TOWING SELECTOR

Automatic Transmission

			REGULAR CAB				SUPERCAB				CREW CAB			
Engine	Axle Ratio	GCWR (lbs.)	4x2 141.6" WB 8' Box	4x4 141.6" WB 8' Box	4x2 148.0" WB 6-3/4' Box	4x2 164.2" WB 8' Box	4x4 148.0" WB 6-3/4' Box	4x4 164.2" WB 8' Box	4x2 159.8" WB 6-3/4' Box	4x2 176.0" WB 8' Box	4x4 159.8" WB 6-3/4' Box	4x4 176.0" WB 8' Box		
6.7L V8 Turbo Diesel	3.31	23,500	16,600	16,200	16,300	16,200	15,900	15,800	16,200	15,900	15,800	15,500		
		30,000 <sup>1</sup>	18,200	20,000	18,200	19,500	20,000	22,000	19,500	19,500	22,000	21,900		
	3.55	30,000 <sup>1</sup>	18,200	20,000	18,200	19,500	20,000	22,000	19,500	19,500	22,000	21,900		
6.7L V8 H.O. Turbo Diesel	3.55E <sup>2</sup>	28,300 <sup>3</sup>										18,200		
	3.31	31,000 <sup>1</sup>	18,200	20,000	18,200	19,500	20,000	22,000	19,500	19,500	22,000	22,000		
	3.55	31,000 <sup>1</sup>	18,200	20,000	18,200	19,500	20,000	22,000	19,500	19,500	22,000	22,000		
6.8L V8	3.73	21,000	14,800	14,400	14,500	14,400	14,100	14,000	14,500	14,300	14,100	13,800		
	4.30	23,500	17,300	16,900	17,000	16,900	16,600	16,500	17,000	16,800	16,600	16,300		
7.3L V8	3.73	23,500	17,200	16,800	17,000	16,800	16,500	16,400	16,900	16,700	16,600	16,200		
	3.73E <sup>2</sup>	24,600	18,200	17,900	18,100	17,900	17,600	17,500	18,000	17,800	17,700	17,300		
	4.30	26,000	18,200	18,200	18,200	18,200	18,200	18,200	18,200	18,200	18,200	18,200		

1. Requires F-250 High-Capacity Axle Upgrade Package (535).
2. 3.55E and 3.73E are electronic locking rear axles.
3. Tremor® Off-Road Package (17Y).

**Notes:** • Combined weight of vehicle and trailer cannot exceed listed GCWR.

- Do not exceed the Maximum Loaded Trailer Weight listed.
- Conventional trailer tongue 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.
- Calculated with SAE J2807® method.
- 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 rest (FALR).

## TAILGATE CLEARANCE

### Considerations When Towing a 5th-Wheel or Gooseneck Trailer

Model	F-250® SRW	F-350® SRW	F-350® DRW	F-450® DRW	TREMOR®
Max. Tailgate Height 4x4*	57.8–60.0 inches	56.7–59.7 inches	58.1–58.9 inches	58.8–59.3 inches	59.7–61.3 inches

\*Distance from ground to top of closed tailgate lip at base curb weight.

**Note:** Maximum tailgate height will vary based upon vehicle configuration, option content and tire size.

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.

REVISED 06.23.23



# 2023 FORD SUPER DUTY® PICKUP



F-250 LARIAT Crew Cab in Agate Black. Preproduction image shown.

## TRAILER TOWING SELECTOR

### F-250 SRW SUPER DUTY PICKUP

#### 5TH-WHEEL/GOOSENECK TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)

#### TRAILER TOWING SELECTOR

**Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, reference the Towing Basics information on the last page. See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing".**

			REGULAR CAB				SUPERCAB				CREW CAB											
			4x2 141.6" WB 8' Box		4x4 141.6" WB 8' Box		4x2 148.0" WB 6-3/4' Box		4x4 164.2" WB 8' Box		4x4 148.0" WB 6-3/4' Box		4x2 159.8" WB 6-3/4' Box		4x2 176.0" WB 8' Box		4x4 159.8" WB 6-3/4' Box		4x4 176.0" WB 8' Box			
Automatic Transmission	Axle Ratio	GCWR (lbs.)	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck		
6.7L V8 Turbo Diesel	3.31	23,500	16,300	16,500	15,900	16,100	16,100	16,200	15,900	16,100	14,600	15,700	13,900	14,900	16,000	16,100	15,000	15,900	14,200	15,300	12,100	13,200
		23,500									15,700 <sup>3</sup>	15,800 <sup>3</sup>					15,700 <sup>3</sup>	15,000 <sup>3</sup>	15,700 <sup>3</sup>	15,300 <sup>3</sup>	15,400 <sup>3</sup>	
		30,000 <sup>1</sup>	22,300	22,900	21,700	22,500	21,000	22,000	20,900	22,000	20,500	21,500	20,600	21,600	20,900	22,000	20,200	21,200	20,500	21,600	19,300	20,300
6.7L V8 H.O. Turbo Diesel	3.55	30,000 <sup>1</sup>	22,300	22,900	21,700	22,500	21,000	22,000	20,900	22,000	20,500	21,500	20,600	21,600	20,900	22,000	20,200	21,200	20,500	21,600	19,300	20,300
	3.55E	28,300 <sup>2</sup>																	19,500	20,000		
	3.31	31,000 <sup>1</sup>	22,300	23,000	21,700	22,700	21,000	22,000	20,900	22,000	20,400	21,400	20,600	21,600	20,900	22,000	20,200	21,200	20,500	21,600	19,900	20,900
6.8L V8	3.55	31,000 <sup>1</sup>	22,300	23,000	21,700	22,700	21,000	22,000	20,900	22,000	20,400	21,400	20,600	21,600	20,900	22,000	20,200	21,200	20,500	21,600	19,900	20,900
	3.73	21,000	14,600	14,800	14,100	14,300	14,300	14,500	14,200	14,300	13,900	14,000	13,800	13,900	14,300	14,400	14,000	14,200	13,900	14,100	13,600	13,800
7.3L V8	4.30	23,500	17,100	17,300	16,600	16,800	16,800	17,000	16,700	16,800	16,400	16,500	16,300	16,400	16,800	16,900	16,500	16,700	16,400	16,600	16,100	16,300
	3.73	23,500	17,000	17,200	16,600	16,700	16,700	16,900	16,600	16,800	16,300	16,500	16,200	16,400	16,700	16,800	16,400	16,600	16,300	16,500	16,000	16,200
	3.73E	24,600	18,100	18,300	17,700	17,800	17,800	18,000	17,700	17,900	17,400	17,600	17,300	17,500	17,800	17,900	17,500	17,700	17,400	17,600	17,000/ 17,100 <sup>3</sup>	17,300
	4.30	26,000	19,500	19,500	19,100	19,200	19,200	19,400	19,100	19,300	18,800	19,000	18,300/ 18,700 <sup>3</sup>	18,900	19,200	19,300	18,900	19,100	18,800/ 18,500 <sup>2</sup>	19,000/ 18,500 <sup>2</sup>	17,000/ 18,500 <sup>3</sup>	18,100/ 18,700 <sup>3</sup>

1. Requires F-250 High-Capacity Axle Upgrade Package (535). 2. Tremor® Off-Road Package (17Y). 3. 10,000 plus GVWR.

**Notes:** • Combined weight of vehicle and trailer cannot exceed listed GCWR.

• Do not exceed the Maximum Loaded Trailer Weight listed.

• Conventional trailer tongue 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.

• Calculated with SAE J2807® method.

• 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 rest (FALR).

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.

REVISED 06.23.23



# 2023 FORD SUPER DUTY® PICKUP

F-350 LARIAT Crew Cab in Stone Gray Metallic. Preproduction image shown.

## TRAILER TOWING SELECTOR

### F-350 SRW SUPER DUTY PICKUP CONVENTIONAL TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)

**Towing capability will be reduced based on trim series, option content and payload. Prior to making final vehicle selection, reference the Towing Basics information on the last page. See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing".**

#### TRAILER TOWING SELECTOR

Automatic Transmission			REGULAR CAB		SUPERCAB				CREW CAB			
Engine	Axle Ratio	GCWR (lbs.)	4x2 141.6" WB 8' Box	4x4 141.6" WB 8' Box	4x2 148.0" WB 6-3/4' Box	4x2 164.2" WB 8' Box	4x4 148.0" WB 6-3/4' Box	4x4 164.2" WB 8' Box	4x2 159.8" WB 6-3/4' Box	4x2 176.0" WB 8' Box	4x4 159.8" WB 6-3/4' Box	4x4 176.0" WB 8' Box
6.7L V8 Turbo Diesel	3.31	31,000	20,000	20,000	20,000	23,000	20,000	23,200	23,000	23,000	23,200/23,100 <sup>1,2</sup>	22,900/22,800 <sup>1,2</sup>
6.7L V8 H.O. Turbo Diesel	3.31	31,800	20,000	20,000	20,000	23,000	20,000	23,200	23,000	23,000	23,200/23,100 <sup>1,2</sup>	22,900/22,800 <sup>1,2</sup>
	3.55	31,200 <sup>3</sup>									18,200	
		35,200	20,000	20,000	20,000	23,000	20,000	24,000	23,000	23,000	24,000	24,800/25,000 <sup>1,2</sup>
6.8L V8	3.73	21,000	14,500/14,700 <sup>1</sup>	14,300/14,200 <sup>2</sup>	14,500/14,400 <sup>1</sup>	14,400/14,300 <sup>1</sup>	14,100/14,000 <sup>1,2</sup>	14,000/13,900 <sup>1,2</sup>	14,300	14,100	13,900	13,800/13,700 <sup>1,2</sup>
	4.30	24,400	17,900/18,100 <sup>1</sup>	17,700/17,600 <sup>2</sup>	17,900/17,800 <sup>1</sup>	17,800/17,700 <sup>1</sup>	17,500/17,400 <sup>1,2</sup>	17,400/17,300 <sup>1,2</sup>	17,700	17,500	17,300	17,200/17,100 <sup>1,2</sup>
7.3L V8	3.73	25,200	18,200 <sup>1</sup>	18,200	18,200	18,200	18,100/18,000 <sup>1,2</sup>	17,900	18,200	18,100/18,000 <sup>1</sup>	17,900/17,800 <sup>2</sup>	17,800/17,700 <sup>1,2</sup>
	4.30	28,600 <sup>3</sup>									18,200	
		29,000	18,200 <sup>1</sup>	19,500	18,200	19,500	19,500	19,500	19,500	19,500	19,500	19,500

1. 18" All-Season Tires. 2. 18" and 20" All-Terrain Tires.  
3. Tremor® Off-Road Package (17Y).

- Notes:**
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
  - Do not exceed the Maximum Loaded Trailer Weight listed.
  - Conventional trailer tongue 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.
  - Calculated with SAE J2807® method.
  - 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 rest (FALR).

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.

REVISED 02.17.23



# 2023 FORD SUPER DUTY® PICKUP



F-350 XLT Crew Cab 4x4 in Antimatter Blue. Preproduction image shown.

## TRAILER TOWING SELECTOR

### TRAILER TOWING SELECTOR

### F-350 SRW SUPER DUTY PICKUP 5TH-WHEEL/GOOSENECK TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Towing capability will be reduced based on trim series, option content and payload.  
Prior to making final vehicle selection, reference the Towing Basics information on the last page.  
See dealer and reference "eSourceBook" Job Aid "Spec'ing F-Series Trucks for Towing".

Automatic Transmission			REGULAR CAB				SUPERCAB				CREW CAB												
			4x2 141.6" WB 8' Box		4x4 141.6" WB 8' Box		4x2 148.0" WB 6-3/4' Box		4x2 164.2" WB 8' Box		4x4 148.0" WB 6-3/4' Box		4x4 164.2" WB 8' Box		4x2 159.8" WB 6-3/4' Box		4x2 176.0" WB 8' Box		4x4 159.8" WB 6-3/4' Box		4x4 176.0" WB 8' Box		
Engine	Axle Ratio	GCWR (lbs.)	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	
6.7L V8 Turbo Diesel	3.31	31,000	22,100/ 23,700 <sup>1</sup>	23,100/ 23,800 <sup>1</sup>	22,000/ 23,300 <sup>1,2</sup>	23,000/ 23,400 <sup>1,2</sup>	21,400/ 23,500 <sup>1</sup>	22,500/ 23,600 <sup>1</sup>	21,400/ 23,300 <sup>1</sup>	22,500/ 23,500 <sup>1</sup>	20,800/ 23,000 <sup>1,2</sup>	21,900/ 23,200 <sup>1,2</sup>	21,000/ 22,900 <sup>1,2</sup>	22,100/ 23,100 <sup>1,2</sup>	20,800/ 23,300 <sup>1</sup>	21,900/ 23,400 <sup>1</sup>	20,300/ 23,100 <sup>1</sup>	21,300/ 23,200 <sup>1</sup>	20,500/ 22,700 <sup>1</sup> / 22,900 <sup>2</sup>	21,600/ 23,000 <sup>1,2</sup>	20,100/ 22,500 <sup>1</sup> / 22,600 <sup>2</sup>	21,100/ 22,700 <sup>1</sup> / 22,800 <sup>2</sup>	
	3.55	31,000	22,100/ 23,700 <sup>1</sup>	23,100/ 23,800 <sup>1</sup>	22,000/ 23,300 <sup>1,2</sup>	23,000/ 23,400 <sup>1,2</sup>	21,400/ 23,500 <sup>1</sup>	22,500/ 23,600 <sup>1</sup>	21,400/ 23,300 <sup>1</sup>	22,500/ 23,500 <sup>1</sup>	20,800/ 23,000 <sup>1,2</sup>	21,900/ 23,200 <sup>1,2</sup>	21,000/ 22,900 <sup>1,2</sup>	22,100/ 23,100 <sup>1,2</sup>	20,800/ 23,300 <sup>1</sup>	21,900/ 23,400 <sup>1</sup>	20,300/ 23,100 <sup>1</sup>	21,300/ 23,200 <sup>1</sup>	20,500/ 22,700 <sup>1</sup> / 22,900 <sup>2</sup>	21,600/ 23,000 <sup>1,2</sup>	20,100/ 22,500 <sup>1</sup> / 22,600 <sup>2</sup>	21,100/ 22,700 <sup>1</sup> / 22,800 <sup>2</sup>	
6.7L V8 H.O. Turbo Diesel	3.31	31,800	22,100/ 24,500 <sup>1</sup>	23,100/ 24,600 <sup>1</sup> / 24,000 <sup>2</sup>	22,000/ 24,100 <sup>1</sup>	23,000/ 24,200 <sup>1,2</sup>	21,400/ 24,200 <sup>1</sup>	22,500/ 24,400 <sup>1</sup>	21,400/ 24,000 <sup>1</sup>	22,500/ 24,300 <sup>1</sup>	20,800/ 23,800 <sup>1,2</sup>	21,900/ 24,000 <sup>1,2</sup>	21,000/ 23,000 <sup>1</sup> / 23,700 <sup>2</sup>	22,100/ 23,900 <sup>1,2</sup>	20,800/ 23,600 <sup>1</sup>	21,900/ 24,200 <sup>1</sup>	20,300/ 23,200 <sup>1</sup>	21,300/ 24,000 <sup>1</sup>	20,500/ 22,600 <sup>1</sup> / 23,600 <sup>2</sup>	21,600/ 23,700 <sup>1</sup> / 23,800 <sup>2</sup>	20,100/ 22,500 <sup>1</sup> / 23,400 <sup>2</sup>	21,100/ 23,500 <sup>1,2</sup>	
	3.55	31,200 35,200	22,100/ 25,200 <sup>1</sup>	23,100/ 26,300 <sup>1</sup>	22,000/ 25,000 <sup>1</sup> / 27,400 <sup>2</sup>	23,000/ 26,000 <sup>1</sup> / 27,600 <sup>2</sup>	21,400/ 24,200 <sup>1</sup>	22,500/ 25,300 <sup>1</sup>	21,400/ 24,000 <sup>1</sup>	22,500/ 25,100 <sup>1</sup>	20,800/ 23,800 <sup>1</sup> / 26,700 <sup>2</sup>	21,900/ 24,900 <sup>1</sup> / 27,400 <sup>2</sup>	21,000/ 23,000 <sup>1</sup> / 26,700 <sup>2</sup>	22,100/ 24,000 <sup>1</sup> / 27,300 <sup>2</sup>	20,800/ 23,600 <sup>1</sup>	21,900/ 24,600 <sup>1</sup>	20,300/ 23,200 <sup>1</sup>	21,300/ 24,300 <sup>1</sup>	20,500/ 22,600 <sup>1</sup> / 25,900 <sup>2</sup>	21,600/ 23,700 <sup>1</sup> / 27,000 <sup>2</sup>	20,100/ 22,500 <sup>1</sup> / 25,600 <sup>2</sup>	21,100/ 23,500 <sup>1</sup> / 26,700 <sup>2</sup>	
6.8L V8	3.73	21,000	14,400 <sup>1</sup>	14,600 <sup>1</sup>	14,100/ 14,000 <sup>1,2</sup>	14,200/ 14,200 <sup>1,2</sup>	14,300/ 14,200 <sup>1</sup>	14,400	14,100	14,300/ 14,200 <sup>1</sup>	13,800	14,000/ 13,900 <sup>1,2</sup>	13,700	13,900/ 13,800 <sup>1,2</sup>	14,100/ 14,000 <sup>1</sup>	14,300/ 14,200 <sup>1</sup>	13,900/ 13,800 <sup>1</sup>	14,000/ 14,000 <sup>1</sup>	13,700/ 13,600 <sup>1</sup>	13,800	13,600/ 13,500 <sup>1,2</sup>	13,700	13,700
	4.30	24,400	17,800 <sup>1</sup>	18,000 <sup>1</sup>	17,500/ 17,400 <sup>1,2</sup>	17,600	17,700/ 17,600 <sup>1</sup>	17,800	17,500	17,700/ 17,600 <sup>1</sup>	17,200	17,400/ 17,300 <sup>1,2</sup>	17,100	17,300/ 17,200 <sup>1,2</sup>	17,500/ 17,400 <sup>1</sup>	17,700/ 17,600 <sup>1</sup>	17,300/ 17,200 <sup>1</sup>	17,400	17,100/ 17,000 <sup>1,2</sup>	17,200	17,000/ 16,900 <sup>1,2</sup>	17,100	17,100
7.3L V8	3.73	25,200	18,400 <sup>1</sup>	18,600 <sup>1</sup>	18,100/ 18,000 <sup>1,2</sup>	18,200	18,200	18,400/ 18,300 <sup>1</sup>	18,100	18,300/ 18,200 <sup>1</sup>	17,800	18,000/ 17,900 <sup>1,2</sup>	17,700/ 17,600 <sup>1,2</sup>	17,900/ 17,800 <sup>1,2</sup>	18,100/ 18,000 <sup>1</sup>	18,200	17,900/ 17,800 <sup>1</sup>	18,000	17,700/ 17,600 <sup>1,2</sup>	17,800	17,600/ 17,500 <sup>1,2</sup>	17,700	17,700
	4.30	28,600 29,000	22,200 <sup>1</sup>	22,400 <sup>1</sup>	21,800	22,000	21,300/ 22,000 <sup>1</sup>	22,200/ 22,100 <sup>1</sup>	21,400/ 21,900 <sup>1</sup>	22,100/ 22,000 <sup>1</sup>	21,000/ 21,600 <sup>1,2</sup>	21,800/ 21,700 <sup>1,2</sup>	21,100/ 21,500 <sup>1</sup> / 21,400 <sup>2</sup>	21,700/ 21,600 <sup>1,2</sup>	20,800/ 21,800 <sup>1</sup>	21,900/ 22,000 <sup>1</sup>	20,600/ 21,600 <sup>1</sup>	21,600/ 21,800 <sup>1</sup>	20,600/ 21,400 <sup>1,2</sup>	21,600	21,100/ 21,300 <sup>1,2</sup>	21,500	21,500

1. 18" All-Season Tires. 2. 18" and 20" All-Terrain Tires. 3. Tremor® Off-Road Package (17Y).

- Notes:**
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
  - Do not exceed the Maximum Loaded Trailer Weight listed.
  - Conventional trailer tongue 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.
  - Calculated with SAE J2807<sup>®</sup> method.
  - 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 rest (FALR).

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.

REVISED 02.17.23



# 2023 FORD SUPER DUTY® PICKUP

F-450 XL Crew Cab 4x4 in Oxford White. Preproduction image shown.

## TRAILER TOWING SELECTOR

### F-350/F450 DRW SUPER DUTY PICKUPS CONVENTIONAL TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)

**Towing capability will be reduced based on trim series, option content and payload.**  
**Prior to making final vehicle selection, reference the Towing Basics information on the last page.**  
 See dealer and reference “eSourceBook” Job Aid “Spec’ing F-Series Trucks for Towing”.

### TRAILER TOWING SELECTOR

Automatic Transmission			REGULAR CAB				SUPERCAB				CREW CAB			
Engine	Axle Ratio	GCWR (lbs.)	F-350 4x2 141.6" WB 8' Box	F-350 4x4 141.6" WB 8' Box	F-450 4x2 141.6" WB 8' Box	F-450 4x4 141.6" WB 8' Box	F-350 4x2 164.2" WB 8' Box	F-350 4x4 164.2" WB 8' Box	F-350 4x2 176.0" WB 8' Box	F-350 4x4 176.0" WB 8' Box	F-450 4x2 176.0" WB 8' Box	F-450 4x4 176.0" WB 8' Box		
6.7L V8 Turbo Diesel	3.55	40,000	24,800/18,200 <sup>1</sup>	24,800			26,700	26,700	27,000	27,000				
	4.10	43,900	24,800/18,200 <sup>1</sup>	24,800			26,700	26,700	27,000	27,000				
	4.30	43,500 46,700				25,000	25,000				30,000	30,000		
6.7L V8 H.O. Turbo Diesel	3.55	40,500	24,800	24,800			26,700	26,700	27,000	27,000				
	4.10	45,600	24,800	24,800			26,700	26,700	28,000	28,000				
	4.30	43,500 46,700				25,000	25,000				30,000	30,000		
6.8L V8	4.30	25,400	18,700/18,200 <sup>1</sup>	18,300			18,300	17,800	18,000	17,600				
7.3L V8	3.73	25,700	18,900	18,500			18,500	18,100	18,200	17,800				
	4.30	29,500	22,000	22,000			22,000	21,900	22,000	21,600				

### 5TH-WHEEL/GOOSENECK TOWING – MAXIMUM LOADED TRAILER WEIGHT (lbs.)

Automatic Transmission			REGULAR CAB				SUPERCAB				CREW CAB												
Engine	Axle Ratio	GCWR (lbs.)	F-350 4x2 141.6" WB 8' Box		F-350 4x4 141.6" WB 8' Box		F-450 4x2 141.6" WB 8' Box		F-450 4x4 141.6" WB 8' Box		F-350 4x2 176.0" WB 8' Box		F-350 4x4 176.0" WB 8' Box		F-450 4x2 176.0" WB 8' Box		F-450 4x4 176.0" WB 8' Box						
			5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck	5th-Wheel	Goose-neck					
6.7L V8	3.55	40,000	32,300/ 32,400 <sup>1</sup>	32,500/ 32,600 <sup>1</sup>	31,900	32,000					31,800	32,000	31,400	31,600	31,700	31,800	31,200	31,300					
	4.10	43,900	35,000/ 35,000 <sup>1</sup>	36,400/ 36,500 <sup>1</sup>	35,000	35,900					35,000	35,900	35,000	35,500	35,000	35,700	34,800	35,200					
	4.30	43,500 46,700						35,000	38,600	35,000	36,900								34,000	34,700	32,000	33,100	
6.7L V8 H.O. Turbo Diesel	3.55	40,500	32,800	32,900	32,300	32,500					32,300	32,500	31,900	32,100	32,100	32,300	31,700	31,800					
	4.10	45,600	35,000	38,000	35,000	37,600					35,000	37,600	35,000	37,200	35,000	37,400	34,700	35,800					
	4.30	43,500 46,700 48,000 <sup>2</sup>						35,000	38,600	35,000	36,800										33,900	34,700	31,900
6.8L V8	4.30	25,400	18,500/ 18,700 <sup>1</sup>	18,600/ 18,900 <sup>1</sup>	18,000	18,200					18,000	18,200	17,600	17,800	17,800	18,000	17,400	17,500					
7.3L V8	3.73	25,700	18,700	18,800	18,200	18,400					18,200	18,400	17,800	18,000	18,000	18,200	17,600	17,700					
	4.30	29,500	22,500	22,500	22,000	22,200					22,000	22,200	21,600	21,800	21,800	22,000	21,400	21,500					

1. Heavy Duty Payload Package (68F).
2. 40k Gooseneck Tow Package (535).

- Notes:**
- Combined weight of vehicle and trailer cannot exceed listed GCWR.
  - Do not exceed the Maximum Loaded Trailer Weight listed.
  - Conventional trailer tongue 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.
  - Calculated with SAE J2807<sup>®</sup> method.
  - 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 rest (FALR).

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.

REVISED 03.26.24



# 2023 FORD SUPER DUTY® PICKUP

## 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-250:** For conventional towing greater than 18,200 lbs. – High-Capacity Trailer Tow Package (535) required with 18" All-Season or 20" All-Terrain Tires

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



## AVAILABLE TRAILER TOWING PACKAGE

Vehicle (Option Code)	F-250/F-350/F-450 Super Duty Pickup <sup>1</sup> (535)	F-250 Super Duty Pickup <sup>1</sup> (52T) <sup>2</sup>	F-350/F-450 Super Duty Pickup (NOC)
7-Wire Harness & 4-/7-Pin Connector	S	S	S
Hitch Receiver	S	S	S
Aux. Auto Trans. Oil Cooler	S	S	S
Smart Trailer Tow Connector	S	S	S <sup>3</sup>
Trailer Brake Wiring/Feed Kit	S	S	S <sup>4</sup>
Upgraded Rear Axle	I		S <sup>3</sup>
Increased GCW (6.7L)	I		S <sup>3</sup>
Tow/Haul Mode	S	S	S
Tow Hooks Front	S	S	S
Trailer Brake Controller	S	S	S <sup>3</sup>
Trailer Sway Control	S	S	S
Trailer Reverse Guidance		I	
360-Degree Camera	S <sup>5</sup>	S <sup>5</sup>	S <sup>5</sup>
Lane Keeping Alert	S <sup>6</sup>	S <sup>6</sup>	S <sup>6</sup>
Tailgate LED	S	S	S
Pro Trailer Backup Assist™	S <sup>6</sup>	I	S <sup>6</sup>
Pro Trailer Hitch Assist	S <sup>6</sup>	I	S <sup>6</sup>
Onboard Scales with Smart Hitch <sup>7</sup>	S <sup>6</sup>	S <sup>6</sup>	S <sup>6</sup>

1. Requires 6.7L diesel engine. 2. Optional on XL, XLT and LARIAT. Standard on King Ranch®, Platinum and Limited. 3. F-350 DRW/F-450 only. 4. In-cab, no controller (SRW). 5. Standard on LARIAT, King Ranch, Platinum and Limited. Optional on XL and XLT. 6. Standard on King Ranch, Platinum and Limited. Optional on LARIAT. 7. Requires Removal Option (63X). Late availability, spring 2023.

**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.

### LEGEND

**I** = Equipment is included in the package  
**S** = Equipment is standard on the vehicle  
**(NOC)** = No "Option Code" assigned

## FACTORY-INSTALLED TRAILER HITCH RECEIVER OPTIONS

### F-250/F-350/F-450 Super Duty Pickups

A 2.5" hitch receiver is standard on all models except for the following configurations which get a 3" hitch receiver:

- F-350 DRW Crew Cab with 6.7L H.O. Diesel engine with 4.10 FDR (Final Drive Ratio)
- F-450 Crew Cab with 6.7L and 6.7L H.O. Diesel engines

The chart at right shows the weight-carrying capacity of this hitch receiver. (This capacity also is shown on a label affixed to each receiver.)

## FRONTAL AREA CONSIDERATIONS

	Trailer Frontal Area Limitations/Considerations	
F-250/F-350/F-450 Super Duty	75 sq. ft.	All 5th-Wheel and Gooseneck Applications
	60 sq. ft.	All Other Applications

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.

## 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:

	Rear Axle Ratio	Non-Limited Slip	Limited Slip	Electronic Locking
F-250/F-350/F-450 Super Duty	3.31	31	Not Available	3H
	3.55	35	3K	3J
	3.73	37	3L	3E
	4.10	41	4N/4W <sup>8</sup>	Not Available
	4.30	Not Available	4L/4X <sup>9</sup>	4M

8. Wide rear axle on F-350 DRW Chassis Cab with Ambulance Package and 6.7L diesel engine. 9. Wide rear axle on F-350 DRW Chassis Cab with Ambulance Package and 7.3L gas engine.

## HITCH RECEIVER WEIGHT CAPACITY

Refer to the Trailer Towing Selector charts for Maximum Loaded Trailer Weights for each vehicle.

Vehicle	Weight-Carrying Max. Trailer Capacity (lbs.) <sup>10</sup>	Max. Tongue Load (lbs.)
F-250	22,000	2,200
F-350 SRW	25,000	2,500
F-250/F-350 Tremor®	18,200	1,820
F-350 DRW	28,000	2,800
F-450 DRW	30,000	3,000

10. Hitch receivers do not include a hitch ball or ball mounting. You are responsible for obtaining the proper hitch ball, ball mounting, weight-distributing equipment (i.e., equalizing arms and snap-up brackets, sway control system) and other appropriate equipment to tow both the trailer and its cargo load.

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.





# 2023 FORD SUPER DUTY® PICKUP

## PICKUP/CAMPER COMBINATION SELECTOR

Combined weight of vehicle, camper body, occupants and cargo must not exceed Gross Vehicle Weight Rating (GVWR).

Cargo Weight Rating shown in chart is maximum allowable, assuming weight of a base vehicle with required camper option content and a 150-lb. passenger at each available seating position.

Ratings also assume weight of engine and standard transmission. Cargo Weight Rating shown must be further reduced by weight of transmission upgrade and any other options. Option weights and center-of-gravity information are available on the Ford Pickup Truck Consumer Information Sheet.

### F-250®/F-350®/F-450® SUPER DUTY CAMPER PACKAGE (OPTION CODE 471)

Increased capacity front springs (2 Up [4x2] or 1 Up [4x4] upgrade over springs, computer-selected based on options ordered. Not included if maximum springs already selected.)

Rear stabilizer bar (SRW)

Rear auxiliary springs (F-250; standard on F-350)

Slide-in camper certification

Available on XL, XLT, LARIAT, King Ranch® (DRW only), and Platinum (DRW only)

**IF YOU INTEND TO PULL A TRAILER IN ADDITION TO CARRYING YOUR CAMPER, SEE THE SUPER DUTY PICKUP TRAILER TOWING SELECTOR CHARTS.**

## MAXIMUM CARGO WEIGHT WITH SLIDE-IN CAMPER

**Note:** This chart lists GVWRs and Maximum Cargo Weights (with minimum equipment) by engine for each approved pickup model: 6.8L V8, 7.3L V8, 6.7L Power Stroke® Turbo Diesel V8 and H.O. 6.7L Power Stroke Turbo Diesel V8.

F-250 Super Duty <sup>1</sup>	Wheelbase	GVWR (lbs.)				Maximum Cargo Weight Rating (lbs.)			
		6.8L	7.3L	6.7L	6.7L H.O.	6.8L Std./Opt. <sup>3</sup>	7.3L Std./Opt. <sup>3</sup>	6.7L Std./Opt. <sup>3</sup>	6.7L H.O./Opt. <sup>3</sup>
4x2 Reg. Cab	141.6"	10,000	10,000	10,000	10,600 <sup>2</sup>	3,793/3,693	3,690/3,590	3,036/2,936	3,535/ -
4x2 Reg. Cab	141.6"	-	-	10,600 <sup>2</sup>	-	- / -	- / -	3,550/ -	- / -
4x2 Reg. Cab	141.6"	-	-	10,600	-	- / -	- / -	3,636/ -	- / -
4x2 SuperCab	148.0"	10,000	10,000	10,000	10,700 <sup>2</sup>	3,046/2,946	2,962/2,862	2,298/2,198	2,898/ -
4x2 SuperCab	148.0"	-	-	10,700 <sup>2</sup>	-	- / -	- / -	2,913/ -	- / -
4x2 SuperCab	148.0"	10,100	10,100	10,600	-	3,146/ -	3,062/ -	2,898/ -	- / -
4x2 SuperCab	164.2"	10,000	10,000	10,000	11,000 <sup>2</sup>	2,937/2,837	2,854/2,754	2,170/2,070	3,069/ -
4x2 SuperCab	164.2"	-	-	11,000 <sup>2</sup>	-	- / -	- / -	3,084/ -	- / -
4x2 SuperCab	164.2"	10,400	10,400	10,600	-	3,337/ -	3,254/ -	2,770/ -	- / -
4x2 Crew Cab	159.8"	10,000	10,000	10,000	10,800 <sup>2</sup>	3,000/2,900	2,916/2,816	2,206/2,106	2,905/ -
4x2 Crew Cab	159.8"	-	-	10,800 <sup>2</sup>	-	- / -	- / -	2,920/ -	- / -
4x2 Crew Cab	159.8"	10,100	10,200	10,600	-	3,100/ -	3,116/ -	2,806/ -	- / -
4x2 Crew Cab	176.0"	10,000	10,000	10,000	11,100 <sup>2</sup>	2,777/2,677	2,693/2,593	1,956/1,859	2,958/ -
4x2 Crew Cab	176.0"	-	-	11,100 <sup>2</sup>	-	- / -	- / -	2,973/ -	- / -
4x2 Crew Cab	176.0"	10,400	10,500	10,600	-	3,177/ -	3,193/ -	2,559/ -	- / -
4x4 Reg. Cab	141.6"	10,000	10,000	10,000	11,000 <sup>2</sup>	3,348/3,248	3,264/3,164	2,628/2,528	3,527/ -
4x4 Reg. Cab	141.6"	-	-	11,000 <sup>2</sup>	-	- / -	- / -	3,542/ -	- / -
4x4 Reg. Cab	141.6"	10,300	10,400	10,600	-	3,648/ -	3,664/ -	3,228/ -	- / -
4x4 SuperCab	148.0"	10,000	10,000	10,000	11,000 <sup>2</sup>	2,631/2,531	2,548/2,448	1,906/1,806	2,805/ -
4x4 SuperCab	148.0"	-	-	11,000 <sup>2</sup>	-	- / -	- / -	2,820/ -	- / -
4x4 SuperCab	148.0"	10,400	10,400	10,600	-	3,031/ -	2,948/ -	2,506/ -	- / -
4x4 SuperCab	164.2"	10,000	10,000	10,000	11,400 <sup>2</sup>	2,543/2,443	2,459/2,359	1,788/1,688	3,088/ -
4x4 SuperCab	164.2"	-	-	11,200 <sup>2</sup>	-	- / -	- / -	2,903/ -	- / -
4x4 SuperCab	164.2"	10,600	10,600	10,600	-	3,143/ -	3,059/ -	2,388/ -	- / -
4x4 Crew Cab	159.8"	10,000	10,000	10,000	11,100 <sup>2</sup>	2,650/2,550	2,566/2,466	1,843/1,743	2,842/ -
4x4 Crew Cab	159.8"	-	-	11,100 <sup>2</sup>	-	- / -	- / -	2,857/ -	- / -
4x4 Crew Cab	159.8"	10,500	10,500	10,600	-	3,150/ -	3,066/ -	2,443/ -	- / -
4x4 Crew Cab	176.0"	10,000	10,000	10,000	11,400 <sup>2</sup>	2,347/2,247	2,263/2,163	1,529/1,429	2,828/ -
4x4 Crew Cab	176.0"	-	-	11,200 <sup>2</sup>	-	- / -	- / -	2,643/ -	- / -
4x4 Crew Cab	176.0"	10,600	10,600	10,600	-	2,947/ -	2,863/ -	2,129/ -	- / -
F-350 SRW Super Duty <sup>1</sup>	Wheelbase	6.8L	7.3L	6.7L	6.7L H.O.	6.8L Std.	7.3L Std.	6.7L Std.	6.7L H.O.
17" Tires									
4x2 Reg. Cab	141.6"	-	-	10,600	10,600	-	-	3,580	3,565
4x2 SuperCab	148.0"	10,100	10,100	10,700	10,700	3,116	2,933	3,011	2,996
4x2 SuperCab	164.2"	10,400	10,400	11,000	11,000	3,304	3,122	3,186	3,170
4x2 Crew Cab	159.8"	10,200	10,200	10,800	10,800	3,061	2,878	2,936	2,921
4x2 Crew Cab	176.0"	10,600	10,600	11,100	11,100	3,225	3,053	2,999	2,984
4x4 Reg. Cab	141.6"	10,400	10,400	11,000	11,000	3,688	3,506	3,566	3,551
4x4 SuperCab	148.0"	10,500	10,500	11,000	11,000	3,094	2,912	2,899	2,883
4x4 SuperCab	164.2"	10,800	10,800	11,300	11,300	3,287	3,104	3,073	3,058
4x4 Crew Cab	159.8"	10,600	10,600	11,200	11,200	3,050	2,868	2,917	2,901
4x4 Crew Cab	176.0"	10,900	10,900	11,499	11,499	3,235	3,053	2,939	2,923
18" All-Season Tires									
4x2 Reg. Cab	141.6"	10,500	10,500	11,100	11,100	4,179	3,965	4,023	4,008
4x2 SuperCab	148.0"	10,600	10,600	11,200	11,200	3,586	3,373	3,454	3,439
4x2 SuperCab	164.2"	10,900	10,900	11,499	11,499	3,778	3,565	3,627	3,611
4x2 Crew Cab	159.8"	10,600	10,700	11,300	11,300	3,435	3,321	3,379	3,364
4x2 Crew Cab	176.0"	11,100	11,100	11,499	11,499	3,709	3,496	3,341	3,326
4x4 Reg. Cab	141.6"	10,900	10,900	11,499	11,499	4,162	3,949	4,008	3,993
4x4 SuperCab	148.0"	10,900	11,000	11,499	11,499	3,468	3,355	3,340	3,324
4x4 SuperCab	164.2"	11,300	11,300	11,499	11,499	3,761	3,547	3,215	3,200
4x4 Crew Cab	159.8"	11,000	11,100	11,499	11,499	3,424	3,311	3,159	3,143
4x4 Crew Cab	176.0"	11,300	11,300	12,000	12,000	3,608	3,395	3,355	3,339
18"/20" All-Terrain and 20" All-Season Tires									
4x4 Reg. Cab	141.6"	11,400	11,400	12,000	12,000	4,657	4,444	4,504	4,489
4x4 SuperCab	148.0"	11,400	11,400	12,000	12,000	3,963	3,750	3,837	3,821
4x4 SuperCab	164.2"	11,800	11,800	12,300	12,300	4,256	4,042	4,011	3,996
4x4 Crew Cab	159.8"	11,499	11,499	12,000	12,000	3,918	3,705	3,655	3,639
4x4 Crew Cab	176.0"	11,900	11,900	12,400	12,400	4,203	3,990	3,792	3,776
F-350 DRW Super Duty <sup>1</sup>	Wheelbase	6.8L	7.3L	6.7L	6.7L H.O.	6.8L Std.	7.3L Std.	6.7L Std.	6.7L H.O.
4x2 Reg. Cab	141.6"	14,000	14,000	14,000	14,000	7,344	7,236	6,558	6,542
4x2 SuperCab	164.2"	14,000	14,000	14,000	14,000	6,434	6,338	5,654	5,649
4x2 Crew Cab	176.0"	14,000	14,000	14,000	14,000	6,214	6,118	5,478	5,463
4x4 Reg. Cab	141.6"	14,000	14,000	14,000	14,000	6,903	6,807	6,129	6,114
4x4 SuperCab	164.2"	14,000	14,000	14,000	14,000	6,020	5,924	5,248	5,232
4x4 Crew Cab	176.0"	14,000	14,000	14,000	14,000	5,794	5,698	4,989	4,973
F-450 DRW Super Duty <sup>1</sup>	Wheelbase	6.8L	7.3L	6.7L	6.7L H.O.	6.8L Std.	7.3L Std.	6.7L Std.	6.7L H.O.
4x2 Reg. Cab	141.6"	-	-	14,000	14,000	-	-	5,983	5,877
4x4 Reg. Cab	141.6"	-	-	14,000	14,000	-	-	5,497	5,482
4x2 Crew Cab	176.0"	-	-	14,000	14,000	-	-	4,788	4,773
4x4 Crew Cab	176.0"	-	-	14,000	14,000	-	-	4,488	4,473

1. Requires Camper Package option. 2. With Trailer Tow Package. 3. With available 9,900-lb. GVWR Package.

Maximum cargo weight capabilities requires Camper Package (471) and are exclusive of the weight of the occupants in the vehicle, computed as 150-lbs. times the number of designated seating positions, and vary based on cargo, vehicle configuration, accessories, and option content. See Truck Camper Loading document provided with the vehicle for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer.

# TOWING BASICS

## 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 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

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](http://www.fleet.ford.com/towing-guides) or go to [esourcebook.dealerconnection.com](http://esourcebook.dealerconnection.com).**

## 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.

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

When available, select tow/haul mode to automatically eliminate unwanted gear search and help control vehicle speed when going downhill

## Driving With Cruise Control

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 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.