WEIGHT FOR IT: MOST EXTENSIVE RATINGS EVER!

2019 GOOD SAM GUIDE TO TOWING

A SUPPLEMENT TO TRAILER LIFE

WHAT TO KNOW BEFORE YOU TOW
HITCHING AND TOWING FUNDAMENTALS

TOW-VEHICLE TRENDS
TECHNOLOGY PAVES THE WAY


Whether you define it as time spent indoors with family and friends, or long peaceful walks taking in Mother Nature's beauty, when you are in a Coachmen RV, you are
Home.
Coachmen
Leader to the Great Outdoors.
Find your local Coachmen dealer today! Visit www.coachmenrv.com.

CONTENTS

TRAILER LIFE
FOLLOW THE ROAD TO ADVENTURE

EDITORIAL
Publisher Ann Emerson
Editor Valerie Law
Managing Editor Donya Carlson
Technical Editor Chris Dougherty
Consulting Editors Chris Hemer, Jeff Johnston
Production Director Bob Dawson
Production Manager Brenda Hutchinson
Marketing Manager Lorisa Pierson
Tow Ratings Robin and Larry Walton
Publisher Emeritus Bob Livingston

CREATIVE
Art Director Rick Damien
Photographer Shawn Spence

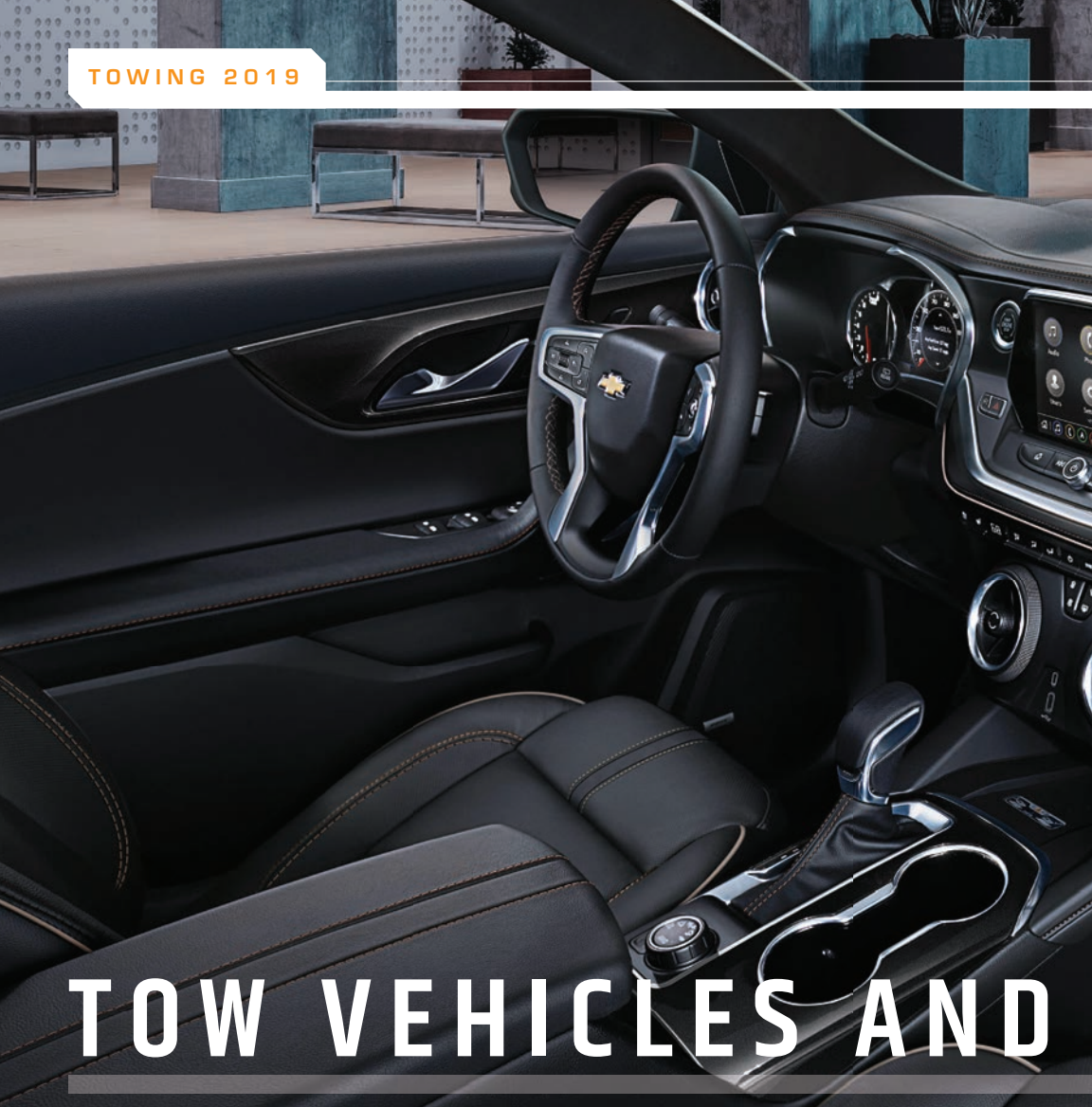
ADVERTISING
Vice President National Sales
Terry Thompson, terry.thompson@goodsam.com

Advertising Manager
Katey Purgatorio, katey.purgatorio@goodsam.com

Advertising Representatives
Lou Cicirelli, lou.cicirelli@goodsam.com
Scott Oakes, scott.oakes@goodsam.com
Sue Seidlitz, sue.seidlitz@goodsam.com
Kim Whitaker, kim.whitaker@goodsam.com

TRAILER LIFE
2750 Park View Court, Suite 240
Oxnard, California 93036
805-667-4100, info-tl@goodsam.com
www.trailerlife.com, youtube.com/trailerlifediytv

SPONSORS
B&W Trailer Hitches
www.bwtrailerhitches.com
Blue Ox
www.blueox.com
Coachmen
www.coachmenrv.com
Geico
www.geico.com
Progress Manufacturing
www.progressmfg.com
Redarc Electronics
www.redarcelectronics.com



TOW VEHICLES AND

New trucks, SUVs and evolving technologies promise an exciting future for RVing

New vehicles used to appear once a year, but as manufacturers rush to get new vehicles to market, or at least entice potential buyers to wait for the latest model, vehicle introductions can range from the first quarter to the last. In the November 2018 issue of *Trailer Life*, we presented an article about new vehicles capable of towing 2,000 pounds or more, but since then, two more have been announced. Regular readers of *Trailer Life* know that each annual *Guide to Towing* contains information about the latest tow vehicles, but rather than rehashing what we presented in November, we're going to focus on the very newest vehicles with an interesting twist: the technologies that are making today's tow vehicles more fuel efficient than ever. The future is unfolding right before our eyes, and the result is the best of both worlds: performance and fuel economy.

CHEVROLET BLAZER

PHOTOS: MANUFACTURERS

The **Chevy Blazer** is back, but for those who remember the original, it is tough to recognize. Where the first-generation Blazers were a simple design with the aerodynamics of a soap bar, the 2019 iteration is similar to its '70s prede-

– by Chris Hemer

INTERIOR MOTIVES Inside, Chevy's all-new 2019 Blazer offers a wide range of styling choices for the different models offered.

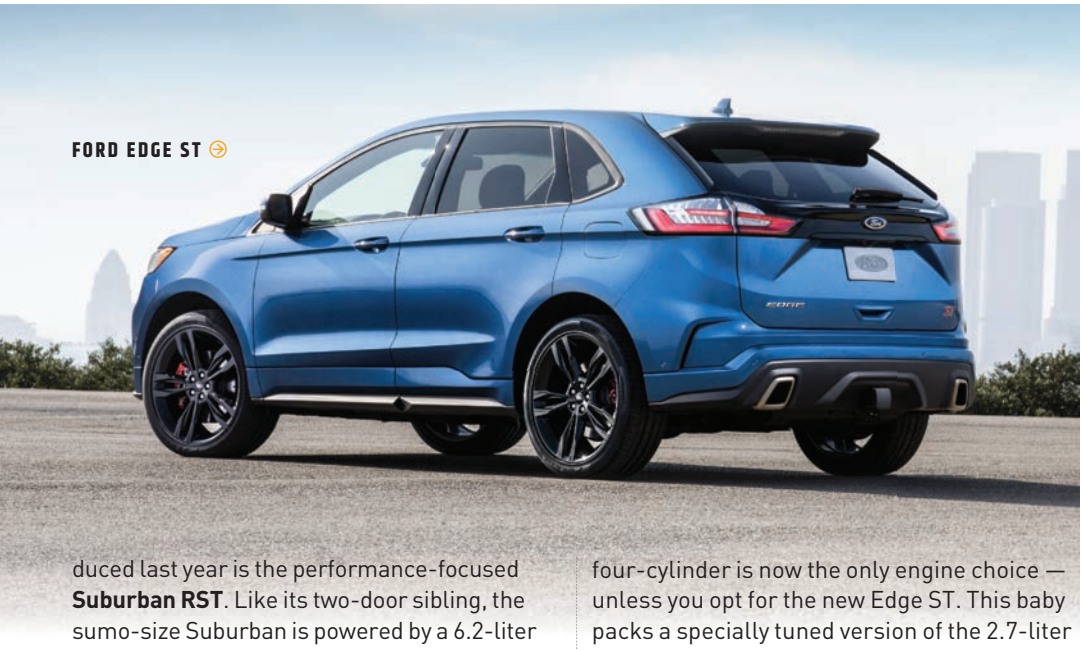
TECHNOLOGY

cessor in name only. Now the sixth crossover/SUV in Chevy's lineup, the Blazer is positioned between the Equinox and Traverse, with two rows of seating and a choice of two powerplants — a 2.5-liter four-cylinder rated at 193 horsepower and 188 lb-ft of torque, and a 3.6-liter V-6 generating an impressive 305 horsepower and 269 lb-ft of torque, both of which are paired with a nine-speed automatic transmission.

Perhaps more importantly, Chevy tells us that the Blazer offers real capabilities to RVers, with a max tow rating of 4,500 pounds and two helpful technologies: Hitch Guidance and Hitch View, both of which leverage the backup camera to make hitching easier. Standard Traction Select, which allows the driver to make real-time adjustments to varying road conditions, can be disconnected on all-wheel-drive (AWD) models for better fuel economy when extra traction isn't needed. Edgy, athletic styling is complemented by available features like an automatic heated steering wheel and heated/ventilated seats (linked to the remote start and/or climate-control system), adaptive cruise control, hands-free power liftgate, wireless phone charging and six USB ports.

Hot on the heels of the Tahoe RST intro-

CHEVROLET SUBURBAN RST



FORD EDGE ST

duced last year is the performance-focused **Suburban RST**. Like its two-door sibling, the sumo-size Suburban is powered by a 6.2-liter V-8 with state-of-the-art technologies like direct injection, Active Fuel Management and continuously variable valve timing. It packs 420 horsepower and 460 lb-ft of torque, and is backed by a new 10-speed automatic transmission. Keeping all this mass in check is a Magnetic Ride Control system with performance calibration that "reads" the road surface every millisecond, and can affect damping changes in the electronically controlled shock absorbers in as few as five milliseconds, according to GM.

Separating the RST from its more plebian brethren are details like 22-inch wheels wearing Bridgestone rubber, a body-color grille surround and door handles, gloss-black grille and mirror caps, and blacked-out roof rails, window trim, badging and Chevy bowties. Available enhancements include a Brembo performance brake package with 16-inch front rotors clamped by six-piston calipers, and a Borla dual-side-exit exhaust system. Preliminary reports are that this new Suburban will have a tow rating of 8,100 pounds.

The **Ford Edge** finally lives up to its name, with bold new styling that eschews the household-appliance look and more closely follows the design language of other SUVs in Ford's lineup. Available in SE, SEL and Titanium trim levels, all models feature new front and rear fascias, grille and liftgate, along with five newly styled wheel designs.

The normally aspirated 3.5-liter V-6 is no longer on the menu, as the 2.0-liter EcoBoost four-cylinder is now the only engine choice — unless you opt for the new Edge ST. This baby packs a specially tuned version of the 2.7-liter V-6 EcoBoost that generates 335 horsepower and 380 lb-ft of torque, gains of 20 and 30, respectively, over last year's engine. Like the base 2.0 EcoBoost, it's backed by a new eight-speed automatic transmission. Standard all-wheel-drive, sport-tuned suspension, a unique front fascia with mesh grille, dual exhaust outlets, 20-inch wheels and red ST badging tell onlookers that this is no ordinary Edge. Maximum tow rating is 3,500 pounds.

Like them or not, driver-assist technologies are here to stay, and the 2019 Edge will be the first ute in Ford's lineup to feature the new Ford Co-Pilot360 system as standard equipment. Co-Pilot360 includes Pre-Collision Assist with Automatic Emergency Braking, Blind Spot Information System with cross-traffic alert, Lane-Keeping System, rearview camera, auto high-beam headlamps, post-impact braking and rain-sensing wipers. Ford Co-Pilot360 Assist+, standard on SEL, Titanium and ST models, adds Adaptive Cruise Control with Stop-and-Go and Lane Centering, Evasive Steering Assist and voice-activated navigation with SiriusXM Traffic and Travel Link.

Need for Speeds

It doesn't seem like that long ago that a five-speed manual or six-speed automatic were the norm in cars and trucks. Gradually we progressed to six speeds in each, but in the past decade we've witnessed a drastic change: Manual transmissions are all but gone, and

SwayPro™

Strong As An Ox™

Gives You More Than Weight Distribution

Prevents Sway Before it Starts

No Excuses!

Stop driving 20mph slower than other traffic.
Sway prevention
in the fast lane.

Rain or shine.

Friction hitches stop working in wet weather conditions.
SwayPro prevents sway in any weather.

Fast Hookup.

Load the chains.
Rotate the latches.
Go.

Quiet.

You won't hear any of the annoying noises created by friction hitches.

Versatile.

Tow with nearly any vehicle.
Tow almost any trailer.

blueox.com • 800-228-9289

automatics have progressed from six to eight to nine and now 10 speeds. Why?

The simple answer is fuel economy. Manual transmissions, due to the fact that they're controlled by a human being, are not as consistent, and therefore not as economical, as contemporary, computer-controlled automatics. As manufacturers struggle to cope with ever-tightening Corporate Average Fuel Economy (CAFE) standards, no stone remains unturned as engineers look at every possible way to squeeze more efficiency from a given vehicle.

Put simply, adding speeds to a transmission increases efficiency by keeping the engine in its optimum speed more of the time, with less of a "split" between gears. If you can imagine riding a bicycle with three speeds instead of 10 up a hill, you get the picture; more speeds mean you don't have to exert as much effort to achieve the same goal. In your body, that means fewer calories are burned; in an engine, it means less fuel.

Unlike yesterday's automatics, which shifted through each gear mechanically, today's transmissions are computer-controlled and execute shifts electronically using solenoids. That means that a contemporary transmission may start out in second gear and shift to fourth, sixth and eighth gear under light load, or may downshift from 10th all the way down to third or second gear to execute a pass.

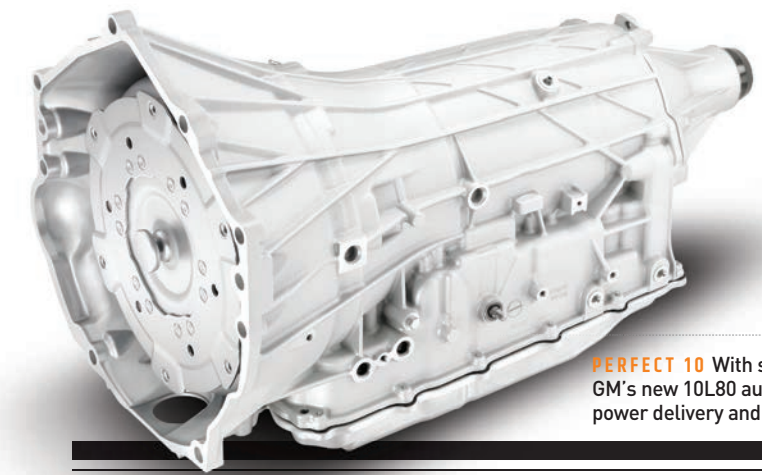
So where will it end? Will we see a 15-speed automatic one day? Probably not. Engineering experts say that 10 speeds are the practical limit from an efficiency standpoint. From here, it's likely we'll start seeing more continuously variable transmissions, which, as the name implies, continuously vary gear ratios within the transmission to keep the engine in its sweet spot for efficiency and power production.

EVOLUTIONARY EIGHT GM has kept its V-8 engine lineup relevant with technologies such as direct injection, Active Fuel Management and continuously variable valve timing.

Start-Stop Systems

For decades, automobile engineers have known that an engine wastes more fuel and produces more emissions at idle than at almost any other point in its operating range. And, as the population continues to grow, and traffic jams become more prevalent, cars and trucks spend more time idling than ever. A 2012 article by *Road & Track* magazine claimed that 3.9 billion gallons of fuel were wasted annually in the United States by idling vehicles.

To help improve fuel economy and reduce emissions, more vehicles are equipped with some kind of start-stop system, which automatically turns the engine off when stopped, then restarts it when the brake pedal is released. Engineers queried by the online automotive resource Edmonds.com generally agreed that fuel savings from start-stop



PERFECT 10 With smaller steps between each gear, GM's new 10L80 automatic transmission optimizes power delivery and improves fuel economy.

BRAKE THROUGH!

Introducing REDARC Tow-Pro Elite, the revolutionary new Electric Trailer Brake Controller.

The award winning Tow-Pro Elite is designed and made by REDARC, an Australian company that's been around for almost 40 years.

Safe braking at your fingertips. With fingertip control it delivers smooth, safe braking on all trailer types. The control knob can be mounted on the dash and the main unit is so compact it can be hidden away where the driver's knees can't knock it accidentally. It's easy to install and is suitable for both 12V and 24V vehicles.

Tow-Pro Elite is the only brake controller on the market with 2 types of braking modes: 'Proportional Mode' (Inertia sensing) for highway conditions and 'User Controlled Mode' for off-road. No other brake controller can match Tow-Pro Elite. Visit redarcelectronics.com/towpro

2017 SEMA GLOBAL AUTO AWARDS WINNER

Tow-Pro®

THE POWER OF REDARC®

systems typically amount to 3 to 10 percent, and may go as high as 12 percent.

Direct Injection

Fuel injection is certainly not new, but like other technologies, it continues to evolve. The latest adaptation is what is known as direct injection (DI). In a conventional port-injected engine, fuel is injected into the intake port and is mixed with the incoming air, then delivered to the combustion chamber. With a DI engine, fuel is sprayed directly into the cylinder, where it is mixed with the incoming air. As the piston approaches top dead center, the mixture is ignited by the spark plug, and when the fuel vaporizes, the air-fuel mixture is cooled. This enables the use of a higher compression ratio on a given fuel (for example, some small direct-injection engines in use today have a 13:1 compression ratio but run on regular unleaded), improving power and efficiency.

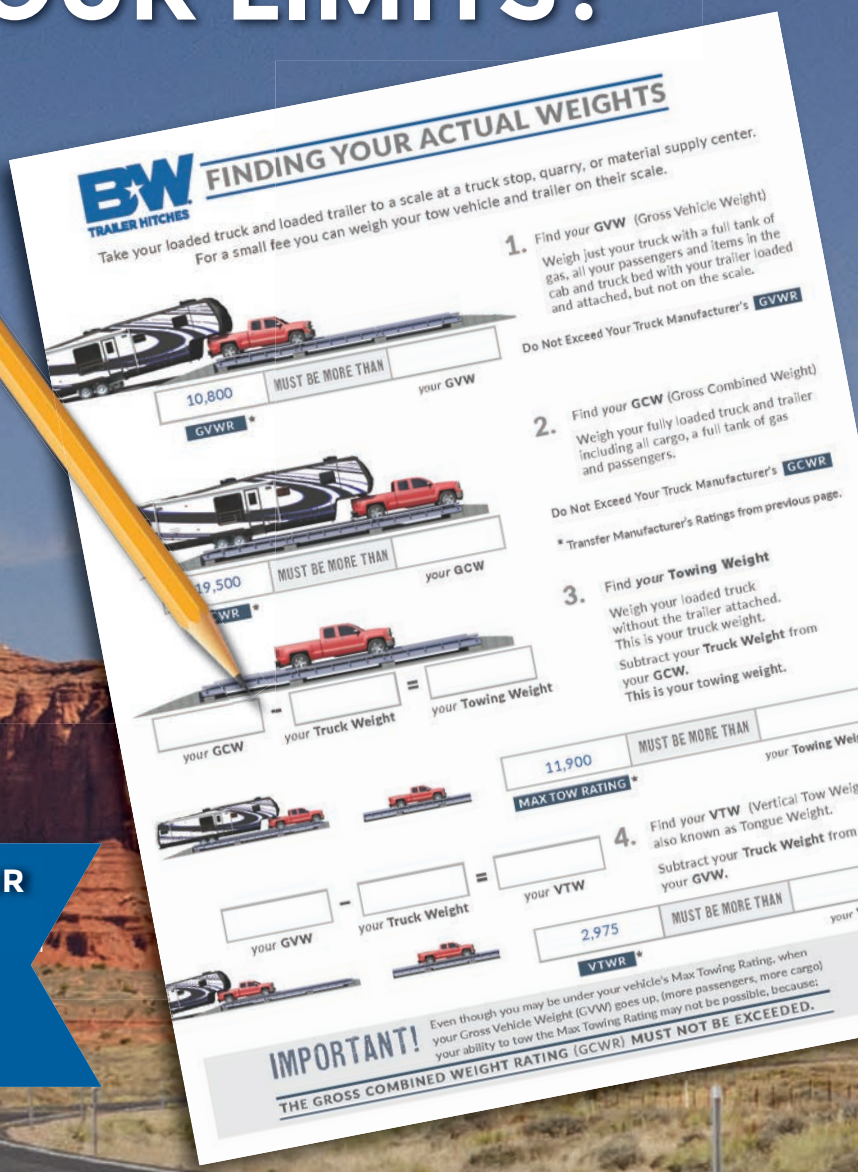
Cylinder Deactivation

Manufacturers give it different names, but the goal is the same: Improve fuel economy by reducing the number of cylinders an engine requires for a given task. Perhaps the best example of evolving cylinder-deactivation technology is GM's Active Fuel Management (AFM) system. Once known as Displacement on Demand, AFM deactivates four of the engine's eight cylinders (or three on a six-cylinder engine) and then can reactivate them seamlessly when needed. When only a fraction of the available power is needed to keep the vehicle moving, as in highway cruising conditions, the fuel delivery to four of the eight cylinders is disabled, and a solenoid system collapses the valve lifters to reduce pumping losses and improve fuel economy. GM maintains that AFM can improve fuel economy by up to 12 percent without sacrificing performance, but the company recently introduced yet another cylinder-deactivation technology with even greater promise: Dynamic Fuel Management (DFM).

Debuting in the 2019 **Chevy Silverado/GMC Sierra 1500** with 5.3- and 6.2-liter V-8s, DFM enables the engines to operate in 17 different cylinder patterns, which GM refers to as "firing fractions." Powered by a sophisticated controller that continuously monitors the accelerator pedal, DFM runs a complex sequence of calculations to determine how many cylinders are required to meet the driver's requested power, and it does this 80 times per second, according to GM. An electromechanical system can deactivate and reactivate all 16 of the engine's hydraulic valve lifters, controlling valve actuation. TL

GMC SIERRA 1500

ARE YOU WITHIN YOUR LIMITS?



LOOK UP YOUR TRUCK'S

- GVWR
- GCWR
- TOW RATING
- VTWR

Get detailed instructions showing how to calculate your safe towing weights at

www.HowMuchCanITow.com

B&W TRAILER HITCHES

HOW TO USE THIS GUIDE

Whether you're shopping for a tow vehicle to handle a current or desired trailer or are looking for the right trailer for a preferred tow vehicle, properly matching the two is essential to towing safely and for the longevity of the tow vehicle. *Trailer Life*'s annual *Guide to Towing* provides a single, reliable source of manufacturer-assigned maximum trailer-weight ratings to help you make an informed decision.

What makes this guide so extensive (and appear somewhat intimidating) is the volume of tow vehicles available and the variety of configurations for each model. Key components affecting tow-vehicle ratings include truck cab sizes and bed lengths, engine types, transmissions and axle ratios. Other components such as wheels, tires, fluid coolers and suspension equipment factor in as well. Some options change rigidity or torque, while others impact gross vehicle weight and therefore affect the towing capacity.

The 2019 guide lists nearly 1,000 cars, trucks, vans and SUVs in alphabetical order, organized by model type and configuration. Some models are offered in a large number of configurations. We make every effort to keep the guide as consistent and concise as possible, and use footnotes to help explain the distinctions specified by manufacturers in their company towing guides. Keep in mind that manufacturers occasionally make midyear specification changes, so be sure to verify the specific capabilities of the vehicle you're looking to purchase.

In most of the listings, a letter (or a letter and a number) identifies the equipment the rating is based on (i.e., automatic or manual transmission, gear ratio, towing package, etc.). The meaning for these is specified in the "Key to Charts" legend on the opposite page. If there is no letter after the rating, only one rating is available.

At press time, 2019 ratings for a few vehicles were not available, and these are noted in the listings. They will be added to our online guide at www.trailerlife.com/trailer-towing-guides soon after they are released.

Rigorous real-world testing and SAE towing standards ensure that today's tow vehicles can perform as advertised when properly configured and equipped. Remember to factor in the weight of the people, pets, cargo and contents of the tow vehicle and trailer when calculating specific towing needs.


2019 TOW RATINGS

2019 TOW RATINGS

KEY TO CHARTS

VEHICLE

Reg Cab	Regular Cab	PV	Passenger Van	SWB	Short Wheelbase
Ext Cab	Extended Cab	SRW	Single Rear Wheel	LWB	Long Wheelbase
CC	Crew Cab	DRW	Dual Rear Wheel	EL	Extra Length
DC	Double Cab	AWD	All-Wheel Drive	LR	Low Roof
SB	Shortbed	FWD	Front-Wheel Drive	MR	Medium Roof
Std Bed	Standard Bed	RWD	Rear-Wheel Drive	HR	High Roof
LB	Longbed	2WD	Two-Wheel Drive	EHR	Extra-High Roof
CV	Cargo Van	4WD	Four-Wheel Drive		

ENGINE

DAE	Dual Asynchronous Electric
TC	Turbocharged
TD	Turbo Diesel
SC	Supercharged

GEAR RATIO

b	3.08:1	h	3.55:1
c	3.15:1	i	3.73:1
d	3.21:1	j	3.92:1
e	3.23:1	k	4.10:1
f	3.31:1	l	4.30:1
g	3.42:1		

a	Automatic Transmission	m6	Manual Transmission, 6 Speeds
a6	Automatic Transmission, 6 Speeds	p	Cooling or Other Accessory Package Required
a8	Automatic Transmission, 8 Speeds	t	Tow Package/Upgraded Tow Package Required for Maximum Tow Capacity
a9	Automatic Transmission, 9 Speeds	/	Either/Or
a10	Automatic Transmission, 10 Speeds	,	More Than One Footnote Applies
m	Manual Transmission		

VEHICLE	ENGINE	TOW LIMIT (lbs.)
ACURA		
MDX FWD	3.5L V-6	3,500 (t)
MDX SH-AWD	3.5L V-6	5,000 (p,t)
AUDI		
E-tron	DAE	4,000 (t)
Q5	2.0L I-4 TC	4,400 (t) ★
Q7	2.0L I-4 TC	4,400 (t) ★
Q7	3.0L V-6 SC	7,700 (t) ★
Q8	3.0L V-6	7,700 (t)

★ 2018 tow rating. 2019 rating not available at press time.

BMW		
X1	2.0L I-4 TC	3,500 (t)
X3	All	4,400 ■
X4	All	3,500 (t)
X5	All	7,200 (t) ◆
X6	All	6,000 (t)
X7	All	7,500 (t) ●

■ With braked trailer ◆ 6,600 lbs. with third-party hitch ● 5,950 lbs. with third-party hitch

FIAT CHRYSLER AUTOMOBILES		
CHRYSLER		
Chrysler Pacifica	3.6L V-6	3,600 (t) ★

★ Towing not recommended for hybrid models.

DODGE		
Dodge Durango RWD/AWD	3.6L V-6	6,200 (t)
Dodge Durango RWD	5.7L V-8	7,400 (t)
Dodge Durango AWD	5.7L V-8	7,200 (t)
Dodge Durango/Durango SRT AWD	6.4L V-8	8,700 (t)
Dodge Durango Pursuit AWD	3.6L V-6	6,200 (t)
Dodge Durango Pursuit AWD	5.7L V-8	7,200 (t)
Dodge Grand Caravan	3.6L V-6	3,600 (t)
Dodge Journey FWD/AWD	3.6L V-6	2,500 (t) ▼

▼ Hitch receiver not included in optional tow-prep package.

JEEP		
Cherokee FWD/4WD	All	2,000 ■
Cherokee FWD/4WD	2.4L I-4	2,000 (t)
Cherokee FWD/4WD	2.0L I-4 TC	4,000 (t)
Cherokee FWD/4WD	3.2L V-6	4,500 (t)
Compass 4WD	2.4L I-4	2,000 (t)
Grand Cherokee 2WD	3.6L V-6	6,200 ◆
Grand Cherokee 2WD	3.0L V-6 TD	7,400 (t)
Grand Cherokee 4WD	3.6L V-6	6,200 ◆
Grand Cherokee 4WD	3.0L V-6 TD	7,200 ◆
Grand Cherokee 4WD	5.7L V-8	7,200 ◆
Grand Cherokee 4WD SRT	6.4L V-8	7,200 (t)
Grand Cherokee 4WD Trackhawk	6.2L V-8 SC	7,200 (t)
Renegade 4WD	2.4L I-4	2,000 (t)
Wrangler	All	3,500 (t)

◆ Tow package required for maximum tow capacity for some models, standard on others. See dealer for details. ■ Cherokee models without Trailer Tow Group and equipped with aftermarket Class II hitch.

RAM

Ram 1500 Bed Lengths: Shortbed 5'7"/Standard 6'4"

Ram 1500 Quad Cab

Ram 1500 Quad Cab 2WD	3.6L V-6	6,640 (a8,d)
Ram 1500 Quad Cab 2WD	3.6L V-6	7,640 (a8,h) ■
Ram 1500 Quad Cab 2WD	3.6L V-6	7,750 (a8,h) ▲
Ram 1500 Quad Cab 2WD	5.7L V-8	8,590 (a8,d)
Ram 1500 Quad Cab 2WD	5.7L V-8	11,690 (a8,j)
Ram 1500 Quad Cab 2WD eTorque	5.7L V-8	8,540 (a8,d)
Ram 1500 Quad Cab 2WD eTorque	5.7L V-8	11,640 (a8,j) ▼
Ram 1500 Quad Cab 2WD eTorque	5.7L V-8	12,750 (a8,j) ◆
Ram 1500 Quad Cab 2WD HFE	3.6L V-6 TD	6,710 (a8,d)
Ram 1500 Quad Cab 4WD	3.6L V-6	6,460 (a8,d)
Ram 1500 Quad Cab 4WD	3.6L V-6	7,460 (a8,h)
Ram 1500 Quad Cab 4WD	3.6L V-6	7,290 (a8,j)
Ram 1500 Quad Cab 4WD	5.7L V-8	8,360 (a8,d)
Ram 1500 Quad Cab 4WD	5.7L V-8	11,460 (a8,j)
Ram 1500 Quad Cab 4WD eTorque	5.7L V-8	8,270 (a8,d)
Ram 1500 Quad Cab 4WD eTorque	5.7L V-8	11,370 (a8,j)

■ GVWR 6,800 lbs. ▲ GVWR 7,100 lbs. ▼ GCWR 17,000 lbs. ◆ GCWR 18,200 lbs.

Ram 1500 Crew Cab Shortbed

Ram 1500 CC SB 2WD	3.6L V-6	6,590 (a8,d)
Ram 1500 CC SB 2WD	3.6L V-6	7,590 (a8,h)
Ram 1500 CC SB 2WD	3.6L V-6	7,390 (a8,j)
Ram 1500 CC SB 2WD	5.7L V-8	8,430 (a8,d)
Ram 1500 CC SB 2WD	5.7L V-8	11,530 (a8,j)
Ram 1500 CC SB 2WD eTorque	5.7L V-8	8,340 (a8,d)
Ram 1500 CC SB 2WD eTorque	5.7L V-8	11,440 (a8,j)
Ram 1500 CC SB 4WD	3.6L V-6	6,280 (a8,d)
Ram 1500 CC SB 4WD	3.6L V-6	7,280 (a8,h)
Ram 1500 CC SB 4WD	3.6L V-6	7,160 (a8,j)
Ram 1500 CC SB 4WD	5.7L V-8	8,190 (a8,d)
Ram 1500 CC SB 4WD	5.7L V-8	11,290 (a8,j)
Ram 1500 CC SB 4WD eTorque	5.7L V-8	8,090 (a8,d)
Ram 1500 CC SB 4WD eTorque	5.7L V-8	11,190 (a8,j)

Ram 1500 Crew Cab Standard Bed

Ram 1500 CC 2WD	3.6L V-6	6,550 (a8,d)
Ram 1500 CC 2WD	3.6L V-6	7,550 (a8,h)
Ram 1500 CC 2WD	5.7L V-8	8,420 (a8,d)
Ram 1500 CC 2WD	5.7L V-8	11,520 (a8,j)
Ram 1500 CC 2WD eTorque	5.7L V-8	8,330 (a8,d)
Ram 1500 CC 2WD eTorque	5.7L V-8	11,430 (a8,j)
Ram 1500 CC 4WD	3.6L V-6	6,320 (a8,d)
Ram 1500 CC 4WD	3.6L V-6	7,320 (a8,h)
Ram 1500 CC 4WD	5.7L V-8	8,220 (a8,d)
Ram 1500 CC 4WD	5.7L V-8	11,320 (a8,j)
Ram 1500 CC 4WD eTorque	5.7L V-8	8,080 (a8,d)
Ram 1500 CC 4WD eTorque	5.7L V-8	11,180 (a8,j)

Max trailer weights are estimates. WD hitch recommended for trailers over 5,000 lbs

Ram 2500/3500 Bed Lengths: Shortbed 6'4"/Longbed 8'

Ram 2500 Regular Cab Longbed

Ram 2500 Reg Cab LB 2WD	5.7L V-8	11,890 (a6,i) *
Ram 2500 Reg Cab LB 2WD	5.7L V-8	13,890 (a6,k) *
Ram 2500 Reg Cab LB 2WD	6.4L V-8	13,320 (a6,i) *
Ram 2500 Reg Cab LB 2WD	6.4L V-8	16,320 (a6,k) *
Ram 2500 Reg Cab LB 2WD	6.7L I-6 TD	16,890 (m6,g) *
Ram 2500 Reg Cab LB 2WD	6.7L I-6 TD	17,980 (a6,g) *
Ram 2500 Reg Cab LB 4WD	5.7L V-8	11,510 (a6,i) *
Ram 2500 Reg Cab LB 4WD	5.7L V-8	13,510 (a6,k) *
Ram 2500 Reg Cab LB 4WD	6.4L V-8	12,930 (a6,i) *
Ram 2500 Reg Cab LB 4WD	6.4L V-8	15,930 (a6,k) *
Ram 2500 Reg Cab LB 4WD	6.7L I-6 TD	16,450 (m6,g) *
Ram 2500 Reg Cab LB 4WD	6.7L I-6 TD	17,540 (a6,g) *

Ram 2500 Crew Cab Shortbed

Ram 2500 CC SB 2WD	5.7L V-8	11,520 (a6,i) *
Ram 2500 CC SB 2WD	5.7L V-8	13,520 (a6,k) *
Ram 2500 CC SB 2WD	6.4L V-8	12,940 (a6,i) *
Ram 2500 CC SB 2WD	6.4L V-8	15,940 (a6,k) *
Ram 2500 CC SB 2WD	6.7L I-6 TD	16,450 (m6,g) *
Ram 2500 CC SB 2WD	6.7L I-6 TD	17,510 (a6,g) *
Ram 2500 CC SB 4WD	5.7L V-8	11,200 (a6,i) *
Ram 2500 CC SB 4WD	5.7L V-8	13,190 (a6,k) *
Ram 2500 CC SB 4WD	6.4L V-8	12,630 (a6,i) *
Ram 2500 CC SB 4WD	6.4L V-8	15,630 (a6,k) *
Ram 2500 CC SB 4WD	6.7L I-6 TD	16,130 (m6,g) *
Ram 2500 CC SB 4WD	6.7L I-6 TD	17,200 (a6,g) *
Ram 2500 CC SB 4WD Power Wagon	6.4L V-8	10,030 (a6,k) *

Ram 2500 Crew Cab Longbed

Ram 2500 CC LB 2WD	5.7L V-8	11,390 (a6,i) *
Ram 2500 CC LB 2WD	5.7L V-8	13,390 (a6,k) *
Ram 2500 CC LB 2WD	6.4L V-8	12,810 (a6,i) *
Ram 2500 CC LB 2WD	6.4L V-8	15,810 (a6,k) *
Ram 2500 CC LB 2WD	6.7L I-6 TD	16,300 (m6,g) *
Ram 2500 CC LB 2WD	6.7L I-6 TD	17,370 (a6,g) *
Ram 2500 CC LB 4WD	5.7L V-8	11,030 (a6,i) *
Ram 2500 CC LB 4WD	5.7L V-8	13,020 (a6,k) *
Ram 2500 CC LB 4WD	6.4L V-8	12,460 (a6,i) *
Ram 2500 CC LB 4WD	6.4L V-8	15,460 (a6,k) *
Ram 2500 CC LB 4WD	6.7L I-6 TD	15,950 (m6,g) *
Ram 2500 CC LB 4WD	6.7L I-6 TD	17,020 (a6,g) *

Ram 2500 Mega Cab

Ram 2500 Mega Cab 2WD	5.7L V-8	11,040 (a6,i) *
Ram 2500 Mega Cab 2WD	5.7L V-8	13,040 (a6,k) *
Ram 2500 Mega Cab 2WD	6.4L V-8	12,520 (a6,i) *
Ram 2500 Mega Cab 2WD	6.4L V-8	15,520 (a6,k) *
Ram 2500 Mega Cab 2WD	6.7L I-6 TD	16,100 (m6,g) *
Ram 2500 Mega Cab 2WD	6.7L I-6 TD	17,170 (a6,g) *
Ram 2500 Mega Cab 4WD	5.7L V-8	10,780 (a6,i) *
Ram 2500 Mega Cab 4WD	5.7L V-8	12,780 (a6,k) *
Ram 2500 Mega Cab 4WD	6.4L V-8	12,240 (a6,i) *
Ram 2500 Mega Cab 4WD	6.4L V-8	15,240 (a6,k) *

Ram 2500 Mega Cab 4WD	6.7L I-6 TD	14,770 (m6,g) ★
Ram 2500 Mega Cab 4WD	6.7L I-6 TD	15,440 (a6,g) ★

Ram 3500 Regular Cab Longbed

Ram 3500 Reg Cab LB SRW 2WD	5.7L V-8	11,910 (a6,i) ★
Ram 3500 Reg Cab LB SRW 2WD	5.7L V-8	13,910 (a6,k) ★
Ram 3500 Reg Cab LB SRW 2WD	6.4L V-8	13,370 (a6,i) ★
Ram 3500 Reg Cab LB SRW 2WD	6.4L V-8	16,370 (a6,k) ★
Ram 3500 Reg Cab LB SRW 2WD	6.7L I-6 TD	16,870 (m6,g) ★
Ram 3500 Reg Cab LB SRW 2WD	6.7L I-6 TD	17,910 (a6,g) ★
Ram 3500 Reg Cab LB SRW 2WD	6.7L I-6 TD	17,770 (a6,g) ★ ●
Ram 3500 Reg Cab LB SRW 4WD	5.7L V-8	11,560 (a6,i) ★
Ram 3500 Reg Cab LB SRW 4WD	5.7L V-8	13,560 (a6,k) ★
Ram 3500 Reg Cab LB SRW 4WD	6.4L V-8	12,970 (a6,i) ★
Ram 3500 Reg Cab LB SRW 4WD	6.4L V-8	15,970 (a6,k) ★
Ram 3500 Reg Cab LB SRW 4WD	6.7L I-6 TD	16,520 (m6,g) ★
Ram 3500 Reg Cab LB SRW 4WD	6.7L I-6 TD	17,560 (a6,g) ★
Ram 3500 Reg Cab LB SRW 4WD	6.7L I-6 TD	17,420 (a6,g) ★ ●
Ram 3500 Reg Cab LB DRW 2WD	6.4L V-8	13,020 (a6,i) ★
Ram 3500 Reg Cab LB DRW 2WD	6.7L I-6 TD	16,510 (m6,g) ★
Ram 3500 Reg Cab LB DRW 2WD	6.7L I-6 TD	18,510 (m6,i) ★
Ram 3500 Reg Cab LB DRW 2WD	6.7L I-6 TD	17,550 (a6,g) ★
Ram 3500 Reg Cab LB DRW 2WD	6.7L I-6 TD	19,550 (a6,i) ★
Ram 3500 Reg Cab LB DRW 2WD	6.7L I-6 TD	22,550 (a6,k) ★
Ram 3500 Reg Cab LB DRW 2WD	6.7L I-6 TD	21,410 (a6,g) ★ ●
Ram 3500 Reg Cab LB DRW 2WD	6.7L I-6 TD	25,910 (a6,i) ★ ●
Ram 3500 Reg Cab LB DRW 2WD	6.7L I-6 TD	31,210 (a6,k) ★ ●
Ram 3500 Reg Cab LB DRW 4WD	6.4L V-8	12,640 (a6,i) ★
Ram 3500 Reg Cab LB DRW 4WD	6.4L V-8	16,140 (a6,k) ★
Ram 3500 Reg Cab LB DRW 4WD	6.7L I-6 TD	16,130 (m6,g) ★
Ram 3500 Reg Cab LB DRW 4WD	6.7L I-6 TD	18,130 (m6,i) ★
Ram 3500 Reg Cab LB DRW 4WD	6.7L I-6 TD	17,180 (a6,g) ★
Ram 3500 Reg Cab LB DRW 4WD	6.7L I-6 TD	19,180 (a6,i) ★
Ram 3500 Reg Cab LB DRW 4WD	6.7L I-6 TD	22,180 (a6,k) ★
Ram 3500 Reg Cab LB DRW 4WD	6.7L I-6 TD	21,030 (a6,g) ★ ●
Ram 3500 Reg Cab LB DRW 4WD	6.7L I-6 TD	25,530 (a6,i) ★ ●
Ram 3500 Reg Cab LB DRW 4WD	6.7L I-6 TD	30,830 (a6,k) ★ ●

Ram 3500 Crew Cab Shortbed

Ram 3500 CC SB SRW 2WD	5.7L V-8	11,520 (a6,i) ★
Ram 3500 CC SB SRW 2WD	5.7L V-8	13,520 (a6,k) ★
Ram 3500 CC SB SRW 2WD	6.4L V-8	12,970 (a6,i) ★
Ram 3500 CC SB SRW 2WD	6.4L V-8	15,970 (a6,k) ★
Ram 3500 CC SB SRW 2WD	6.7L I-6 TD	16,450 (m6,g) ★
Ram 3500 CC SB SRW 2WD	6.7L I-6 TD	17,490 (a6,g) ★
Ram 3500 CC SB SRW 2WD	6.7L I-6 TD	17,350 (a6,g) ★ ●
Ram 3500 CC SB SRW 4WD	5.7L V-8	11,200 (a6,i) ★
Ram 3500 CC SB SRW 4WD	5.7L V-8	13,200 (a6,k) ★
Ram 3500 CC SB SRW 4WD	6.4L V-8	12,640 (a6,i) ★
Ram 3500 CC SB SRW 4WD	6.4L V-8	15,640 (a6,k) ★
Ram 3500 CC SB SRW 4WD	6.7L I-6 TD	16,160 (m6,g) ★
Ram 3500 CC SB SRW 4WD	6.7L I-6 TD	17,200 (a6,g) ★
Ram 3500 CC SB SRW 4WD	6.7L I-6 TD	17,050 (a6,g) ★ ●

Ram 3500 Crew Cab Longbed

Ram 3500 CC LB SRW 2WD	5.7L V-8	11,410 (a6,i) ★
Ram 3500 CC LB SRW 2WD	5.7L V-8	13,410 (a6,k) ★
Ram 3500 CC LB SRW 2WD	6.4L V-8	12,830 (a6,i) ★
Ram 3500 CC LB SRW 2WD	6.4L V-8	15,830 (a6,k) ★
Ram 3500 CC LB SRW 2WD	6.7L I-6 TD	16,320 (m6,g) ★
Ram 3500 CC LB SRW 2WD	6.7L I-6 TD	17,360 (a6,g) ★
Ram 3500 CC LB SRW 2WD	6.7L I-6 TD	17,210 (a6,g) ★ ●
Ram 3500 CC LB SRW 4WD	5.7L V-8	11,020 (a6,i) ★
Ram 3500 CC LB SRW 4WD	5.7L V-8	13,020 (a6,k) ★
Ram 3500 CC LB SRW 4WD	6.4L V-8	12,470 (a6,i) ★
Ram 3500 CC LB SRW 4WD	6.4L V-8	15,470 (a6,k) ★
Ram 3500 CC LB SRW 4WD	6.7L I-6 TD	15,960 (m6,g) ★
Ram 3500 CC LB SRW 4WD	6.7L I-6 TD	17,010 (a6,g) ★
Ram 3500 CC LB SRW 4WD	6.7L I-6 TD	16,860 (a6,g) ★ ●
Ram 3500 CC LB DRW 2WD	6.4L V-8	12,450 (a6,i) ★
Ram 3500 CC LB DRW 2WD	6.4L V-8	15,950 (a6,k) ★
Ram 3500 CC LB DRW 2WD	6.7L I-6 TD	15,960 (m6,g) ★
Ram 3500 CC LB DRW 2WD	6.7L I-6 TD	17,960 (m6,i) ★
Ram 3500 CC LB DRW 2WD	6.7L I-6 TD	17,000 (a6,g) ★
Ram 3500 CC LB DRW 2WD	6.7L I-6 TD	19,000 (a6,i) ★
Ram 3500 CC LB DRW 2WD	6.7L I-6 TD	22,000 (a6,k) ★
Ram 3500 CC LB DRW 2WD	6.7L I-6 TD	20,860 (a6,g) ★ ●
Ram 3500 CC LB DRW 2WD	6.7L I-6 TD	25,360 (a6,i) ★ ●
Ram 3500 CC LB DRW 2WD	6.7L I-6 TD	30,660 (a6,k) ★ ●
Ram 3500 CC LB DRW 4WD	6.4L V-8	12,100 (a6,i) ★
Ram 3500 CC LB DRW 4WD	6.4L V-8	15,600 (a6,k) ★
Ram 3500 CC LB DRW 4WD	6.7L I-6 TD	15,620 (m6,g) ★
Ram 3500 CC LB DRW 4WD	6.7L I-6 TD	17,620 (m6,i) ★
Ram 3500 CC LB DRW 4WD	6.7L I-6 TD	16,660 (a6,g) ★
Ram 3500 CC LB DRW 4WD	6.7L I-6 TD	18,660 (a6,i) ★
Ram 3500 CC LB DRW 4WD	6.7L I-6 TD	21,660 (a6,k) ★
Ram 3500 CC LB DRW 4WD	6.7L I-6 TD	20,520 (a6,g) ★ ●
Ram 3500 CC LB DRW 4WD	6.7L I-6 TD	25,020 (a6,i) ★ ●
Ram 3500 CC LB DRW 4WD	6.7L I-6 TD	30,320 (a6,k) ★ ●

Ram 3500 Mega Cab

Ram 3500 Mega Cab SRW 2WD	5.7L V-8	11,210 (a6,i) ★
Ram 3500 Mega Cab SRW 2WD	5.7L V-8	13,210 (a6,k) ★
Ram 3500 Mega Cab SRW 2WD	6.4L V-8	12,650 (a6,i) ★
Ram 3500 Mega Cab SRW 2WD	6.4L V-8	15,650 (a6,k) ★
Ram 3500 Mega Cab SRW 2WD	6.7L I-6 TD	16,100 (m6,g) ★
Ram 3500 Mega Cab SRW 2WD	6.7L I-6 TD	17,140 (a6,g) ★
Ram 3500 Mega Cab SRW 2WD	6.7L I-6 TD	16,990 (a6,g) ★ ●
Ram 3500 Mega Cab SRW 4WD	5.7L V-8	10,880 (a6,i) ★
Ram 3500 Mega Cab SRW 4WD	5.7L V-8	12,880 (a6,k) ★
Ram 3500 Mega Cab SRW 4WD	6.4L V-8	12,320 (a6,i) ★
Ram 3500 Mega Cab SRW 4WD	6.4L V-8	15,320 (a6,k) ★
Ram 3500 Mega Cab SRW 4WD	6.7L I-6 TD	15,710 (m6,g) ★
Ram 3500 Mega Cab SRW 4WD	6.7L I-6 TD	16,750 (a6,g) ★
Ram 3500 Mega Cab SRW 4WD	6.7L I-6 TD	16,600 (a6,g) ★ ●
Ram 3500 Mega Cab DRW 2WD	6.4L V-8	12,200 (a6,i) ★
Ram 3500 Mega Cab DRW 2WD	6.4L V-8	15,700 (a6,k) ★
Ram 3500 Mega Cab DRW 2WD	6.7L I-6 TD	15,710 (m6,g) ★

Ram 3500 Mega Cab DRW 2WD	6.7L I-6 TD	17,710 (m6,i) ★
Ram 3500 Mega Cab DRW 2WD	6.7L I-6 TD	16,750 (a6,g) ★
Ram 3500 Mega Cab DRW 2WD	6.7L I-6 TD	18,750 (a6,i) ★
Ram 3500 Mega Cab DRW 2WD	6.7L I-6 TD	21,750 (a6,k) ★
Ram 3500 Mega Cab DRW 2WD	6.7L I-6 TD	20,600 (a6,g) ★ ●
Ram 3500 Mega Cab DRW 2WD	6.7L I-6 TD	25,100 (a6,i) ★ ●
Ram 3500 Mega Cab DRW 2WD	6.7L I-6 TD	30,400 (a6,k) ★ ●
Ram 3500 Mega Cab DRW 4WD	6.4L V-8	11,970 (a6,i) ★
Ram 3500 Mega Cab DRW 4WD	6.4L V-8	15,470 (a6,k) ★
Ram 3500 Mega Cab DRW 4WD	6.7L I-6 TD	15,400 (m6,g) ★
Ram 3500 Mega Cab DRW 4WD	6.7L I-6 TD	17,400 (m6,i) ★
Ram 3500 Mega Cab DRW 4WD	6.7L I-6 TD	16,440 (a6,g) ★
Ram 3500 Mega Cab DRW 4WD	6.7L I-6 TD	18,440 (a6,i) ★
Ram 3500 Mega Cab DRW 4WD	6.7L I-6 TD	21,440 (a6,k) ★
Ram 3500 Mega Cab DRW 4WD	6.7L I-6 TD	20,300 (a6,g) ★ ●
Ram 3500 Mega Cab DRW 4WD	6.7L I-6 TD	24,800 (a6,i) ★ ●
Ram 3500 Mega Cab DRW 4WD	6.7L I-6 TD	30,100 (a6,k) ★ ●

● HO Cummins ★ 2018 tow rating. An all-new Ram 2500/3500 Heavy Duty is set to be released in 2019 (no further details available at press time).

FORD MOTOR COMPANY

EcoSport 4WD	2.0L I-4	2,000 (t) ■
Edge AWD	2.0L I-4 TC	3,500 (t)
Edge ST AWD	2.7L V-6 TC	3,500
Escape FWD/4WD	1.5L I-4 TC	2,000 (t) ▲
Escape FWD/4WD	2.0L I-4 TC	3,500 (t)
Explorer FWD	2.3L I-4 TC	2,000 (t) ▲
Explorer FWD/4WD	2.3L I-4 TC	3,000 (t)
Explorer FWD/4WD	3.5L V-6	2,000 (t) ▲
Explorer FWD/4WD	3.5L V-6	5,000 (t) ◆
Explorer 4WD	3.5L V-6 TC	5,000 (t) ▼
Expedition 2WD	3.5L V-6 TC	6,000 (c/f) ◆
Expedition 2WD	3.5L V-6 TC	9,200 (i,t) ◆
Expedition 4WD	3.5L V-6 TC	5,800 (f) ◆ #
Expedition 4WD	3.5L V-6 TC	6,000 (f) ◆ ##
Expedition 4WD	3.5L V-6 TC	9,200 (i,t) ◆
Expedition Max 2WD	3.5L V-6 TC	6,300 (f) ◆
Expedition Max 2WD	3.5L V-6 TC	9,000 (i,t) ◆
Expedition Max 4WD	3.5L V-6 TC	6,000 (f) ◆
Expedition Max 4WD	3.5L V-6 TC	9,000 (i,t) ◆
Flex FWD/AWD	3.5L V-6	4,500 (t) ●
Flex AWD	3.5L V-6 TC	4,500 (t)
Fusion FWD/AWD	2.0L I-4 TC	2,000 (a,t) ■ ★
Transit Connect Van/Wagon	All	2,000 (a,t)

◆ Maximum loaded trailer weight requires WD hitch. ▲ Factory-installed towing equipment not offered for this application; available as dealer accessory only.

▼ Class III Trailer Tow Package standard on Sport/Platinum series only. Requires WD hitch.

● Requires WD hitch on FWD models. ■ Factory-installed towing equipment not offered for this application; available as aftermarket accessory only.

★ Fusion Hybrid and Fusion Energi are not rated to tow a trailer.

GCWR 12,100 lbs. ## GCWR 12,300 lbs.

F-150 CONVENTIONAL/FIFTH-WHEEL TOWING

Ford F-150 Bed Lengths: Shortbed 5'6"/Standard 6'6"/Longbed 8'

F-150 Regular Cab

F-150 Reg Cab Std Bed 2WD	3.3L V-6	5,100/5,000 (h,t)
F-150 Reg Cab Std Bed 2WD	3.3L V-6	7,700/7,600 (i,t)
F-150 Reg Cab Std Bed 2WD	5.0L V-8	8,400/8,400 (c/f,t)
F-150 Reg Cab Std Bed 2WD	5.0L V-8	9,200/9,200 (h,t)
F-150 Reg Cab Std Bed 2WD	2.7L V-6 TC	7,600/7,600 (h,t)
F-150 Reg Cab Std Bed 2WD	2.7L V-6 TC	8,500/8,500 (i,t)
F-150 Reg Cab Std Bed 4WD	3.3L V-6	5,000/5,000 (h,t)
F-150 Reg Cab Std Bed 4WD	3.3L V-6	7,500/7,500 (i,t)
F-150 Reg Cab Std Bed 4WD	5.0L V-8	8,300/8,300 (f/h,t)
F-150 Reg Cab Std Bed 4WD	5.0L V-8	9,700/9,400 (i,t)
F-150 Reg Cab Std Bed 4WD	2.7L V-6 TC	7,600/7,500 (h,t)
F-150 Reg Cab Std Bed 4WD	2.7L V-6 TC	8,400/8,300 (i,t)
F-150 Reg Cab LB 2WD	3.3L V-6	5,100/5,100 (h,t)
F-150 Reg Cab LB 2WD	3.3L V-6	7,700/7,700 (i,t)
F-150 Reg Cab LB 2WD	5.0L V-8	9,200/9,200 (c/f,t)
F-150 Reg Cab LB 2WD	5.0L V-8	10,200/10,200 (h,t)
F-150 Reg Cab LB 2WD	5.0L V-8	11,000/10,900 (i,p,t) ▲
F-150 Reg Cab LB 2WD	2.7L V-6 TC	7,600/7,500 (h,t)
F-150 Reg Cab LB 2WD	2.7L V-6 TC	8,500/8,400 (i,t)
F-150 Reg Cab LB 2WD	2.7L V-6 TC	8,500/8,500 (i,p,t)
F-150 Reg Cab LB 2WD	3.5L V-6 TC	10,700/10,600 (c/h,t)
F-150 Reg Cab LB 2WD	3.5L V-6 TC	12,100/12,100 (h,t) #
F-150 Reg Cab LB 2WD	3.5L V-6 TC	12,000/12,000 (i,p,t) ▲
F-150 Reg Cab LB 4WD	3.3L V-6	7,400/7,400 (i,t)
F-150 Reg Cab LB 4WD	5.0L V-8	9,100/9,100 (f/h,t)
F-150 Reg Cab LB 4WD	5.0L V-8	11,200/11,200 (i,t)
F-150 Reg Cab LB 4WD	5.0L V-8	11,100/11,000 (i,p,t) ▲
F-150 Reg Cab LB 4WD	2.7L V-6 TC	7,600/7,500 (h,t)
F-150 Reg Cab LB 4WD	2.7L V-6 TC	8,300/8,200 (i,t)
F-150 Reg Cab LB 4WD	2.7L V-6 TC	9,000/8,900 (i,p,t)
F-150 Reg Cab LB 4WD	3.5L V-6 TC	10,800/10,700 (f/h,t)
F-150 Reg Cab LB 4WD	3.5L V-6 TC	12,000/11,900 (h,t)
F-150 Reg Cab LB 4WD	3.5L V-6 TC	11,800/11,800 (i,p,t) ▲

F-150 SuperCab

F-150 SuperCab Std Bed 2WD	3.3L V-6	5,000/5,000 (h,t)
F-150 SuperCab Std Bed 2WD	3.3L V-6	7,400/7,400 (i,t)
F-150 SuperCab Std Bed 2WD	5.0L V-8	9,200/9,100 (c/f,t)
F-150 SuperCab Std Bed 2WD	5.0L V-8	10,200/10,100 (h,t)
F-150 SuperCab Std Bed 2WD	3.0L V-6 TD	10,100/9,300 (f,t)
F-150 SuperCab Std Bed 2WD	3.0L V-6 TD	11,500/9,300 (h,t)
F-150 SuperCab Std Bed 2WD	2.7L V-6 TC	7,700/7,700 (h,t)
F-150 SuperCab Std Bed 2WD	2.7L V-6 TC	8,300/8,300 (i,t)
F-150 SuperCab Std Bed 2WD	2.7L V-6 TC	8,300/8,200 (i,p,t)
F-150 SuperCab Std Bed 2WD	3.5L V-6 TC	10,700/10,600 (c/h,t)
F-150 SuperCab Std Bed 2WD	3.5L V-6 TC	12,000/10,800 (h,t)
F-150 SuperCab Std Bed 4WD	3.3L V-6	7,400/7,300 (i,t)
F-150 SuperCab Std Bed 4WD	5.0L V-8	9,100/9,100 (f,t)
F-150 SuperCab Std Bed 4WD	5.0L V-8	9,100/9,000 (h,t)
F-150 SuperCab Std Bed 4WD	5.0L V-8	11,300/11,000 (i,t)
F-150 SuperCab Std Bed 4WD	3.0L V-6 TD	10,200/8,200 (f/h,t) ◆
F-150 SuperCab Std Bed 4WD	3.0L V-6 TD	10,100/7,700 (f/h,t) ●
F-150 SuperCab Std Bed 4WD	3.0L V-6 TD	11,300/8,200 (h,t) ◆

F-150 SuperCab Std Bed 4WD	3.0L V-6 TD	11,200/7,700 (h,t) ●
F-150 SuperCab Std Bed 4WD	2.7L V-6 TC	7,600/7,600 (h,t)
F-150 SuperCab Std Bed 4WD	2.7L V-6 TC	8,000/7,900 (i,t)
F-150 SuperCab Std Bed 4WD	2.7L V-6 TC	9,000/9,000 (i,p,t)
F-150 SuperCab Std Bed 4WD	3.5L V-6 TC	10,700/10,700 (f/h,t)
F-150 SuperCab Std Bed 4WD	3.5L V-6 TC	11,700/10,700 (h,t)
F-150 SuperCab Std Bed 4WD Raptor	3.5L V-6 TC	6,000 (k) ★
F-150 SuperCab LB 2WD	5.0L V-8	9,100/9,100 (c/f,t)
F-150 SuperCab LB 2WD	5.0L V-8	10,100/10,100 (h,t)
F-150 SuperCab LB 2WD	5.0L V-8	11,000/10,900 (i,p,t) ▲
F-150 SuperCab LB 2WD	2.7L V-6 TC	7,500/7,400 (h,t)
F-150 SuperCab LB 2WD	2.7L V-6 TC	8,200/8,000 (i,t)
F-150 SuperCab LB 2WD	2.7L V-6 TC	9,000/9,000 (i,p,t)
F-150 SuperCab LB 2WD	3.5L V-6 TC	10,600/10,600 (c/h,t)
F-150 SuperCab LB 2WD	3.5L V-6 TC	11,800/11,800 (h,t)
F-150 SuperCab LB 2WD	3.5L V-6 TC	11,700/11,700 (i,p,t) ▲
F-150 SuperCab LB 4WD	5.0L V-8	9,000/8,900 (f,t)
F-150 SuperCab LB 4WD	5.0L V-8	9,100/9,100 (h,t)
F-150 SuperCab LB 4WD	5.0L V-8	10,700/10,600 (i,p,t) ▲
F-150 SuperCab LB 4WD	5.0L V-8	11,200/10,200 (i,t)
F-150 SuperCab LB 4WD	3.5L V-6 TC	10,700/10,600 (f/h,t)
F-150 SuperCab LB 4WD	3.5L V-6 TC	11,600/10,600 (h,t)
F-150 SuperCab LB 4WD	3.5L V-6 TC	11,500/11,500 (i,p,t) ▲

F-150 SuperCrew

F-150 SuperCrew SB 2WD	3.3L V-6	5,000/5,000 (h,t) ■
F-150 SuperCrew SB 2WD	3.3L V-6	7,400/7,400 (i,t) ■
F-150 SuperCrew SB 2WD	5.0L V-8	9,100/9,000 (c/f,t) ■
F-150 SuperCrew SB 2WD	5.0L V-8	10,100/10,000 (h,t) ■
F-150 SuperCrew SB 2WD	3.0L V-6 TD	10,200/9,000 (f,t) ■
F-150 SuperCrew SB 2WD	3.0L V-6 TD	11,200/9,000 (h,t) ■
F-150 SuperCrew SB 2WD	2.7L V-6 TC	7,700/7,700 (h,t) ■
F-150 SuperCrew SB 2WD	2.7L V-6 TC	8,200/7,800 (i,t) ■
F-150 SuperCrew SB 2WD	2.7L V-6 TC	8,200/8,100 (i,p,t) ■
F-150 SuperCrew SB 2WD	3.5L V-6 TC	10,700/10,300 (c/h,t) ■
F-150 SuperCrew SB 2WD	3.5L V-6 TC	12,700/10,300 (h,t) ▼ ■
F-150 SuperCrew SB 2WD Limited	3.5L V-6 TC	11,100/7,600 (h,t) ■
F-150 SuperCrew SB 4WD	3.3L V-6	7,400/7,300 (i,t) ■
F-150 SuperCrew SB 4WD	5.0L V-8	9,000/9,000 (f,t) ■
F-150 SuperCrew SB 4WD	5.0L V-8	9,100/9,100 (h,t) ■
F-150 SuperCrew SB 4WD	5.0L V-8	10,900/10,500 (i,t) ■
F-150 SuperCrew SB 4WD	3.0L V-6 TD	10,300/8,000 (f/h,t) ◆ ■
F-150 SuperCrew SB 4WD	3.0L V-6 TD	10,100/7,300 (f/h,t) ● ■
F-150 SuperCrew SB 4WD	3.0L V-6 TD	11,300/8,000 (h,t) ◆ ## ■
F-150 SuperCrew SB 4WD	3.0L V-6 TD	10,900/7,300 (h,t) ● ## ■
F-150 SuperCrew SB 4WD	2.7L V-6 TC	7,600/7,500 (h,t) ■
F-150 SuperCrew SB 4WD	2.7L V-6 TC	8,000/7,600 (i,t) ■
F-150 SuperCrew SB 4WD	2.7L V-6 TC	8,900/8,900 (i,p,t) ■
F-150 SuperCrew SB 4WD	3.5L V-6 TC	10,700/10,000 (f/h,t) ■
F-150 SuperCrew SB 4WD	3.5L V-6 TC	12,700/10,000 (h,t) ▼ ■
F-150 SuperCrew SB 4WD Limited	3.5L V-6 TC	9,300/5,900 (h,t) ■
F-150 SuperCrew SB 4WD Raptor	3.5L V-6 TC	8,000 (k) ■
F-150 SuperCrew Std Bed 2WD	5.0L V-8	9,100/9,000 (c/f,t)
F-150 SuperCrew Std Bed 2WD	5.0L V-8	10,100/10,000 (h,t)
F-150 SuperCrew Std Bed 2WD	5.0L V-8	10,900/10,900 (i,p,t) ▲
F-150 SuperCrew Std Bed 2WD	3.0L V-6 TD	10,100/8,600 (f,t)
F-150 SuperCrew Std Bed 2WD	3.0L V-6 TD	11,300/8,600 (h,t)
F-150 SuperCrew Std Bed 2WD	2.7L V-6 TC	7,700/7,700 (h,t)
F-150 SuperCrew Std Bed 2WD	2.7L V-6 TC	8,200/8,100 (i,t)
F-150 SuperCrew Std Bed 2WD	2.7L V-6 TC	9,000/8,900 (i,p,t)
F-150 SuperCrew Std Bed 2WD	3.5L V-6 TC	10,700/10,600 (c/h,t)
F-150 SuperCrew Std Bed 2WD	3.5L V-6 TC	13,200/11,800 (h,t) ▼
F-150 SuperCrew Std Bed 2WD	3.5L V-6 TC	11,700/11,600 (i,p,t) ▲
F-150 SuperCrew Std Bed 4WD	5.0L V-8	9,000/8,900 (f,t)
F-150 SuperCrew Std Bed 4WD	5.0L V-8	9,100/9,000 (h,t)
F-150 SuperCrew Std Bed 4WD	5.0L V-8	10,700/10,700 (i,p,t) ▲
F-150 SuperCrew Std Bed 4WD	5.0L V-8	11,500/10,700 (i,t)
F-150 SuperCrew Std Bed 4WD	3.0L V-6 TD	10,300/8,000 (f/h,t) ◆
F-150 SuperCrew Std Bed 4WD	3.0L V-6 TD	10,100/7,200 (f/h,t) ●
F-150 SuperCrew Std Bed 4WD	3.0L V-6 TD	11,300/8,000 (h,t) ◆
F-150 SuperCrew Std Bed 4WD	3.0L V-6 TD	11,100/7,200 (h,t) ●
F-150 SuperCrew Std Bed 4WD	3.5L V-6 TC	10,700/10,400 (f/h,t)
F-150 SuperCrew Std Bed 4WD	3.5L V-6 TC	12,900/10,400 (h,t) ▼
F-150 SuperCrew Std Bed 4WD	3.5L V-6 TC	11,500/11,400 (i,p,t) ▲

For conventional towing, maximum loaded trailer weight requires WD hitch.

■ Vehicles equipped with 5'6" box will accept a fifth-wheel hitch, but current fifth-wheel designs are not compatible with this model.

▲ Includes 18" tires and wheels ▼ Requires 20" tires and wheels

◆ Electronic Shift-on-the-Fly transmission ● 2-speed automatic 4WD transmission

★ 133" wheelbase # GCWR 17,000 lbs. ## GCWR 17,100 lbs.

F-250 SRW CONVENTIONAL TOWING
WEIGHT-CARRYING/WEIGHT-DISTRIBUTING

Ford F-250/F-350/F-450 Bed Lengths: Shortbed 6'9"/Longbed 8'

F-250 Regular Cab

F-250 Reg Cab LB 2WD	6.2L V-8	13,000/13,300 (i)
F-250 Reg Cab LB 2WD	6.2L V-8	13,000/14,000 (l)
F-250 Reg Cab LB 2WD	6.7L V-8 TD	14,000/15,000 (f/h) ◆
F-250 Reg Cab LB 4WD	6.2L V-8	12,900 (i)
F-250 Reg Cab LB 4WD	6.2L V-8	15,000 (l)
F-250 Reg Cab LB 4WD	6.7L V-8 TD	14,000/15,000 (f/h) ◆

F-250 SuperCab

F-250 SuperCab SB 2WD	6.2L V-8	13,000 (i)
F-250 SuperCab SB 2WD	6.2L V-8	13,000/14,000 (l)
F-250 SuperCab SB 2WD	6.7L V-8 TD	14,000/15,000 (f/h) ◆
F-250 SuperCab SB 4WD	6.2L V-8	12,600 (i)
F-250 SuperCab SB 4WD	6.2L V-8	15,000 (l)
F-250 SuperCab SB 4WD	6.7L V-8 TD	14,000/14,800 (f/h) [5]
F-250 SuperCab SB 4WD	6.7L V-8 TD	14,000/15,000 (f/h) ◆
F-250 SuperCab LB 2WD	6.2L V-8	12,900 (i)
F-250 SuperCab LB 2WD	6.2L V-8	14,000/15,000 (l)
F-250 SuperCab LB 2WD	6.7L V-8 TD	15,000 (f/h) ◆
F-250 SuperCab LB 4WD	6.2L V-8	12,500 (i)
F-250 SuperCab LB 4WD	6.2L V-8	15,000 (l)
F-250 SuperCab LB 4WD	6.7L V-8 TD	14,200 (f/h) [4]
F-250 SuperCab LB 4WD	6.7L V-8 TD	14,900 (f/h) [6]
F-250 SuperCab LB 4WD	6.7L V-8 TD	15,000 (f/h,t) [7]

F-250 Crew Cab

F-250 CC SB 2WD	6.2L V-8	12,900 (i)
F-250 CC SB 2WD	6.2L V-8	14,000/15,000 (l)
F-250 CC SB 2WD	6.7L V-8 TD	15,000 (f/h) ◆
F-250 CC SB 4WD	6.2L V-8	12,500 (i)
F-250 CC SB 4WD	6.2L V-8	15,000 (l)
F-250 CC SB 4WD	6.7L V-8 TD	14,100 (f/h) [3]
F-250 CC SB 4WD	6.7L V-8 TD	14,700 (f/h) [5]
F-250 CC SB 4WD	6.7L V-8 TD	15,000 (f/h,t) [8]
F-250 CC LB 2WD	6.2L V-8	12,700 (i)
F-250 CC LB 2WD	6.2L V-8	14,000/15,000 (l)
F-250 CC LB 2WD	6.7L V-8 TD	15,000 (f/h)
F-250 CC LB 2WD	6.7L V-8 TD	18,000 (f/h,t) [8]
F-250 CC LB 4WD	6.2L V-8	12,300 (i)
F-250 CC LB 4WD	6.2L V-8	14,800 (l)
F-250 CC LB 4WD	6.7L V-8 TD	12,500 (f/h) [1]
F-250 CC LB 4WD	6.7L V-8 TD	13,200 (f/h) [2]
F-250 CC LB 4WD	6.7L V-8 TD	17,500 (f/h,t) [8]

GCWR exceptions (lbs.): [1]20,600. [2]21,300. [3]21,900. [4]22,000. [5]22,500. [6]22,700. [7]25,200. [8]25,700 ◆ May require tow package depending on GCWR selected. Consult Ford's *2019 RV & Trailer Towing Guide* or dealer for details.

F-250 SRW FIFTH-WHEEL/GOOSENECK TOWING

F-250 Regular Cab

F-250 Reg Cab LB 2WD	6.2L V-8	13,300 (i)
F-250 Reg Cab LB 2WD	6.2L V-8	15,800 (l)
F-250 Reg Cab LB 2WD	6.7L V-8 TD	16,500 (f/h)
F-250 Reg Cab LB 2WD	6.7L V-8 TD	18,500 (f/h,t) ★
F-250 Reg Cab LB 4WD	6.2L V-8	12,800 (i)
F-250 Reg Cab LB 4WD	6.2L V-8	15,300 (l)
F-250 Reg Cab LB 4WD	6.7L V-8 TD	16,000 (f/h)
F-250 Reg Cab LB 4WD	6.7L V-8 TD	16,500 (f/h,t)

F-250 SuperCab

F-250 SuperCab SB 2WD	6.2L V-8	13,000 (i)
F-250 SuperCab SB 2WD	6.2L V-8	15,500 (l)
F-250 SuperCab SB 2WD	6.7L V-8 TD	16,200 (f/h)
F-250 SuperCab SB 2WD	6.7L V-8 TD	17,300 (f/h,t)
F-250 SuperCab SB 4WD	6.2L V-8	12,600 (i)
F-250 SuperCab SB 4WD	6.2L V-8	15,100 (l)
F-250 SuperCab SB 4WD	6.7L V-8 TD	14,800 (f/h,t)
F-250 SuperCab SB 4WD	6.7L V-8 TD	14,800 (f/h) [6]
F-250 SuperCab SB 4WD	6.7L V-8 TD	15,400 (f/h) [8]
F-250 SuperCab LB 2WD	6.2L V-8	12,900 (i)
F-250 SuperCab LB 2WD	6.2L V-8	15,400 (l)
F-250 SuperCab LB 2WD	6.7L V-8 TD	16,100 (f/h)
F-250 SuperCab LB 2WD	6.7L V-8 TD	16,400 (f/h,t)
F-250 SuperCab LB 4WD	6.2L V-8	12,500 (i)
F-250 SuperCab LB 4WD	6.2L V-8	15,000 (l)
F-250 SuperCab LB 4WD	6.7L V-8 TD	14,000 (f/h,t) [5]
F-250 SuperCab LB 4WD	6.7L V-8 TD	14,100 (f/h) [3]
F-250 SuperCab LB 4WD	6.7L V-8 TD	14,700 (f/h) [7]

F-250 Crew Cab

F-250 CC SB 2WD	6.2L V-8	12,900 (i)
F-250 CC SB 2WD	6.2L V-8	15,400 (l)
F-250 CC SB 2WD	6.7L V-8 TD	16,100 (f/h)
F-250 CC SB 2WD	6.7L V-8 TD	16,600 (f/h,t)
F-250 CC SB 4WD	6.2L V-8	12,500 (i)
F-250 CC SB 4WD	6.2L V-8	15,000 (l)
F-250 CC SB 4WD	6.7L V-8 TD	14,100 (f/h,t) [4]
F-250 CC SB 4WD	6.7L V-8 TD	14,100 (f/h)
F-250 CC SB 4WD	6.7L V-8 TD	14,700 (f/h) [6]
F-250 CC LB 2WD	6.2L V-8	12,700 (i)
F-250 CC LB 2WD	6.2L V-8	15,200 (l)
F-250 CC LB 2WD	6.7L V-8 TD	15,100 (f/h)
F-250 CC LB 2WD	6.7L V-8 TD	15,100 (f/h,t) [8]
F-250 CC LB 2WD	6.7L V-8 TD	15,800 (f/h) [9]
F-250 CC LB 4WD	6.2L V-8	12,200 (i)
F-250 CC LB 4WD	6.2L V-8	14,700 (l)
F-250 CC LB 4WD	6.7L V-8 TD	12,300 (f/h)
F-250 CC LB 4WD	6.7L V-8 TD	12,300 (f/h,t) [1]
F-250 CC LB 4WD	6.7L V-8 TD	13,000 (f/h) [2]

GCWR exceptions (lbs.): [1]20,900. [2]21,300. [3]22,000. [4]22,200. [5]22,400. [6]22,500. [7]22,700. [8]23,100. [9]23,500 ★ Gooseneck tow rating shown. Fifth-wheel tow rating limited to fifth-wheel hitch rating of 18,000 lbs.

F-350 SRW CONVENTIONAL TOWING

WEIGHT-CARRYING/WEIGHT-DISTRIBUTING

F-350 Regular Cab

F-350 Reg Cab 2WD	6.2L V-8	13,000/13,100 (i)
F-350 Reg Cab 2WD	6.2L V-8	13,000/14,000 (l)
F-350 Reg Cab 2WD	6.7L V-8 TD	14,000/15,000 (f/h)
F-350 Reg Cab 4WD	6.2L V-8	12,700 (i)
F-350 Reg Cab 4WD	6.2L V-8	12,600 (i) ●
F-350 Reg Cab 4WD	6.2L V-8	15,000 (l)
F-350 Reg Cab 4WD	6.7L V-8 TD	14,000/15,000 (f/h)

F-350 SuperCab

F-350 SuperCab SB 2WD	6.2L V-8	12,900 (i)
F-350 SuperCab SB 2WD	6.2L V-8	12,800 (i) ●
F-350 SuperCab SB 2WD	6.2L V-8	13,000/14,000 (l)
F-350 SuperCab SB 2WD	6.7L V-8 TD	14,000/15,000 (f/h)
F-350 SuperCab SB 4WD	6.2L V-8	12,400 (i)
F-350 SuperCab SB 4WD	6.2L V-8	15,000 (l)
F-350 SuperCab SB 4WD	6.7L V-8 TD	14,000/14,700 (f/h)
F-350 SuperCab SB 4WD	6.7L V-8 TD	14,000/15,000 (f/h) [4]
F-350 SuperCab LB 2WD	6.2L V-8	12,700/12,800 (i)
F-350 SuperCab LB 2WD	6.2L V-8	12,700 (i) ●
F-350 SuperCab LB 2WD	6.2L V-8	15,000 (l)
F-350 SuperCab LB 2WD	6.7L V-8 TD	15,000 (f/h)
F-350 SuperCab LB 4WD	6.2L V-8	12,300 (i)
F-350 SuperCab LB 4WD	6.2L V-8	15,000 (l)
F-350 SuperCab LB 4WD	6.7L V-8 TD	14,000 (f/h)
F-350 SuperCab LB 4WD	6.7L V-8 TD	15,000 (f/h) [4]

F-350 Crew Cab

F-350 CC SB 2WD	6.2L V-8	12,700 (i)
F-350 CC SB 2WD	6.2L V-8	12,600 (i) ●
F-350 CC SB 2WD	6.2L V-8	15,000 (l)
F-350 CC SB 2WD	6.7L V-8 TD	15,000 (f/h)
F-350 CC SB 4WD	6.2L V-8	12,300 (i)
F-350 CC SB 4WD	6.2L V-8	12,200 (i) ●◆
F-350 CC SB 4WD	6.2L V-8	15,000 (l)
F-350 CC SB 4WD	6.7L V-8 TD	13,700 (f/h) [2]
F-350 CC SB 4WD	6.7L V-8 TD	15,000 (f/h)
F-350 CC LB 2WD	6.2L V-8	12,500 (i)
F-350 CC LB 2WD	6.2L V-8	12,400 (i) ●
F-350 CC LB 2WD	6.2L V-8	15,000 (l)
F-350 CC LB 2WD	6.7L V-8 TD	14,800 (f/h) [3]
F-350 CC LB 2WD	6.7L V-8 TD	18,000 (f/h)
F-350 CC LB 4WD	6.2L V-8	12,100 (i)
F-350 CC LB 4WD	6.2L V-8	12,000 (i) ●◆
F-350 CC LB 4WD	6.2L V-8	15,000 (l)
F-350 CC LB 4WD	6.7L V-8 TD	12,000 (f/h) [1]
F-350 CC LB 4WD	6.7L V-8 TD	18,000 (f/h) ●◆

GCWR exceptions (lbs.): [1]20,200. [2]21,600. [3]22,600. [4]28,700 ● 18" tires ◆ 20" tires

F-350 SRW FIFTH-WHEEL/GOOSENECK TOWING

F-350 Regular Cab

F-350 Reg Cab 2WD	6.2L V-8	13,100/13,000 (i) ●
F-350 Reg Cab 2WD	6.2L V-8	16,600/16,500 (l) ●
F-350 Reg Cab 2WD	6.7L V-8 TD	18,800 (f/h) ★
F-350 Reg Cab 2WD	6.7L V-8 TD	21,500 (f/h) ●▲★[8]
F-350 Reg Cab 4WD	6.2L V-8	12,700/12,600 (i) ●◆
F-350 Reg Cab 4WD	6.2L V-8	16,200/16,100 (l) ●◆
F-350 Reg Cab 4WD	6.7L V-8 TD	15,400 (f/h)
F-350 Reg Cab 4WD	6.7L V-8 TD	21,100 (f/h) ●◆▲★[8]

F-350 SuperCab

F-350 SuperCab SB 2WD	6.2L V-8	12,800 (i)
F-350 SuperCab SB 2WD	6.2L V-8	16,300 (l)
F-350 SuperCab SB 2WD	6.7L V-8 TD	17,500 (f/h)
F-350 SuperCab SB 2WD	6.7L V-8 TD	21,300 (f/h) ●▲★[8]
F-350 SuperCab SB 4WD	6.2L V-8	12,400/12,300 (i) ●◆
F-350 SuperCab SB 4WD	6.2L V-8	15,900/15,800 (l) ●◆
F-350 SuperCab SB 4WD	6.7L V-8 TD	14,700 (f/h) [4]
F-350 SuperCab SB 4WD	6.7L V-8 TD	20,900/20,800 (f/h) ●◆▲★[8]
F-350 SuperCab LB 2WD	6.2L V-8	12,700 (i)
F-350 SuperCab LB 2WD	6.2L V-8	16,200 (l)
F-350 SuperCab LB 2WD	6.7L V-8 TD	16,700 (f/h)
F-350 SuperCab LB 2WD	6.7L V-8 TD	21,100/21,200 (f/h) ●▲★[8]
F-350 SuperCab LB 4WD	6.2L V-8	12,300/12,200 (i) ●◆
F-350 SuperCab LB 4WD	6.2L V-8	15,800/15,700 (l) ●◆
F-350 SuperCab LB 4WD	6.7L V-8 TD	14,000 (f/h) [3]
F-350 SuperCab LB 4WD	6.7L V-8 TD	20,800/20,700 (f/h) ●◆▲★[8]

F-350 Crew Cab

F-350 CC SB 2WD	6.2L V-8	12,700/12,600 (i) ●
F-350 CC SB 2WD	6.2L V-8	16,200/16,100 (l) ●
F-350 CC SB 2WD	6.7L V-8 TD	16,300 (f/h)
F-350 CC SB 2WD	6.7L V-8 TD	21,000 (f/h) ▲★[7]
F-350 CC SB 2WD	6.7L V-8 TD	21,100 (f/h) ●★[8]
F-350 CC SB 4WD	6.2L V-8	12,200 (i)
F-350 CC SB 4WD	6.2L V-8	15,700 (l)
F-350 CC SB 4WD	6.7L V-8 TD	13,600 (f/h) [2]
F-350 CC SB 4WD	6.7L V-8 TD	20,600 (f/h) ▲★[7]
F-350 CC SB 4WD	6.7L V-8 TD	20,700 (f/h) ●◆★[8]
F-350 CC LB 2WD	6.2L V-8	12,400 (i)
F-350 CC LB 2WD	6.2L V-8	15,900 (l)
F-350 CC LB 2WD	6.7L V-8 TD	14,800 (f/h) [5]
F-350 CC LB 2WD	6.7L V-8 TD	20,600 (f/h) ▲★[6]
F-350 CC LB 2WD	6.7L V-8 TD	20,800 (f/h) ●★[8]
F-350 CC LB 4WD	6.2L V-8	12,000 (i)
F-350 CC LB 4WD	6.2L V-8	15,500 (l)
F-350 CC LB 4WD	6.7L V-8 TD	12,000 (f/h) [1]
F-350 CC LB 4WD	6.7L V-8 TD	20,400 (f/h) ●◆▲★[8]

GCWR exceptions (lbs.): [1]20,200. [2]21,600. [3]21,900. [4]22,500. [5]22,600. [6]28,400. [7]28,600. [8]28,700 ● 18" tires ◆ 20" tires ▲ 17" tires ★ Gooseneck tow rating shown. Fifth-wheel tow rating limited to fifth-wheel hitch rating of 18,000 lbs.

F-350/F-450 DRW CONVENTIONAL TOWING WEIGHT-CARRYING/WEIGHT-DISTRIBUTING

F-350 Regular Cab

F-350 Reg Cab DRW 2WD	6.2L V-8	13,200 (i)
F-350 Reg Cab DRW 2WD	6.2L V-8	16,700 (l)
F-350 Reg Cab DRW 2WD	6.7L V-8 TD	18,000/21,000 (h/k)
F-350 Reg Cab DRW 4WD	6.2L V-8	12,800 (i)
F-350 Reg Cab DRW 4WD	6.2L V-8	16,300 (l)
F-350 Reg Cab DRW 4WD	6.7L V-8 TD	18,000/20,000 (h/k)
F-450 Reg Cab DRW 2WD/4WD	6.7L V-8 TD	21,000 (l)

F-350 SuperCab

F-350 SuperCab LB DRW 2WD	6.2L V-8	12,700 (i)
F-350 SuperCab LB DRW 2WD	6.2L V-8	16,200 (l)
F-350 SuperCab LB DRW 2WD	6.7L V-8 TD	18,000/21,000 (h/k)
F-350 SuperCab LB DRW 4WD	6.2L V-8	12,300 (i)
F-350 SuperCab LB DRW 4WD	6.2L V-8	15,800 (l)
F-350 SuperCab LB DRW 4WD	6.7L V-8 TD	19,000/21,000 (h/k)

F-350/F-450 Crew Cab

F-350 CC LB DRW 2WD	6.2L V-8	12,500 (i)
F-350 CC LB DRW 2WD	6.2L V-8	16,000 (l)
F-350 CC LB DRW 2WD	6.7L V-8 TD	19,000/21,000 (h/k)
F-350 CC LB DRW 4WD	6.2L V-8	12,100 (i)
F-350 CC LB DRW 4WD	6.2L V-8	15,600 (l)
F-350 CC LB DRW 4WD	6.7L V-8 TD	21,000 (h/k)
F-450 CC LB DRW 2WD/4WD	6.7L V-8 TD	21,000 (l)

F-350/F-450 DRW FIFTH-WHEEL/GOOSENECK TOWING

F-350 Regular Cab

F-350 Reg Cab DRW 2WD	6.2L V-8	13,100 (i)
F-350 Reg Cab DRW 2WD	6.2L V-8	16,600 (l)
F-350 Reg Cab DRW 2WD	6.7L V-8 TD	28,400 (h) ★

F-350 Reg Cab DRW 2WD	6.7L V-8 TD	32,000 (k) ★
F-350 Reg Cab DRW 4WD	6.2L V-8	12,700 (i)
F-350 Reg Cab DRW 4WD	6.2L V-8	16,200 (l)
F-350 Reg Cab DRW 4WD	6.7L V-8 TD	28,000 (h) ★
F-350 Reg Cab DRW 4WD	6.7L V-8 TD	32,000 (k) ★
F-450 Reg Cab DRW 2WD	6.7L V-8 TD	35,000 (l) ★
F-450 Reg Cab DRW 4WD	6.7L V-8 TD	34,700 (l) ★

F-350 SuperCab

F-350 SuperCab DRW LB 2WD	6.2L V-8	12,700 (i)
F-350 SuperCab DRW LB 2WD	6.2L V-8	16,200 (l)
F-350 SuperCab DRW LB 2WD	6.7L V-8 TD	28,000 (h) ★
F-350 SuperCab DRW LB 2WD	6.7L V-8 TD	32,000 (k) ★
F-350 SuperCab DRW LB 4WD	6.2L V-8	12,300 (i)
F-350 SuperCab DRW LB 4WD	6.2L V-8	15,800 (l)
F-350 SuperCab DRW LB 4WD	6.7L V-8 TD	27,600 (h) ★
F-350 SuperCab DRW LB 4WD	6.7L V-8 TD	31,600 (k) ★

F-350/F-450 Crew Cab

F-350 CC LB DRW 2WD	6.2L V-8	12,500 (i)
F-350 CC LB DRW 2WD	6.2L V-8	16,000 (l)
F-350 CC LB DRW 2WD	6.7L V-8 TD	27,800 (h) ★
F-350 CC LB DRW 2WD	6.7L V-8 TD	31,800 (k) ★
F-350 CC LB DRW 4WD	6.2L V-8	12,100 (i)
F-350 CC LB DRW 4WD	6.2L V-8	15,600 (l)
F-350 CC LB DRW 4WD	6.7L V-8 TD	27,300 (h)
F-350 CC LB DRW 4WD	6.7L V-8 TD	31,300 (k) ★
F-450 CC LB DRW 2WD	6.7L V-8 TD	34,000 (l) ★
F-450 CC LB DRW 4WD	6.7L V-8 TD	32,500 (l) ★

Towing capability reduced based on trim series, option content and payload. See dealer for details. ★ Gooseneck tow rating shown. Fifth-wheel tow rating limited to fifth-wheel hitch rating of 27,500 lbs.

LINCOLN

MKC FWD	2.0L I-4 TC	2,000 ■ ●
MKC AWD	All	3,000 (t) ●
MKT FWD	3.7L V-6	2,000 ■
MKT AWD	3.5L V-6 TC	4,500 (t)
Nautilus FWD/AWD	All	3,500 (t)
Navigator 2WD/4WD	3.5L V-6 TC	6,200 ▼
Navigator 2WD	3.5L V-6 TC	8,600 (t) ▼
Navigator 4WD	3.5L V-6 TC	8,300 (t) ▼
Navigator L 2WD/4WD	3.5L V-6 TC	6,600 ▼
Navigator L 2WD	3.5L V-6 TC	8,400 (t) ▼
Navigator L 4WD	3.5L V-6 TC	8,100 (t) ▼

■ MKC and MKT do not offer factory-installed towing equipment for this application; available as aftermarket accessory only. ● Certain states require electric trailer brakes for trailers over a specified weight. Maximum trailer weights may be limited to these specified weights, as the electrical system does not include the wiring connector needed to activate electric trailer brakes. ▼ Maximum loaded trailer weight requires WD hitch.

TRANSIT CARGO VAN

150/250 Regular Wheelbase

Transit 150/250 RWB LR	3.7L V-6	5,400 (i,t)
Transit 150/250 RWB LR	3.7L V-6	6,600 (k,t)
Transit 150/250 RWB LR	3.5L V-6 TC	5,700 (f,t)
Transit 150/250 RWB LR	3.5L V-6 TC	7,100 (i,t)
Transit 150/250 RWB LR	3.2L I-5 TD	4,800 (f,t)
Transit 150/250 RWB MR	3.7L V-6	5,200 (i,t)
Transit 150/250 RWB MR	3.7L V-6	6,400 (k,t)
Transit 150/250 RWB MR	3.5L V-6 TC	5,500 (f,t)
Transit 150/250 RWB MR	3.5L V-6 TC	6,900 (i,t)
Transit 150/250 RWB MR	3.2L I-5 TD	4,600 (f,t)

150/250 Long Wheelbase

Transit 150/250 LWB LR	3.7L V-6	5,200 (i,t)
Transit 150/250 LWB LR	3.7L V-6	6,400 (k,t)
Transit 150/250 LWB LR	3.5L V-6 TC	5,600 (f,t)
Transit 150/250 LWB LR	3.5L V-6 TC	7,000 (i,t)
Transit 150/250 LWB LR	3.2L I-5 TD	4,600 (f,t)
Transit 150/250 LWB LR	3.2L I-5 TD	7,500 (i,t)
Transit 150/250 LWB MR	3.7L V-6	5,100 (i,t)
Transit 150/250 LWB MR	3.7L V-6	6,300 (k,t)
Transit 150/250 LWB MR	3.5L V-6 TC	5,400 (f,t)
Transit 150/250 LWB MR	3.5L V-6 TC	6,800 (i,t)
Transit 150/250 LWB MR	3.2L I-5 TD	4,500 (f,t)
Transit 150/250 LWB MR	3.2L I-5 TD	7,400 (i,t)

250 Long Wheelbase

Transit 250 LWB HR	3.7L V-6	6,200 (k,t)
Transit 250 LWB HR	3.5L V-6 TC	5,300 (f,t)
Transit 250 LWB HR	3.5L V-6 TC	6,700 (i,t)
Transit 250 LWB HR	3.2L I-5 TD	4,400 (f,t)
Transit 250 LWB HR	3.2L I-5 TD	7,300 (i,t)
Transit 250 LWB EL HR	3.7L V-6	6,000 (k,t)
Transit 250 LWB EL HR	3.5L V-6 TC	5,100 (f,t)
Transit 250 LWB EL HR	3.5L V-6 TC	6,500 (i,t)
Transit 250 LWB EL HR	3.2L I-5 TD	4,200 (f,t)
Transit 250 LWB EL HR	3.2L I-5 TD	7,100 (i,t)

350 Regular Wheelbase

Transit 350 RWB LR	3.7L V-6	5,400 (i,t)
Transit 350 RWB LR	3.7L V-6	6,600 (k,t)
Transit 350 RWB LR	3.5L V-6 TC	5,700 (f,t)
Transit 350 RWB LR	3.5L V-6 TC	7,100 (i,t)
Transit 350 RWB LR	3.2L I-5 TD	4,800 (f,t)
Transit 350 RWB MR	3.7L V-6	5,200 (i,t)
Transit 350 RWB MR	3.7L V-6	6,400 (k,t)
Transit 350 RWB MR	3.5L V-6 TC	5,500 (f,t)
Transit 350 RWB MR	3.5L V-6 TC	6,900 (i,t)
Transit 350 RWB MR	3.2L I-5 TD	4,600 (f,t)

350 Long Wheelbase

Transit 350 LWB LR	3.7L V-6	5,200 (i,t)
Transit 350 LWB LR	3.7L V-6	6,400 (k,t)
Transit 350 LWB LR	3.5L V-6 TC	5,600 (f,t)
Transit 350 LWB LR	3.5L V-6 TC	7,000 (i,t)
Transit 350 LWB MR	3.7L V-6	5,100 (i,t)

Transit 350 LWB MR	3.7L V-6	6,300 (k,t)
Transit 350 LWB MR	3.5L V-6 TC	5,400 (f,t)
Transit 350 LWB MR	3.5L V-6 TC	6,800 (i,t)
Transit 350 LWB MR	3.2L I-5 TD	4,500 (f,t)
Transit 350 LWB MR	3.2L I-5 TD	7,400 (i,t)
Transit 350 LWB HR	3.7L V-6	6,200 (k,t)
Transit 350 LWB HR	3.5L V-6 TC	5,300 (f,t)
Transit 350 LWB HR	3.5L V-6 TC	6,700 (i,t)
Transit 350 LWB HR	3.2L I-5 TD	4,400 (f,t)
Transit 350 LWB HR	3.2L I-5 TD	7,300 (i,t)
Transit 350 LWB EL HR	3.7L V-6	6,000 (k,t)
Transit 350 LWB EL HR	3.5L V-6 TC	5,100 (f,t)
Transit 350 LWB EL HR	3.5L V-6 TC	6,500 (i,t)
Transit 350 LWB EL HR	3.5L V-6 TC	6,700 (i,t) *
Transit 350 LWB EL HR	3.2L I-5 TD	4,200 (f,t)
Transit 350 LWB EL HR	3.2L I-5 TD	7,100 (i,t)

* GCWR 13,000 lbs.

TRANSIT PASSENGER VAN

150 Regular Wheelbase

Transit 150 RWB LR	3.7L V-6	4,700 (i,t)
Transit 150 RWB LR	3.5L V-6 TC	5,000 (f/i,t)
Transit 150 RWB MR	3.7L V-6	4,500 (i,t)
Transit 150 RWB MR	3.5L V-6 TC	4,900 (f/i,t)

350 Long Wheelbase

Transit 350 LWB LR	3.7L V-6	4,300 (i,t)
Transit 350 LWB LR	3.7L V-6	4,700 (k,t)
Transit 350 LWB LR	3.5L V-6 TC	4,600 (f/i,t)
Transit 350 LWB LR	3.2L I-5 TD	3,800 (f,t)
Transit 350 LWB LR	3.2L I-5 TD	4,400 (i,t)
Transit 350 LWB MR	3.7L V-6	4,100 (i,t)
Transit 350 LWB MR	3.7L V-6	4,500 (k,t)
Transit 350 LWB MR	3.5L V-6 TC	4,500 (f/i,t)
Transit 350 LWB MR	3.2L I-5 TD	3,600 (f,t)
Transit 350 LWB MR	3.2L I-5 TD	4,200 (i,t)
Transit 350 LWB HR	3.7L V-6	4,500 (k,t)
Transit 350 LWB HR	3.5L V-6 TC	4,400 (f/i,t)
Transit 350 LWB HR	3.2L I-5 TD	3,500 (f,t)
Transit 350 LWB HR	3.2L I-5 TD	4,100 (i,t)
Transit 350 LWB EL HR	3.7L V-6	3,100 (k,t)
Transit 350 LWB EL HR	3.5L V-6 TC	3,800 (i,t)
Transit 350 LWB EL HR	3.2L I-5 TD	3,500 (i,t)

GENERAL MOTORS

BUICK

Enclave Avenir/Essence/Premium	3.6L V-6	5,000 (t)

CADILLAC

Escalade 2WD	6.2L V-8	8,300
Escalade 4WD	6.2L V-8	8,100
Escalade ESV 2WD	6.2L V-8	8,100
Escalade ESV 4WD	6.2L V-8	7,900
XT4	2.0L I-4 TC	3,500 (t)
XT5 FWD/AWD	3.6L V-6	3,500 (t)

CHEVROLET COLORADO/GMC CANYON

Colorado/Canyon	2.5L I-4	3,500 (t)
Colorado/Canyon CC 2WD	2.8L TD	7,700 (t)
Colorado/Canyon CC 4WD	2.8L TD	7,600 (t)
Colorado Ext Cab	2.8L TD	7,700 (t)
Colorado/Canyon	3.6L V-6	7,000 (t)
Colorado ZR2	All	5,000

CHEVROLET EQUINOX, TRAVERSE/GMC ACADIA, TERRAIN

Chevrolet Blazer	3.6L V-6	4,500 *
Chevrolet Equinox/GMC Terrain	2.0L I-4 TC	3,500 (t)
Chevrolet Traverse	3.6L V-6	5,000 (t)
GMC Acadia	3.6L V-6	4,000 (t)
GMC Acadia Denali	3.6L V-6	4,000

* Estimated

CHEVROLET EXPRESS/GMC SAVANA

Express/Savana 2500 CV	4.3L V-6	7,200 (t)
Express/Savana 2500 CV	6.0L V-8	10,000 (t)
Express/Savana 2500 CV	2.8L I-4 TD	6,800 (t)
Express/Savana 2500 LWB CV	4.3L V-6	6,900 (t)
Express/Savana 2500 LWB CV	6.0L V-8	9,800 (t)
Express/Savana 2500 LWB CV	2.8L I-4 TD	6,500 (t)
Express/Savana 2500 PV	4.3L V-6	6,500 (t)
Express/Savana 2500 PV	6.0L V-8	9,400 (t)
Express/Savana 2500 PV	2.8L I-4 TD	6,100 (t)
Express/Savana 3500 CV	4.3L V-6	7,200 (t)
Express/Savana 3500 CV	6.0L V-8	10,000 (t)
Express/Savana 3500 CV	2.8L I-4 TD	6,800 (t)
Express/Savana 3500 LWB CV	4.3L V-6	7,000 (t)
Express/Savana 3500 LWB CV	6.0L V-8	9,900 (t)
Express/Savana 3500 LWB CV	2.8L I-4 TD	6,500 (t)
Express/Savana 3500 PV	4.3L V-6	6,500 (t)
Express/Savana 3500 PV	6.0L V-8	9,400 (t)
Express/Savana 3500 PV	2.8L I-4 TD	6,000 (t)
Express/Savana 3500 LWB PV	4.3L V-6	6,100 (t)
Express/Savana 3500 LWB PV	6.0L V-8	9,000 (t)
Express/Savana 3500 LWB PV	2.8L I-4 TD	5,700 (t)

CHEVROLET SILVERADO/GMC SIERRA 1500

CONVENTIONAL/FIFTH-WHEEL TOWING

Chevrolet/GMC Bed Lengths: Shortbed 5'8"/Standard 6'6"/Longbed 8'

1500 Regular Cab

1500 Reg Cab LB 2WD	4.3L V-6	7,900 (g,t)
1500 Reg Cab LB 2WD	5.3L V-8	10,100 (g,t)
1500 Reg Cab LB 4WD	4.3L V-6	7,700 (g,t)
1500 Reg Cab LB 4WD	5.3L V-8	9,900 (g,t)

1500 Double Cab

1500 DC 2WD	2.7L I-4 TC	7,000 (g,t)
1500 DC 2WD	4.3L V-6	7,700 (g,t)
1500 DC 2WD	5.3L V-8	9,900 (e,t)

1500 DC 2WD	5.3L V-8	9,800 (g,t)
1500 DC 2WD	5.3L V-8	11,600 (g,p,t)
1500 DC 4WD	2.7L I-4 TC	6,700 (g,t)
1500 DC 4WD	4.3L V-6	7,500 (g,t)
1500 DC 4WD Trail Boss	4.3L V-6	7,400 (g)
1500 DC 4WD	5.3L V-8	9,700 (e,t)
1500 DC 4WD	5.3L V-8	9,600 (g,t)
1500 DC 4WD	5.3L V-8	11,400 (g,p,t)
1500 DC 4WD Trail Boss	5.3L V-8	9,500 (g)
1500 DC 4WD	6.2L V-8	9,300 (e,t)
1500 DC 4WD	6.2L V-8	12,200 (g,p,t)
1500 LD DC 2WD	5.3L V-8	9,400/9,400 (g,t)
1500 LD DC 4WD	5.3L V-8	9,200/9,000 (g,t)
1500 Crew Cab		
1500 CC SB 2WD	2.7L I-4 TC	6,900 (g,t)
1500 CC SB 2WD	4.3L V-6	7,700 (g,t)
1500 CC SB 2WD	5.3L V-8	9,800 (e/g,t)
1500 CC SB 2WD	5.3L V-8	11,600 (g,p,t)
1500 CC SB 4WD	2.7L I-4 TC	6,700 (g,t)
1500 CC SB 4WD	4.3L V-6	7,500 (g,t)
1500 CC SB 4WD Trail Boss	4.3L V-6	7,300 (g)
1500 CC SB 4WD	5.3L V-8	9,600 (e,t)
1500 CC SB 4WD Trail Boss	5.3L V-8	9,500 (g)
1500 CC SB 4WD	5.3L V-8	9,500 (g,t)
1500 CC SB 4WD	5.3L V-8	11,400 (g,p,t)
1500 CC SB 4WD	6.2L V-8	9,300 (e,t)
1500 CC SB 4WD	6.2L V-8	12,100 (g,p,t)
1500 CC Std Bed 2WD	4.3L V-6	7,600 (g,t)
1500 CC Std Bed 2WD	2.7L I-4 TC	6,900 (g,t)
1500 CC Std Bed 2WD	5.3L V-8	9,800 (e,t)
1500 CC Std Bed 2WD	5.3L V-8	9,700 (g,t)
1500 CC Std Bed 2WD	5.3L V-8	11,500 (g,p,t)
1500 CC Std Bed 4WD	4.3L V-6	7,400 (g,t)
1500 CC Std Bed 4WD Trail Boss	4.3L V-6	7,300 (g)
1500 CC Std Bed 4WD	2.7L I-4 TC	6,700 (g,t)
1500 CC Std Bed 4WD	5.3L V-8	9,500 (g,t)
1500 CC Std Bed 4WD Trail Boss	5.3L V-8	9,400 (g)
1500 CC Std Bed 4WD	5.3L V-8	9,600 (e,t)
1500 CC Std Bed 4WD Trail Boss	5.3L V-8	9,400 (e)
1500 CC Std Bed 4WD AT4	5.3L V-8	9,300 (e)
1500 CC Std Bed 4WD	5.3L V-8	11,300 (g,p,t)
1500 CC Std Bed 4WD AT4	6.2L V-8	9,100 (e)
1500 CC Std Bed 4WD	6.2L V-8	9,200 (e,t)
1500 CC Std Bed 4WD	6.2L V-8	12,000 (g,p,t)

Conventional towing limit only if single tow limit listed. Trailering Package standard on Trail Boss, LTZ and High Country models. Ratings for Silverado and Sierra models may vary slightly. See dealer for details.

CHEVROLET SILVERADO/GMC SIERRA 2500 CONVENTIONAL/FIFTH-WHEEL TOWING

2500 Double Cab		
2500 DC Std Bed 4WD	6.0L V-8	9,700/9,700 (i)
2500 DC Std Bed 4WD	6.0L V-8	13,000/14,200 (k)
2500 DC LB 2WD	6.0L V-8	9,900/9,900 (i)
2500 DC LB 2WD	6.0L V-8	14,400/14,400 (k)
2500 DC LB 4WD	6.0L V-8	9,600/9,600 (i)
2500 DC LB 4WD	6.0L V-8	14,100/14,100 (k)
2500 Crew Cab		
2500 CC Std Bed 2WD	6.0L V-8	9,900/9,800 (i)
2500 CC Std Bed 2WD	6.0L V-8	13,000/14,300 (k)
2500 CC Std Bed 2WD	6.6L V-8 TD	13,000/15,400 (i)
2500 CC Std Bed 4WD	6.0L V-8	9,600/9,500 (i)
2500 CC Std Bed 4WD	6.0L V-8	13,000/14,000 (k)
2500 CC Std Bed 4WD	6.6L V-8 TD	13,000/13,500 (i)
2500 CC LB 2WD	6.0L V-8	9,800/9,700 (i)
2500 CC LB 2WD	6.0L V-8	14,300/14,200 (k)
2500 CC LB 2WD	6.6L V-8 TD	14,500/14,800 (i)
2500 CC LB 4WD	6.0L V-8	9,400/9,400 (i)
2500 CC LB 4WD	6.0L V-8	13,900/13,900 (k)
2500 CC LB 4WD	6.6L V-8 TD	14,500/12,400 (i)

CHEVROLET SILVERADO/GMC SIERRA 3500 CONVENTIONAL/FIFTH-WHEEL TOWING

3500 Crew Cab		
3500 CC Std Bed SRW 2WD	6.0L V-8	9,700/9,700 (i)
3500 CC Std Bed SRW 2WD	6.0L V-8	13,000/14,200 (k)
3500 CC Std Bed SRW 2WD	6.6L V-8 TD	13,000/17,500 (i)
3500 CC Std Bed SRW 4WD	6.0L V-8	9,400/9,400 (i)
3500 CC Std Bed SRW 4WD	6.0L V-8	13,000/13,900 (k)
3500 CC Std Bed SRW 4WD	6.6L V-8 TD	13,000/17,200 (i)
3500 CC LB SRW 2WD	6.0L V-8	9,600/9,500 (i)
3500 CC LB SRW 2WD	6.0L V-8	14,100/14,000 (k)
3500 CC LB SRW 2WD	6.6L V-8 TD	14,500/17,400 (i)
3500 CC LB DRW 2WD	6.0L V-8	9,200/9,200 (i)
3500 CC LB DRW 2WD	6.0L V-8	13,700/13,700 (k)
3500 CC LB DRW 2WD	6.6L V-8 TD	20,000/23,100 (i)
3500 CC LB SRW 4WD	6.0L V-8	9,200/9,200 (i)
3500 CC LB SRW 4WD	6.0L V-8	13,700/13,700 (k)
3500 CC LB SRW 4WD	6.6L V-8 TD	15,000/17,000 (i)
3500 CC LB DRW 4WD	6.0L V-8	8,900/8,800 (i)
3500 CC LB DRW 4WD	6.0L V-8	13,400/13,300 (k)
3500 CC LB DRW 4WD	6.6L V-8 TD	20,000/22,700 (i)

Fifth-wheel towing requires gooseneck/fifth-wheel prep package.

CHEVROLET SUBURBAN, TAHOE/GMC YUKON

Suburban/Yukon XL 2WD	5.3L V-8	6,300 (b) ★
Suburban/Yukon XL 2WD	5.3L V-8	8,300 (g,t) ★
Suburban/Yukon XL 4WD	5.3L V-8	6,000 (b) ★
Suburban/Yukon XL 4WD	5.3L V-8	8,000 (g,t) ★
Suburban RST	6.2L V-8	8,100 ◆
Tahoe/Yukon 2WD	5.3L V-8	8,600 (g,t) ★▼
Tahoe/Yukon 2WD	5.3L V-8	6,600 (b) ★▼
Tahoe/Yukon 4WD	5.3L V-8	6,400 (b) ★▼
Tahoe/Yukon 4WD	5.3L V-8	8,400 (g,t) ★▼
Tahoe/Yukon Denali 2WD	6.2L V-8	8,400 (e) ★▼
Tahoe/Yukon Denali 4WD	6.2L V-8	8,100 (e) ★▼

Yukon XL Denali 2WD	6.2L V-8	8,100 (e) ★
Yukon XL Denali 4WD	6.2L V-8	7,900 (e) ★

★ Trailering capacity may be limited by tow vehicle's ability to carry trailer tongue weight.

◆ Estimated towing capacity. Product specifications not available at press time.

▼ Ratings for Tahoe and Yukon models may vary slightly. See dealer for details.

HONDA

Odyssey	3.5L V-6	3,000 (a9,t) ◆
Odyssey	3.5L V-6	3,500 (a10,t) ◆
Pilot 2WD	3.5L V-6	3,500 (t) ▼
Pilot AWD	3.5L V-6	5,000 (t) ▼
Ridgeline 2WD	3.5L V-6	3,500 (t) ●
Ridgeline AWD	3.5L V-6	5,000 (t) ●

◆ Requires surge-type or electric trailer brakes and available Honda accessory towing package and hitch ball. Premium fuel recommended when towing. ▼ Towing requires Honda accessory towing kit, trailer harness and hitch ball. ● Towing requires accessory towing equipment. See dealer for details.

HYUNDAI

Santa Fe	2.4L I-4	2,000 (t)
Santa Fe	2.0L I-4 TC	3,500 (t)

INFINITI

QX50 AWD	2.0L I-4 TC	3,000 (t)
QX80	5.6L V-8	8,500

KIA

Sedona	3.3L V-6	3,500 (t)
Sorento FWD/AWD	2.4L I-4	2,000 (t)
Sorento FWD	3.3L V-6	3,500 (t)
Sorento AWD	3.3L V-6	5,000 (t)
Sportage FWD/AWD	All	2,000 (t) ★

★ With trailer brakes

LAND ROVER

Land Rover Discovery	All	7,716 (t)
Land Rover Discovery Sport	2.0L I-4 TC	4,409 (t)
Range Rover	3.0L V-6 TD/SC	7,716 (t)
Range Rover	5.0L V-8 SC	7,716 (t)
Range Rover	2.0L I-4 TC	5,511 (t)
Range Rover Evoque 5-Door	2.0L I-4 TC	3,968 (t)
Range Rover Evoque Convertible	2.0L I-4 TC	3,306 (t)
Range Rover Sport	3.0L V-6 TD/SC	7,716 (t)
Range Rover Sport 518HP	5.0L V-8 SC	7,716 (t)
Range Rover Sport 575HP	5.0L V-8 SC	6,613 (t)
Range Rover Sport	2.0L I-4 TC	5,511 (t)
Range Rover Velar	All	5,291 (t)

LEXUS

RX 350	3.5L V-6	3,500 (t)
RX 450h AWD Hybrid	3.5L V-6	3,500 (t)
GX 460	4.6L V-8	6,500
LX 570	5.7L V-8	7,000

MAZDA

CX-5	2.0L	2,000 (t)
CX-9	3.7L V-6	3,500 (t)

MERCEDES-BENZ

GLC Coupe	All	3,500 (t)
GLC SUV	All	3,500 (t)
GLE Coupe	All	7,200 (t)
GLE SUV AMG	All	7,200 (t)
GLE 350 SUV RWD	3.5L V-6	6,600 (t)
GLE 350 4Matic SUV AWD	3.5L V-6	7,200 (t)
GLS SUV	All	7,500 (t)
G-Class SUV	All	7,000

MITSUBISHI

Outlander GT	3.0L V-6	3,500 (t)

NISSAN

Armada	5.6L V-8	8,500 (t) ■
NV Passenger Van	All	2,000 ▼
NV Passenger Van	All	6,200 (t) ◆
NV Passenger Van	5.6L V-8	8,700 ●
Pathfinder	3.5L V-6	6,000 (t) ■

FRONTIER

Frontier Bed Lengths: King Cab 6'1"/Crew Cab 5' or 6'1"

Frontier S CC 2WD	4.0L V-6	6,640 (m,t)
Frontier S CC 2WD	4.0L V-6	6,620 (a,t)
Frontier SV CC 2WD	4.0L V-6	6,640 (t)
Frontier SV CC LWB 2WD	4.0L V-6	6,500 (t)
Frontier S CC 4WD	4.0L V-6	6,370 (t)
Frontier SV CC 4WD	4.0L V-6	6,380 (t)
Frontier SV CC LWB 4WD	4.0L V-6	6,250 (t)
Frontier DR CC 2WD	4.0L V-6	6,620 (t)
Frontier SL CC 2WD	4.0L V-6	6,480 (t)
Frontier SL CC 5' Bed 4WD	4.0L V-6	6,240 (t)
Frontier SL CC 6'1" Bed 4WD	4.0L V-6	6,110 (t)
Frontier Pro-4X CC 4WD	4.0L V-6	6,320 (m,t)
Frontier Pro-4X CC 4WD	4.0L V-6	6,290 (a,t)
Frontier S/SV King Cab 2WD	2.5L I-4	3,790 (a,t)
Frontier S King Cab 2WD	2.5L I-4	3,800 (m,t)
Frontier SV King Cab 2WD	2.5L I-4	3,810 (m,t)
Frontier SV King Cab 2WD	4.0L V-6	6,720 (t)
Frontier SV King Cab 4WD	4.0L V-6	6,510 (t)
Frontier DR King Cab 2WD	4.0L V-6	6,690 (t)
Frontier Pro-4X King Cab 4WD	4.0L V-6	6,450 (t)

TITAN

Titan Bed Lengths: Single Cab 8'/King Cab 6'5"/Crew Cab 5'7" or 6'5" (XD)

Titan Single Cab 2WD	5.6L V-8	9,660 (t)
Titan Single Cab 4WD	5.6L V-8	9,540 (t)
Titan King Cab 2WD	5.6L V-8	9,450 (t) ■
Titan King Cab Bed 4WD	5.6L V-8	9,250 (t) ■

Titan CC 2WD	5.6L V-8	9,380 (t) ■
Titan CC 4WD	5.6L V-8	9,240 (t) ■
Titan XD Single Cab 2WD	5.0L V-8 TD	12,710/12,830 (t)
Titan XD Single Cab 4WD	5.0L V-8 TD	12,430/12,550 (t)
Titan XD Single Cab 2WD	5.6L V-8	11,680/11,780 (t)
Titan XD Single Cab 4WD	5.6L V-8	11,360/11,480 (t)
Titan XD King Cab 2WD	5.6L V-8	11,390/11,490 (t) ■
Titan XD King Cab 4WD	5.6L V-8	11,060/11,180 (t) ■
Titan XD King Cab 2WD	5.0L V-8 TD	12,480/12,600 (t) ■
Titan XD King Cab 4WD	5.0L V-8 TD	12,120/11,880 (t) ■
Titan XD CC 2WD	5.6L V-8	11,680/11,350 (t) ■
Titan XD CC 4WD	5.6L V-8	10,950/11,070 (t) ■
Titan XD CC 2WD	5.0L V-8 TD	12,200/11,170 (t) ■
Titan XD CC 4WD	5.0L V-8 TD	11,960/10,830 (t) ■

Titan XD ratings include conventional/fifth-wheel tow limits. ■ Tow package required for some models, standard on others. See dealer for details. ▼ Fixed-in-bumper type, Class I ◆ Tow hitch (dealer accessory) ● Tow hitch, Class IV

PORSCHE

Cayenne	All	7,700 (t)
Macan	All	4,409 (t)

SUBARU

Ascent	2.4L I-4 TC	2,000 ▲
Ascent Premium/Limited/Touring	2.4L I-4 TC	5,000 ▲◆
Outback	All	2,700 ▲

▲ Connector for trailer harness is standard. Hitch receiver/hitch may be added as dealer-installed accessory.

◆ Maximum towing capacity varies by trim level. Trailer brakes may be needed. See dealer for details.

TOYOTA

4Runner	4.0L V-6	5,000
Highlander	3.5L V-6	5,000
Highlander Hybrid	3.5L V-6	3,500
Land Cruiser	5.7L V-8	8,100
RAV4 Adventure FWD	2.5L I-4	2,900 (t) *
RAV4 Adventure AWD	2.5L I-4	3,500 (t) *
Sequoia SR5/TRD Sport/Ltd 2WD	5.7L V-8	7,400
Sequoia SR5/TRD Sport/Ltd 4WD	5.7L V-8	7,100
Sequoia Platinum 2WD	5.7L V-8	7,200
Sequoia Platinum 4WD	5.7L V-8	7,000
Sienna	3.5L V-6	3,500 (t)

* 2018 tow rating. 2019 rating not available at press time.

TACOMA

Tacoma Bed Lengths: Access Cab 6'/DC Standard 5', Longbed 6'

Tacoma SR/SR5 DC 2WD	2.7L I-4	3,500
Tacoma SR/SR5 Access Cab 2WD/4WD	2.7L I-4	3,500
Tacoma SR/SR5 Access Cab 2WD	3.5L V-6	6,800
Tacoma SR/SR5 Access Cab 4WD	3.5L V-6	6,500
Tacoma TRD Sport Access Cab 2WD	3.5L V-6	6,800
Tacoma TRD Sport Access Cab 4WD	3.5L V-6	6,500
Tacoma TRD Off-Road Access Cab 4WD	3.5L V-6	6,500
Tacoma SR5 DC 2WD	3.5L V-6	6,700
Tacoma SR/SR5 DC 4WD	3.5L V-6	6,400
Tacoma TRD Sport DC 2WD Std Bed	3.5L V-6	6,700
Tacoma TRD Sport DC 2WD LB	3.5L V-6	6,600
Tacoma TRD Sport DC 4WD	3.5L V-6	6,400
Tacoma TRD Off Road DC 2WD	3.5L V-6	6,700
Tacoma TRD Off Road DC 4WD	3.5L V-6	6,400
Tacoma TRD PRO DC 4WD	3.5L V-6	6,400
Tacoma Limited DC 2WD	3.5L V-6	6,600
Tacoma Limited DC 4WD	3.5L V-6	6,400

TUNDRA

Tundra Bed Lengths: DC Standard 6'6"/Longbed 8'1"/CrewMax 5'6"

Tundra SR DC Std Bed 2WD	4.6L V-8	6,800 (t)
Tundra SR5 DC Std Bed 2WD	4.6L V-8	6,800 (t)
Tundra SR DC Std Bed 2WD	5.7L V-8	10,200
Tundra SR5 DC Std Bed 2WD	5.7L V-8	10,200
Tundra SR5 DC LB 2WD	5.7L V-8	10,100
Tundra SR DC LB 2WD	5.7L V-8	10,100
Tundra Limited DC Std Bed 2WD	5.7L V-8	10,100
Tundra SR5 CrewMax 2WD	4.6L V-8	6,700 (t)
Tundra SR5 CrewMax 2WD	5.7L V-8	10,100
Tundra Limited CrewMax 2WD	5.7L V-8	9,400
Tundra Platinum CrewMax 2WD	5.7l V-8	9,400
Tundra 1794 CrewMax 2WD	5.7L V-8	9,400
Tundra SR5 DC LB 4WD	5.7L V-8	9,800
Tundra SR DC Std Bed 4WD	4.6L V-8	6,500
Tundra SR5 DC Std Bed 4WD	4.6L V-8	6,500
Tundra SR5 DC Std Bed 4WD	5.7L V-8	9,900
Tundra SR DC Std Bed 4WD	5.7L V-8	9,900
Tundra SR DC LB 4WD	5.7L V-8	9,800
Tundra Limited DC Std Bed 4WD	5.7L V-8	9,100
Tundra SR5 CrewMax 4WD	4.6L V-8	6,400 (t)
Tundra SR5 CrewMax 4WD	5.7L V-8	9,800
Tundra TRD Pro CrewMax 4WD	5.7L V-8	9,200
Tundra Limited CrewMax 4WD	5.7L V-8	8,800
Tundra Platinum CrewMax 4WD	5.7L V-8	8,800
Tundra 1794 CrewMax 4WD	5.7L V-8	8,800

Tundra ratings vary depending on trim level and equipment selected. See dealer for details.

VOLKSWAGEN

Atlas	2.0L I-4 TC	2,000 (t)
Atlas FWD/AWD	3.6L V-6	5,000 (t)

VOLVO

S60	All	2,000 (t) *
S90	All	2,000 (t) *
V60	All	2,000 (t) *
V60 Cross Country	2.0L I-4 TC	2,000 (t) *
V90 T5 FWD	2.0L I-4 TC	2,000 (t) *
V90 T6 AWD	2.0L I-4 TC/SC	3,500 (t) *
V90 Cross Country	All	3,500 (t) *
XC40	2.0L I-4 TC	3,500 (t) *
XC60 T5/T6	All	5,291 (t) *
XC60 T8	2.0L I-4 TC/SC	4,630 (t) *
XC90 T5 FWD	2.0L I-4 TC	4,000 (t) *
XC90 AWD	All	5,000 (t) *

*Max trailer weight, braked

NO HITCH ON THE ROAD KEEPS YOU SAFER

TRAILER LIFE READERS' CHOICE AWARDS 2018

7X READERS' CHOICE GOLD AWARD WINNER 2012 - 2018

THE BEST PROTECTION FOR YOUR JOURNEY.™

MADE IN U. S. A.

equalizerhitch.com • 800-478-5578

THE ORIGINAL Equal-i-zer® SWAY CONTROL HITCH

MOTOR SKILLS

Expert tips for maneuvering a tow vehicle and trailer, from sizing up your rig to practicing behind the wheel

Towing a travel trailer or a fifth-wheel is a skill that just about any driver can master. It isn't difficult, but it does require a different thought process from driving an ordinary passenger vehicle.

Size Really Does Matter

When moving up from a single vehicle to a combination vehicle, such as a truck and trailer, the most obvious difference is mass. An RV is taller, wider, longer and heavier than a passenger car, and because of that, the driver must learn to anticipate traffic and road conditions sooner.

Start by paying closer attention to the driving environment and trying to predict what other drivers are going to do. Is traffic merging up ahead? Are drivers swerving around slower vehicles? Look carefully when changing lanes, signal early and allow room to maneuver out of potentially difficult situations.

In addition to having more mass than a passenger car, a tow-vehicle-and-trailer combination generally has a higher profile, making it vulnerable to sway caused by crosswinds and turbulence created by passing trucks and other large vehicles. Slowing down, keeping a distance from large vehicles and having the right hitch equipment, properly adjusted, can reduce these effects. Have an idea of what the weather is going to do where you're driving, and if high winds are forecast, plan for a slower

PHOTO: SHAWN SPENCE

drive or delay your trip altogether until the winds have calmed.

Knowing the height of your RV, and adding a few inches for safety, is essential. Some RVers post that number where it can be seen from the driver's seat. When driving and backing, watch for overhead obstructions, including tree branches and building overhangs. Be aware that low-clearance bridges and overpasses are more common in some parts of the country, particularly on older roads. Some roads and campgrounds have low-hanging branches that can cause damage if they drag across the top or side of the RV. Also, be aware of low obstructions, such as short-perimeter posts next to access roads or campsites, as these can be hard to see in a rearview mirror.

Knowing the RV's width is also important, particularly when negotiating narrow roads, turns and obstructions. Many travel trailers and fifth-wheels push the legal width requirement, which is 8½ feet in most states. For driving safety and towing-equipment requirements, extendable side mirrors or add-on towing mirrors are a must. Required safety equipment such as sideview mirrors can legally extend beyond the 8½-foot width limit.

Most people don't pay much attention to the weight of a passenger car, but weight becomes an important consideration when moving up to an RV. It's critical to avoid overloading that can cause adverse handling and excessive wear to various components. Overloaded tires can blow out, brakes can fade or fail, and structural components can break, all of which can lead to loss of vehicle control. Staying within the engineering limits of the tow vehicle is the best way to prevent these incidents from happening.

Because of the additional mass, it takes longer for a tow vehicle and trailer to stop. Increasing following distance behind other vehicles, properly adjusting the trailer-brake control and weight-distributing hitch, reducing speed and applying the brakes sooner contribute to safer stopping.

The best way to keep track of weight is to weigh the RV on a certified public scale, such as a truck scale, when fully loaded for a trip. These weights can be used to stay within the limits of the tow vehicle's manufacturer-assigned maximum tow rating, gross vehicle weight rating (GVWR), gross combined weight rating (GCWR) and gross axle weight rating (GAWR), and determine if the RV can be driven on weight-restricted roads and bridges.

Try and Try Again

To get a feel for how the combination of a tow vehicle and trailer handles — especially if you are new to trailering — take the RV to a large, empty parking lot and practice driving. Keep nearby objects in mind when making turns and backing up, and take your time to avoid hitting obstructions. Try not to curb the tires, as this can lead to tire failures more easily than with cars because of the heavier weight of RVs.

Backing a trailer can be a challenge, depending on the environment and the size of the trailer, but it's a skill that isn't difficult to learn. Use the parking spaces as targets when practicing. Some people find it helpful to steer one-handed, with the hand placed at the bottom of the steering wheel to direct the trailer. Then the steering wheel is simply moved to the right to back right, and vice versa, following the turn, once the back of the trailer is going in the desired direction. Practice makes perfect.

Before backing up, particularly into a tight campsite, examine the area closely to make sure there's enough room to maneuver. Be aware of trees, branches, signs and other vehicles. Don't forget picnic tables; move them out of the way as needed before backing into a site. Take note of the hookup location and park in such a way to make the necessary connections, including running a dump hose to the sewer inlet.

When backing into a campsite or a parking space, it's best to pull past the intended spot and position the trailer at an oblique angle to make the reverse turn into the space less severe. Try to predict how the trailer will move. Use a spotter and a means to communicate. Portable two-way radios and cell phones (hands-free, of course, so you can freely steer) are ideal for communicating with a spotter. Common hand signals are also a good way for the spotter to let the driver know which way to maneuver; just make sure the driver can see the spotter. There's also an array of wireless backup cameras for trailers that make backing easier and safer.

Turning and backing a travel trailer differ from maneuvering a fifth-wheel. Travel trailers turn tighter, while fifth-wheels track to the outside when making turns. Travel trailers also respond more quickly when backing.

Setup and Stopping

Proper tow-vehicle and trailer setup is essential for a good towing experience. When possible, select the travel trailer or fifth-wheel before buying the tow vehicle. That way, you're less likely to fall into the trap of towing the trailer with a vehicle that isn't properly equipped to do so, although a shady salesperson could try to steer you toward a vehicle that's not suitable for towing the trailer. If you already have the tow vehicle, don't buy more trailer than it can safely tow. Never exceed the maximum tow rating, GVWR or GAWR for any vehicle.

When buying a tow vehicle, it's best to opt for the appropriate towing package from the factory. If the vehicle is not factory-equipped for towing, the dealer can help integrate the proper components. Don't skimp here. Good-quality hitch equipment, whether for a travel trailer or fifth-wheel, will make the towing experience safer and more enjoyable.

Almost all towable RVs come with electric brakes. These utilize an electromagnet that is attracted to an armature that moves the brake shoes so they press against the inner diameter of a brake drum on each wheel. To activate the brakes, a built-in or add-on electric brake controller is used to meter the amount of power applied to the brakes. A breakaway switch tethered to a cable that is attached to the tow vehicle activates the trailer's brakes in the event of a trailer separation.

Adjusting the trailer-brake controller is important, and it's fairly simple to do. Carefully follow the instructions in the vehicle's owner's manual or provided with the add-on controller. The basic idea is to set the controller so that the trailer "tugs" on the tow vehicle without locking the brakes. The trailer braking effort should be in concert with the tow vehicle, so it seems as if one large vehicle is stopping instead of two separate entities that aren't working together.

A common method of testing this is to tow the trailer on a paved surface at about 25 MPH and fully apply the brakes using the brake control's manual-activation lever. If the wheels lock up, the setting is too aggressive and needs to be adjusted. If you can't feel the trailer, increasing the power is in order. Remember that it may be necessary to readjust the setting on the brake controller depending on trailer loading because weight will affect braking efficiency.

This braking test adjusts the gain, or intensity, of the trailer brakes, but not the rate at which the brakes are applied. When you step on the brakes, the trailer should not drastically pull at the tow rig or rely excessively on the tow rig's brakes to stop. The brake control should be adjusted so the trailer responds well during slow, gradual stops, as well as under stronger braking situations. A downhill highway off-ramp with a stop at the end calls for more braking than a casual slowdown when a city-street speed limit changes, for example. It will take some trial and error, but once the brake control is adjusted, towing a trailer is safer and more enjoyable.

Trailer brakes can also act as an anti-sway device when lateral movement (yaw) affects towing stability. During a sway episode, don't hit the brake pedal. Instead, lift your foot off the accelerator and engage the trailer-brake activation lever on the brake controller. Activating the trailer brakes will allow the trailer to move back to center and arrest the sway condition. Sway is usually more noticeable with travel trailers, but it can happen with fifth-wheels, although that is extremely rare. Electronic sway controls are available that automatically apply the brakes if a sway event begins, and some tow vehicles have a sway-damping system installed from the factory.

Riding the tow vehicle's brakes while driving downhill can cause them to overheat and fade. As the brakes heat up, their effectiveness is reduced until they cool off. This is called brake fade. The best way to avoid this situation is to slow down and downshift the transmission, which increases the engine's RPM and slows the vehicle without excessive braking.

Most newer pickups have tow modes built into their transmissions that help with compression braking. Later-model trucks with diesel engines may be equipped with an exhaust-brake feature that is very effective and helps limit the overuse of service brakes.

Travel trailers and fifth-wheels are great RVs with which to travel all of North America. When the tow vehicle, hitch and other equipment are properly matched and used, your towing adventures will be more enjoyable and hassle-free. TL

Super Ride™

Fifth Wheel Hitch

5,000 lb. vertical tongue weight. 20,000 lb gross trailer weight.
3 vertical adjustments: 17”, 18”, and 19”.

A magic carpet that won’t take your wallet for a ride.

The built-in suspension lets you glide down the road. No need to purchase an air-cushioned pin box.

It’s a snap.

Modular design makes it easy for one person to install.

Two ways to go.

Two models. Same great hitch.
BXR6200 fits any 2-5/16” gooseneck ball.
BXR7200 fits industry standard rails.

Secure.

Self-locking hitch head. The latch engages the kingpin at a full 360˚.

Keep it clean.

Self-lubricating hitch plate does not require grease. No grease on your hands or clothes.

blueox.com • 800-228-9289

PHOTO: SHAWN SPENCE

THE RIGHT CONNECTION

Choosing the proper hardware for a tow vehicle and trailer leads to a happy union on the highway

Selecting the right hitch for conventional or fifth-wheel towing is a vital step to ensure a safe and enjoyable journey. When choosing a hitch, two weight measurements are important: gross trailer weight (GTW) and hitch weight. An effective method for choosing the right towing equipment is to use the trailer's gross vehicle weight rating (GVWR) and hitch weight as the basis for the selection process. If you do that, and resist overloading the trailer, you'll be off to a good start.

Hitch weight (also called tongue or pin weight) is another important factor when selecting the appropriate equipment. It is the downward force the trailer coupler or kingpin exerts on the hitch. Hitch weight is generally 10 to 12 percent of the total travel trailer weight and approximately 15 to 24 percent for fifth-wheels.

Trailer manufacturers often list unloaded vehicle weight (UVW) in their specifications. Unless otherwise noted, the battery and optional equipment are not included in the UVW, and neither are water, LP-gas or camping gear. To accurately determine hitch weight, the trailer must be weighed.

Realistically, if the components are rated high enough to handle the trailer weight, they are probably also rated to handle the trailer hitch weight. Check the figures to be sure, of course.

Conventional Hitches

Conventional hitching systems are comprised of several components. In almost all cases, a hitch receiver is bolted to the frame of the tow vehicle

HAPPY COUPLE Whether towing a conventional trailer or a fifth-wheel, the use of a properly rated hitch, adjusted correctly, will aid in creating a safer and more manageable towing experience.

behind the rear axle. The receiver has a square opening that allows the correct draw bar to be inserted and secured with a hitch pin. Pickups and SUVs are often equipped with a hitch receiver by the manufacturer as part of a towing package; aftermarket hitch receivers are also available.

Hitch receivers are placed into five classes. The classes are determined by the maximum trailer weight and hitch weight (see chart on page 32).

Class I hitches are capable of towing trailers with a GTW of up to 2,000 pounds, with up to 200 pounds of hitch weight. Because of their low weight rating, Class I hitches are limited to light-duty applications, including towing small utility trailers and providing an attachment point for bike racks and cargo carriers. They have a 1¼-inch square opening.

Class II hitches are capable of towing very lightweight RVs such as small folding camping trailers and teardrops. They can handle trailers and cargo weighing up to 3,500 pounds with a hitch weight of 350 pounds. Class II hitches have a 1¼-inch hitch opening and are commonly used on minivans and small SUVs.

Class III and IV hitches are given two weight ratings. The WC rating is for weight-carrying (or dead-weight) hitches, and the WD rating is for weight-distributing hitches (we'll describe the differences between the hitch types later). A Class III hitch is rated to handle up to 8,000 pounds as a WC hitch or 12,000 pounds as a WD hitch, with hitch weight ratings of up to 1,200 pounds, depending on the make and model of the system. The hitch receiver opening is 2 inches.

Class IV hitches have a 2-inch receiver opening and a maximum rating of up to 10,000 pounds as a WC hitch with a 1,000-pound hitch weight, and 14,000 pounds as a WD hitch with a 1,400-pound hitch weight, depending on make and model.

Class V hitches are used for heavy-duty applications. Available with either a 2-inch, 2½-inch or 3-inch receiver opening, Class V hitches have a maximum WC or WD rating

of up to 18,000 pounds and 2,500 pounds of hitch weight for 2½-inch and 21,000 pounds and 3,000 pounds respectively for 3-inch, depending on the make, model and receiver-tube size of the hitch.

Draw bars (also called ball mounts) are the components of the hitching system that slide into the receiver and have mounting points for the ball or the WD hitch head. A draw bar should be chosen to fit the class of receiver on the tow vehicle. It's the same as with any other mechanical system: It is only as strong as its weakest point. For example, using a draw bar rated for 3,500 pounds with a hitch receiver rated for 5,000 pounds will lower the maximum trailer weight the truck can handle to 3,500 pounds. Also make sure the hitch pin is rated for the maximum capacity of the receiver. For example, 2017 and later Ford Super Duty trucks may have a Ford-supplied 21,000-pound-rated hitch pin that must be used with the factory hitch.

Utilizing a hitch receiver and draw bar offers a great deal of versatility. The trailer ball height must be adjusted to the height of the trailer coupler. To compensate for the height difference, draw bars are available in several drop or rise heights, allowing the height of the hitch ball to match the height of the trailer coupler when the trailer is level. Adjustable draw bars are available for weight-carrying towing applications.

The ball must be properly sized for the GVWR and hitch weights of the trailer and have the correct shank size. Hitch balls come in three sizes to match the trailer coupler. Smaller trailers use either 1⅞-inch or 2-inch hitch balls, while larger trailers use a 2⅝-inch version. The correct size is stamped on top of the trailer coupler. Various weight capacities come with different size shanks, which must match the draw bar or hitch head.

Hitch systems made up of a hitch receiver, draw bar and hitch ball are referred to as weight-carrying because the entire trailer A-frame weight is placed on the ball. WC hitches should be used only for lightweight trailers. Significant hitch weight of heavier trailers can cause the rear of the tow vehicle to sag and the front end to rise. This can create problems, including reduced steering control and braking, poor handling, misaligned headlights, premature tire wear and a bucking or bouncing condition called porpoising. Correcting these problems requires the use of a WD hitch.

WD hitches consist of several components, starting with a draw bar that is inserted into the tow vehicle's hitch receiver and secured with a pin. The draw bar attaches to a ball-mount platform (also called the hitch head), which has a hole to accommodate the ball. Two spring bars are connected to the ball mount. At the end of each spring bar may be a chain or other fastener. These connect to brackets that attach to each side of the trailer's A-frame. Some spring bars have no fasteners and attach directly to the spring hanger. The spring bars distribute the weight equally to both axles of the tow vehicle, and some of the weight also shifts to the trailer axles. By distributing the load more evenly, the tow vehicle's ride height is restored.

For a WD hitch to do its job, it must be sized correctly. Choosing hardware that's undersized will prevent the hitch from performing properly. If the hitch is overrated, the trailer may ride harshly and possibly cause the tow vehicle to lose rear-wheel traction. Like WC hitches, WD hitches are rated using gross trailer and hitch weight.

Correct installation of a WD hitch will ensure that the hitch functions properly and the trailer is level with the road surface. It may be best to have a qualified professional perform the initial installation. Before installing a WD hitch, it is important to measure the height of the front and

HITCH-CLASS RATINGS

Class I
WC GTW..... Up to 2,000 lbs.
WC HW..... Up to 200 lbs.

Class II
WC GTW..... Up to 3,500 lbs.
WC HW..... Up to 350 lbs.

Class III
WC GTW..... Up to 8,000 lbs.
WC HW..... Up to 1,200 lbs.
WD GTW..... Up to 12,000 lbs.
WD HW..... Up to 1,200 lbs.

Class IV
WC GTW..... Up to 10,000 lbs.
WC HW..... Up to 1,000 lbs.
WD GTW..... Up to 14,000 lbs.
WD HW..... Up to 1,400 lbs.

Class V
GTW..... Up to 21,000 lbs.
HW..... Up to 2,500 lbs.

WC: Weight-Carrying | **WD:** Weight-Distributing | **GTW:** Gross Trailer Weight | **HW:** Hitch Weight (Tongue Weight)

Weight ratings vary based on make, model and, in the case of Class V hitches, the tube diameter of the particular hitch. Contact the hitch manufacturer or check the company's website for specific ratings. Regardless of the capacity of the hitch, never exceed the tow or weight ratings for the vehicle.

(1) Andersen No Sway weight-distributing hitch
(2) Blue Ox Super Ride fifth-wheel hitch
(3) B&W Companion fifth-wheel hitch
(4) Eaz-Lift ReCurve weight-distributing hitch
(5) Demco Recon fifth-wheel hitch
(6) Fastway e2 two-point sway-control hitch
(7) Hensley Arrow weight-distributing hitch
(8) Equal-i-zer four-point sway-control hitch
(9) PullRite SuperGlide fifth-wheel hitch

rear wheel wells of the tow vehicle. After installation is complete, the wheel wells should be measured again. The actual measurement may change due to the weight of the trailer, but the front and rear drop in ride height should be close to equal.

To ensure that the trailer and tow vehicle are sitting level, the initial setup requires the ball mount to be installed at the right height on the adjustable draw bar and the angle of the ball mount to be correct. WD hitches use chains or brackets to set the tension of the spring bars. This allows the spring tension to be adjusted to compensate for variations in the trailer's weight.

Setting up a WD hitch is not an exact science. Some trial-and-error is involved. Start by measuring the front and back of the trailer for a level attitude. After the initial installation, tow the trailer for a while to evaluate the setup, then adjust as needed. Make small adjustments to the spring-bar tension or change the head height and angle. Some users carry the necessary tools with them when they travel, and although it seems like a hassle, it's all worth it when the tow vehicle and trailer lash-up have settled in and behave. That's a good feeling.

No discussion of basic hitching would be complete without considering the effects of trailer sway, often called fishtailing. This action is lateral movement of the trailer caused by wind, a passing truck or bus, an incorrectly loaded (unbalanced) trailer, an uneven road surface, underinflated tires, a bucking tow vehicle or a quick maneuver to avoid an accident. In extreme cases, sway can lead to loss of control.

The best way to control trailer sway is to prevent it. When loading a trailer, always pay attention to the side-to-side balance and correct hitch weight. Among the sway-control devices currently on the market, the most common use friction to reduce lateral movement. One type sandwiches a flat steel bar between a set of friction pads to restrict movement. Friction sway-control devices are relatively inexpensive; they've been in use for decades and are compatible with both WC and WD hitches. To prevent damaging a friction sway control, the friction adjustment should be loosened, or the bar removed, before backing the trailer.

Some WD hitches incorpo-

PHOTOS: MANUFACTURERS

rate built-in sway control. Several systems are available, with most relying on the tension of the spring bars to keep the trailer towing in a straight line. With a two-point system, the spring bars press down on brackets that are attached to the trailer frame, creating friction between the bars and brackets. A four-point system has additional sway control built into the ball mount. Cam-type sway-control systems use spring bars that rest on specially designed mechanisms as part of the brackets that are mounted on the A-frame.

Some WD hitches designed for travel trailers perform like fifth-wheel hitches, due to their mechanical linkages, and provide highly stable towing. The Hensley Arrow and PullRite hitches have been on the market for years, and both do a good job of providing stable towing performance.

The latest aids in trailer-sway control are electronic. The Hayes Sway Master is an add-on unit that applies the trailer brakes if it detects a sway event, using accelerometer and GPS technology. Sway Command from Lippert Components and the Tuson Sway Control from Tuson RV Brakes are similar, using solid-state electronic sensing technology, and both feature an LED sentinel light on the front of the trailer to indicate operation status.

While all of these sway-control systems help, the best prevention is a properly matched trailer and tow vehicle, a properly adjusted hitch setup and a balanced trailer.

Fifth-Wheel Hitches

Fifth-wheel trailers rely on a kingpin that is mounted in a box under the front of the trailer. The kingpin slides into an opening in the fifth-wheel hitch saddle, which is installed in the truck bed directly over or slightly forward of the rear axle. A coupling mechanism secures the kingpin. Hitching a fifth-wheel is relatively simple and fast. The driver is often able to easily see the kingpin and the hitch, making alignment easy.

The design and balance of a fifth-wheel places the front of the trailer over the truck bed, creating more hitch weight (pin weight) than a conventional hitch. This can exert a considerable downward force on the tow vehicle, especially with longer, heavier fifth-wheels, requiring a stout truck. Fifth-wheels, by the nature of their design, all but eliminate sway by placing the hitch over the rear axle, making lateral trailer movement and its destabilizing effect on the tow vehicle less likely.

In the past, installing a fifth-wheel hitch meant mounting frame brackets and bed rails. Today, vehicle-specific kits are available that simplify the installation while reducing or eliminating the need to drill into the vehicle's frame to allow for bracket mounting. Base rails, which serve as an attachment point for fifth-wheel hitches, create obstructions on the bed floor. Kits are available that use specialty mounting systems, like pucks, or underbed-mounted gooseneck brackets, eliminating the need for in-bed rails.

Ford, Ram and Chevrolet/GMC offer fifth-wheel prep packages as an option. All three use pucks, or proprietary underbed mounting systems, and in-bed electrical receptacles are part of the package. Fifth-wheel hitches designed for these systems are available from the vehicle manufacturers or through aftermarket hitch manufacturers.

Shortbed pickups present clearance concerns while towing a fifth-wheel due to the overall (shorter) length of the bed and the necessity to mount the hitch over the axle. A sharp turn could result in a collision between the front of the trailer and the back of the truck's cab. A number of sliding fifth-wheel hitches on the market from companies such as PullRite, Reese, B&W, Blue Ox, Curt and others mitigate this problem.

Sliding fifth-wheel hitches are designed to move rearward to increase cab-to-trailer clearance when tight turns are required and return to a position over the axle for normal towing. Most are manual, requiring the user to move a lever on the hitch before turning, while others, like the PullRite, slide automatically as the vehicle makes a turn, and then return to the over-axle position as the combination straightens.

A different approach is to replace the existing kingpin box to extend the forward positioning of the kingpin. For example, the Reese Sidewinder moves the pivot point 22 inches rearward while keeping the weight of the trailer over the truck's rear axle. It works with most nonsliding fifth-wheel hitches. Lippert's 16,000-pound-rated Turning Point kingpin box provides greater cab-to-fifth-wheel clearance by also moving the pivot point from the pin back 22 inches, without having to add a plate.

Towing a trailer or fifth-wheel should never be a white-knuckle experience. A properly sized tow vehicle with the correct hitch will make towing pleasurable. TL

GEICO® for your RV

geico.com | 800-442-9253 | Local Office


Coachmen
...a company you can trust.
From coast to coast, see all the beauty North America has to offer. With Coachmen, you can take the comforts of home on the road with you as you get out and
Explore.
Coachmen
Leader to the Great Outdoors.
Find your local Coachmen dealer today! Visit www.coachmenrv.com.
Adrenaline | Apex | Brookstone | Catalina | Chaparral | Clipper | Freedom Express | Spirit