



SUPER DUTY® PICKUPS – MUST-HAVE TOUGHNESS.

Within the toughest essential industries, people who do the work count on Ford F-Series Super Duty. It sets the standard for “Tough” with best-in-class¹ diesel horsepower and standard diesel torque. Super Duty is the only truck in its class offering you up to 31,200 lbs.² of max. towing capability. And class-leading fuel economy³ with the 6.7L Power Stroke® V8 Turbo Diesel engine,⁴ makes getting from point A to B a cost-efficient proposition. From increased capabilities to its raw power and rugged dependability, this Super Duty takes Built Ford Tough® to new extremes, to get the job done when no one else can.

Horsepower
440 hp @ 2,800 rpm⁽⁵⁾

Torque
860 lb.-ft. @ 1,600 rpm⁽⁵⁾

Conventional Towing
up to 19,000 lbs.⁽⁶⁾

5th-Wheel Towing
up to 26,500 lbs.⁽⁶⁾

Gooseneck Towing
up to 31,200 lbs.⁽⁶⁾

Payload
up to 7,050 lbs.⁽⁷⁾



POWERFUL ENGINE CHOICES.

6.7L V8 Turbo – the diesel leader

Designed, engineered and built by Ford, our Second-Generation 6.7L Power Stroke® V8 Turbo Diesel engine produces more power and torque than ever. Best-in-class 440 hp is due in part to a new larger single-sequential turbocharger, which helps improve airflow and performance. You'll really appreciate it when towing heavy loads uphill and at high altitudes.

Rule the class with 6.2L 2-valve V8 gas

Ease your heavy-duty workload with lots of low-rpm torque. The gas engine's stiff SOHC valvetrain with

roller-rocker shafts enables an intake- and exhaust-port layout that optimizes airflow, helping it produce plenty of torque down low.

Balanced performance. Dual-equal variable cam timing phases the intake- and exhaust-valve opening and closing events simultaneously to optimize fuel economy, low-end torque and peak horsepower.

Alternative fuel options include a CNG/Propane Gaseous Engine Prep Package that readies your truck to be upfit for compressed natural gas (CNG), propane autogas, or as a bi-fuel vehicle with the ability to seamlessly switch between CNG or propane and gasoline.

(1) Class is full-size pickups over 8,500 lbs. GVWR.

(2) When properly equipped.

(3) Based on Ford simulated city-suburban drive-cycle tests of comparably equipped 2015 Ford and 2015 competitive models, consistent with SAE Standard J1321.

(4) Available feature.

(5) 6.7L Power Stroke® V8 Turbo Diesel.

(6) Maximum capacity when properly equipped. See your Ford dealer for specific equipment requirements and other limitations.

(7) F-350 DRW Regular Cab 4x2.



SMART TECHNOLOGY

Standard Trailer Sway Control

- Single-rear-wheel (SRW) models – Trailer Sway Control works with AdvanceTrac® with RSC® (Roll Stability Control™) using a yaw motion sensor to monitor the motions of the truck to detect trailer sway. When sway is detected, the system works to apply selected brakes and/or reduce engine power to help the driver regain control.⁽⁸⁾
- Dual-rear-wheel (DRW) models are not equipped with AdvanceTrac®, but operate with a similar yaw motion sensor to detect and control trailer sway and apply brake pressure selectively to the front brakes or reduce engine power to help the driver maintain control

Integrated Trailer Brake Controller (TBC)⁽⁹⁾

- Uses braking input, vehicle speed and ABS logic to balance the performance of the truck brakes and electric trailer brakes
- User-friendly productivity screen in instrument cluster message center indicates TBC⁽¹⁰⁾ output, gain levels and trailer connection status

Tow/Haul Mode With Integrated Engine-Exhaust Brake⁽¹¹⁾

- Tow/haul mode and tow/haul mode with integrated engine-exhaust brake (6.7L diesel only) 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
- Provides additional braking and control on downhill grades when used in combination with the engine brake feature on the 6.7L V8 turbo diesel engine

Standard Hill Start Assist

- Helps prevent rolling back on a grade by momentarily maintaining brake pressure until the engine delivers enough torque to move the truck up the hill
- Whether heading up an incline in drive or in reverse, you're covered

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

Dynamic Hitch Assist

- Included within the rear-view camera, providing added driver convenience when hitching a trailer
- Uses a dynamic centerline in the display to assist in guiding the truck backward
- Helps the driver better position the truck with a trailer coupler
- As steering adjustments are made, the projected path is shown on the screen
- Reduces the need for a spotter or having to get in and out of the truck to check position

⁽⁸⁾ 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 for the conditions.

⁽⁹⁾ Standard on F-350 DRW/F-450; optional on F-250/F-350 SRW.

⁽¹⁰⁾ TBC verified to be compatible with electrically actuated drum brakes and certain Electric-Over-Hydraulic brake systems. See your Ford dealer for details.

⁽¹¹⁾ 6.7L Power Stroke® V8 Turbo Diesel.





2016 SUPER DUTY PICKUP

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



TRAILER TOWING SELECTOR

F-250/F-350/F-450 SUPER DUTY® PICKUPS CONVENTIONAL TOWING ⁽¹⁾

Automatic Transmission			Maximum Loaded Trailer Weight (lbs.)																			
			REGULAR CAB						SUPERCAB						CREW CAB							
Engine	Axle Ratio	GCWR (lbs.)	F-250 SRW 4x2	F-250 SRW 4x4	F-350 SRW 4x2	F-350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-250 SRW 4x2	F-250 SRW 4x4	F-350 SRW 4x2	F-350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-250 SRW 4x2	F-250 SRW 4x4	F-350 SRW 4x2	F-350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-450 DRW 4x4	
6.2L SOHC V8 FFV	3.73	19,200	12,500	12,500	12,500	12,500	-	-	12,500	12,400	12,500	12,300	-	-	12,500	12,200	12,500	12,100	-	-	-	-
		19,800	-	-	-	-	13,200	12,700	-	-	-	-	12,800	12,400	-	-	-	-	12,500	12,100	-	-
	4.30	22,200	12,500	12,500	12,500	12,500	-	-	12,500	12,500	12,500	12,500	-	-	12,500	12,500	12,500	12,500	-	-	-	-
		22,800	-	-	-	-	16,100	15,700	-	-	-	-	15,700	15,300	-	-	-	-	15,500	15,100	-	-
6.7L V8 Turbo Diesel	3.31	23,500	12,500	12,500	12,500	12,500	-	-	14,000	14,000	14,000	14,000	-	-	14,000	14,000	14,000	14,000	-	-	-	-
	3.55	23,500	12,500	12,500	12,500	12,500	-	-	14,000	14,000	14,000	14,000	-	-	14,000	14,000	14,000	14,000	-	-	-	-
	3.73	32,100	-	-	-	-	19,000	19,000	-	-	-	-	19,000	19,000	-	-	-	-	19,000	19,000	-	-
		32,100(2)	-	-	-	-	19,000	19,000	-	-	-	-	19,000	19,000	-	-	-	-	19,000	19,000	-	-
	4.30	35,000(3)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19,000	-	-
		40,400	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19,000(6)

F-250/F-350/F-450 SUPER DUTY PICKUPS 5th-WHEEL/GOOSENECK TOWING

6.2L SOHC V8 FFV	3.73	19,200	12,900	12,500	12,900	12,500	-	-	12,700	12,300	12,600	12,200	-	-	12,400	12,100	12,400	12,000	-	-	-	-
		19,800	-	-	-	-	13,100	12,600	-	-	-	-	12,700	12,200	-	-	-	-	12,400	12,000	-	-
	4.30	22,200	15,900	15,500	15,900	15,500	-	-	15,700	15,300	15,600	15,200	-	-	15,400	15,100	15,400	15,000	-	-	-	-
		22,800	-	-	-	-	16,100	15,600	-	-	-	-	15,700	15,200	-	-	-	-	15,400	15,000	-	-
6.7L V8 Turbo Diesel	3.31	23,500	16,600	16,200	16,500	16,100	-	-	16,300	15,900	16,200	15,900	-	-	16,100	15,100	16,000	15,700	-	-	-	-
	3.55	23,500	16,600	16,200	16,500	16,100	-	-	16,300	15,900	16,200	15,900	-	-	16,100	15,100	16,000	15,700	-	-	-	-
	3.73	32,100	-	-	-	-	24,700	24,300	-	-	-	-	24,200	23,800	-	-	-	-	24,000	23,500	-	-
		32,100(2)	-	-	-	-	25,300	24,900	-	-	-	-	24,800	24,400	-	-	-	-	24,600	24,200	-	-
	4.30	35,000(3)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26,500(4)	-	-
		40,400	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26,500(4)(6)
			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31,200(5)(6)

(1) Maximum loaded trailer weight requires weight-distributing hitch. (2) Pickup Box Delete Option. (3) Available with High-Capacity Trailer Tow Package only. (4) 5th-wheel towing capacity limited by availability of 26.5K hitch. (5) Gooseneck towing capacity. (6) F-450 calculated with SAE J2807 method.

Notes: This information also applies to models with Pickup Box Delete Option (66D).

- Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10-15% (15-25% for 5th-wheel towing) of total loaded trailer weight. Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

Tailgate Clearance Considerations When Towing a 5th-Wheel or Gooseneck Trailer

Model	F-250	F-350 SRW	F-350 DRW	F-450 DRW
Max. Tailgate Height*	56-57 inches	59-60 inches	56-57 inches	56-57 inches

Note: Vehicles with other configurations may have varying tailgate heights.

*Distance from ground to top of closed tailgate.



2016 SUPER DUTY PICKUP



Trailer Towing Package

Model (Option Code)	F-250/F-350/F-450 Super Duty Pickup (Std.)	F-350 Super Duty Pickup ⁽¹⁾ (535)
7-Wire Harness & 4-/7-Pin Connector	X	(Std.)
Hitch Receiver	X	(Std.)
Trailer Brake Wiring/Feed Kit	X(2)	-
Max Front Springs	-	X
Upgraded Rear Axle	X(3)	X(5)
Increased GCW (6.7L)	X(3)	X
Rear Stabilizer Bar	X(4)	(Std.)
Trailer Brake Controller	X(4)	(Std.)
Trailer Sway Control	X	(Std.)

(1) F-350 DRW 4x4 Crew Cab only. (2) In-cab, no controller (SRW). (3) F-350 4x4 DRW/F-450 only. (4) F-350 DRW; F-450. (5) Wide track axle.

Notes: • Content may vary depending on model, trim and/or powertrain. See your dealer for specific content information.
• Trailer Towing Package recommended for all light trucks that will be used for towing to help ensure easy, proper connection of trailer lights.

Factory-Installed Trailer Hitch Receiver Options

Note: See chart below for the weight-carrying and weight-distributing capacities of these hitch receivers. (These capacities also are shown on a label affixed to each receiver.)

F-250/F-350/F-450 Super Duty® Pickups:

- F-250/350 SRW – Standard for 12,500-lb. Maximum Trailer Capacity (N/A with 6.7L diesel with 156", 158" and 172" wheelbases)
- F-250/350 SRW with 6.7L diesel engine – Standard for 14,000-lb. Maximum Trailer Capacity (156", 158" and 172" wheelbases only)
- F-350 DRW – Standard for 15,000-lb. Maximum Trailer Capacity (except F-350 DRW with 6.7L diesel engine)
- F-350 DRW with 6.7L diesel engine – 19,000-lb. Maximum Trailer Capacity
- F-450 – Standard for 19,000-lb. Maximum Trailer Capacity

Hitch Receiver Weight Capacity

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

Vehicle	Weight-Carrying Max. Trailer Capacity (lbs.) ⁽¹⁾	Max. Tongue Load (lbs.)	Weight-Distributing Max. Trailer Capacity (lbs.) ⁽¹⁾	Max. Tongue Load (lbs.)
F-250/F-350 Super Duty SRW	6,000	600	12,500 ⁽²⁾	1,250 ⁽²⁾
F-250/F-350 Super Duty SRW w/6.7L engine	8,500	850	14,000 ⁽³⁾⁽⁴⁾	1,400 ⁽³⁾⁽⁴⁾
F-350 Super Duty DRW w/6.2L engine	8,500	850	15,000 ⁽³⁾	1,500 ⁽³⁾
F-350 Super Duty DRW w/6.7L engine and F-450 Super Duty	8,500	850	19,000 ⁽³⁾	1,900 ⁽³⁾

(1) Hitch receivers do not include a hitch ball or ball mounting. The vehicle owner is 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. (2) Not available with 6.7L diesel with 156", 158" and 172" wheelbases. (3) 2.5" receiver. If the provided 2.5" to 2.0" adapter is used, this reduces the Max. Trailer Capacity to 12,500 lbs. and the Max. Tongue Load to 1,250 lbs. (4) Available only with 156", 158" and 172" wheelbases.

Frontal Area Considerations

Vehicle Line	Frontal Area Limitations/Considerations	With
F-250/F-350/F-450/F-550 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 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:

Vehicle	Rear Axle Ratio	Non-Limited Slip	Limited Slip	Electronic Locking
Super Duty	3.31	31	Not Available	3H
	3.55	35	Not Available	3J
	3.73	37	3L	3E
	4.10	Not Available	Not Available	4E
	4.30	Not Available	4L	4M

F-SERIES PICKUP/CAMPER COMBINATION SELECTOR

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

Camper Package (Option Code 471) required with F-250/F-350/F-450 Super Duty

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



Slide-In Camper Installation

- Consult your camper manufacturer/dealer for details regarding proper installation of your slide-in camper
- A dimensionally stable block spacer is recommended between the headboard of the pickup box and the forward edge of the camper floor. Resting the spacer on the pickup box bed helps prevent movement and contact of the fully installed camper with the pickup box headboard or taillight rear pillars

Note: Be sure to measure your slide-in camper before attempting to install it onto the bed of the truck. Some campers may require a platform in the bed of the truck to make sure there is adequate clearance for both the box rails and cab roof of the truck.

Camper Center-of-Gravity

- All Styleside pickups that qualify for slide-in camper bodies have camper center-of-gravity included on the Consumer Information Sheet in the glovebox
- Data is calculated for each individual truck, based on vehicle options
- If vehicle does not qualify for camper use, the Consumer Information Sheet states that the vehicle is not recommended for camper use, and no center-of-gravity data is shown

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)
- Slide-in camper certification

If you intend to pull a trailer in addition to carrying your camper, see the F-Series Pickup Trailer Towing Selector chart.

MAXIMUM CARGO WEIGHT WITH SLIDE-IN CAMPER

Note: The following chart lists GVWRs and Maximum Cargo Weights (with minimum equipment) by engine for each approved pickup model: 6.2L V8 and 6.7L Power Stroke® Turbo Diesel V8.

Model	Wheelbase	GVWR (Lbs.)		Maximum Cargo Weight Rating (Lbs.)	
		6.2L	6.7L	6.2L Std./Opt.†	6.7L Std./Opt.†
F-250 Super Duty (1)					
4x2 Reg. Cab	137.0"	10,000	10,000	3,806/ –	3,115/ –
4x2 SuperCab	141.8"	10,000	10,000	3,024/ –	2,347/ –
4x2 SuperCab	158.0"	10,000	10,000	2,926/ –	2,184/ –
4x2 Crew Cab	156.2"	10,000	10,000	2,812/ –	2,148/ –
4x2 Crew Cab	172.4"	10,000	10,000	2,707/ –	1,975/ –
4x4 Reg. Cab	137.0"	10,000	10,000	3,396/ –	2,703/ –
4x4 SuperCab	141.8"	10,000	10,000	2,625/ –	2,000/ –
4x4 SuperCab	158.0"	10,000	10,000	2,523/ –	1,793/ –
4x4 Crew Cab	156.2"	10,000	10,000	2,426/ –	1,792/ –
4x4 Crew Cab	172.4"	10,000	10,000	2,312/ –	1,586/ –
F-350 Super Duty (1)					
4x2 SRW Reg. Cab(2)	137.0"	10,000	10,500*	3,694/ –	3,548/3,048
4x2 SRW SuperCab(2)	141.8"	10,000	10,700*	2,956/ –	2,981/2,281
4x2 SRW SuperCab(2)	158.0"	10,200*	10,800*	3,087/2,887	2,948/2,148
4x2 SRW Crew Cab(2)	156.2"	10,200*	10,800*	2,973/2,773	2,911/2,111
4x2 SRW Crew Cab(2)	172.4"	10,500*	11,100*	3,139/2,639	3,038/1,938
4x2 SRW Reg. Cab(3)	137.0"	10,500	11,000	4,152/ –	4,007/ –
4x2 SRW SuperCab(3)	141.8"	10,500	11,000	3,414/ –	3,239/ –
4x2 SRW SuperCab(3)	158.0"	10,900	11,500	3,745/ –	3,606/ –
4x2 SRW SuperCab(3)	158.0"	–	11,400	– / –	3,506/ –
4x2 SRW Crew Cab(3)	156.2"	10,700	11,400	3,432/ –	3,470/ –
4x2 SRW Crew Cab(3)	172.4"	11,000	11,500	3,598/ –	3,397/ –
4x2 SRW Crew Cab(3)	172.4"	–	11,400	– / –	3,302/ –
4x2 DRW Reg. Cab	137.0"	13,500	14,000	6,829/ –	6,682/ –
4x2 DRW SuperCab	158.0"	13,900	14,000	6,381/ –	5,733/ –
4x2 DRW Crew Cab	172.4"	14,000	14,000	6,255/ –	5,513/ –
4x4 SRW Reg. Cab(2)	137.0"	10,400*	10,800*	3,681/3,281	3,428/2,628
4x4 SRW SuperCab(2)	141.8"	10,500*	11,100*	3,068/2,568	3,024/1,924
4x4 SRW SuperCab(2)	158.0"	10,700*	11,200*	3,185/2,485	2,946/1,746
4x4 SRW Crew Cab(2)	156.2"	10,600*	11,200*	2,988/2,388	2,926/1,726
4x4 SRW Crew Cab(2)	172.4"	10,800*	11,200*	3,075/2,275	2,734/1,534
4x4 SRW Reg. Cab(4)	137.0"	11,300	11,500	4,501/ –	4,053/ –
4x4 SRW Reg. Cab(4)	137.0"	–	11,400	– / –	3,958/ –
4x4 SRW SuperCab(4)	141.8"	11,100	11,500	3,593/ –	3,351/ –
4x4 SRW SuperCab(4)	141.8"	–	11,400	– / –	3,256/ –
4x4 SRW SuperCab(4)	158.0"	11,000	11,500	3,410/ –	3,174/ –
4x4 SRW SuperCab(4)	158.0"	–	11,400	– / –	3,079/ –
4x4 SRW Crew Cab(4)	156.2"	11,300	11,500	3,613/ –	3,148/ –
4x4 SRW Crew Cab(4)	156.2"	–	11,400	– / –	3,053/ –
4x4 SRW Crew Cab(4)	172.4"	11,200	11,500	3,400/ –	2,959/ –
4x4 SRW Crew Cab(4)	172.4"	–	11,400	– / –	2,864/ –
4x4 DRW Reg. Cab	137.0"	13,800	14,000	6,712/ –	6,262/ –
4x4 DRW SuperCab	158.0"	14,000	14,000	6,070/ –	5,330/ –
4x4 DRW Crew Cab	172.4"	14,000	14,000	5,852/ –	5,112/ –
F-450 Super Duty (1)					
4x4 DRW Crew Cab	172.4"	–	14,000	– / –	4,643/ –

(1) Requires Camper Package option. (2) 17" tires and wheels. (3) 18" tires and wheels. (4) 18"/20" tires and wheels. *10,000 pounds with optional 10,000 GVWR Package. †With 10,000 GVWR Package.



Know before you tow.



Before you buy

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

After you buy

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

Brakes

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

- 1. Electronically Controlled Brakes** usually provide automatic and manual control of trailer brakes. They require that the tow vehicle be equipped with a controlling device and additional wiring for electrical power. These brakes typically have a control box installed within reach of the driver and can be applied manually or automatically.
- 2. Electric-Over-Hydraulic (EOH) Trailer Brakes** are operated by an electrically powered pump that pressurizes a hydraulic fluid reservoir built into the trailer's brake system. Many of the available EOH trailer brake models are compatible with Ford's factory installed, dash-integrated Trailer Brake Controller (TBC).
- 3. Surge Brakes** are independent hydraulic brakes activated by a master cylinder at the junction of the hitch and trailer tongue. They are not controlled by the hydraulic fluid in the tow vehicle's brake system, and the tow vehicle's hydraulic system should never be connected directly to the trailer's hydraulic system.

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

Trailer Lamps

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

Safety Chains

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

Trailer Wiring Harness

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

Towing safely.

Towing a trailer is demanding on your vehicle, your trailer and your personal driving skills. Follow some basic rules that will help you tow safely and have a lot more fun.

Weight Distribution

- For optimum handling and braking, the load must be properly distributed
- Keep center of gravity low for best handling
- Approximately 60% of the allowable cargo weight should be in the front half of the trailer and 40% in the rear (within limits of tongue load or king pin weight)
- Load should be balanced from side-to-side to optimize handling and tire wear
- Load must be firmly secured to prevent shifting during cornering or braking, which could result in a sudden loss of control

Before 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

- Back up slowly, with someone spotting near the rear of the trailer to guide you
- Place one hand at bottom of steering wheel and move it in the direction you want the trailer to go
- Make small steering inputs – slight movement of steering wheel results in much greater movement in rear of trailer

Turning

When turning, be sure to swing wide enough to allow trailer to avoid curbs and other obstructions.

Braking

- Allow considerably more distance for stopping with trailer attached
- Remember, the braking system of the tow vehicle is rated for operation at the GVWR, not GCWR
- If your tow vehicle is a F-150, F-Series Super Duty®, Transit or Expedition and your trailer has electric brakes, the optional Integrated Trailer Brake Controller (TBC) will help assure smooth, effective trailer braking by automatically proportioning the trailer braking to that of the towing vehicle
- If your trailer starts to sway, apply brake pedal gradually. The sliding lever on the TBC should be used only for manual activation of trailer brakes when adjusting the gain. Misuse, such as application during trailer sway, could cause instability of trailer and/or tow vehicle

Towing On Hills

- Downshift the transmission to assist braking on steep downgrades and to increase power (reduce lugging) when climbing hills
- With TorqShift® transmission, select tow/haul mode to automatically eliminate unwanted gear search when going uphill and help control vehicle speed when going downhill

Parking With A Trailer

Whenever possible, vehicles with trailers should not be parked on a grade. However, if it is necessary, place wheel chocks under the trailer's wheels, following the instructions below.

- Apply the foot service brakes and hold
- Have another person place the wheel chocks under the trailer wheels on the downgrade side
- Once the chocks are in place, release brake pedal, making sure the chocks will hold the vehicle and trailer
- Apply the parking brake
- Shift automatic transmission into park, or manual transmission into reverse
- With 4-wheel drive, make sure the transfer case is not in neutral (if applicable)

Starting Out Parked On A Grade

- Apply the foot service brake and hold
- Start the engine with transmission in park (automatic) or neutral (manual)
- Shift the transmission into gear and release the parking brake
- Release the brake pedal and move the vehicle uphill to free the chocks
- Apply the brake pedal while another person retrieves the chocks

Acceleration And Passing

The added weight of the trailer can dramatically decrease the acceleration of the towing vehicle – exercise caution.

- When passing a slower vehicle, be sure to allow extra distance. Remember, the added length of the trailer must clear the other vehicle before you can pull back in
- Signal and make your pass on level terrain with plenty of clearance
- If necessary, downshift for improved acceleration

Driving With 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 optimize fuel economy
- 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 Speed Control

When driving uphill with a heavy load, significant speed drops may occur.

- An 8-14 mph speed drop will automatically cancel speed control
- Temporarily resume manual control through the vehicle's accelerator pedal until the terrain levels off

Tire Pressure

- Underinflated tires get hot and may fail, leading to possible loss of vehicle control
- Overinflated tires may wear unevenly
- Tires should be checked often for conformance to recommended cold inflation pressures

Spare Tire Use

A conventional, identical full-size spare tire is required for trailer towing (mini, compact and dissimilar full-size spare tires **should not** be used; always replace the spare tire with the road tire as soon as possible).

On The Road

After about 50 miles, stop in a protected location and double-check:

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

High Altitude Operation

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

Powertrain/Frontal Area Considerations

The charts in this Guide show the minimum engine size needed to move the GCW of tow vehicle and trailer.

- Under certain conditions, however, (e.g., when the trailer has a large frontal area that adds substantial air drag or when trailering in hilly or mountainous terrain) it is wise to choose a larger engine
- Selecting a trailer with a low-drag, rounded front design will help optimize performance and fuel economy

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

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

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