2017

TOW RATINGS FOR MORE THAN 900 VEHICLES

GUIDE TO TOWING

A Supplement to TRAILER LIFE

NEW TRUCK & SUV ROUNDUP

TOWING TIPS • HITCHING BASICS

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TRAILER LIFE
FOLLOW THE ROAD TO ADVENTURE

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NO COMPROMISES

THAT'S THE MESSAGE FROM MANUFACTURERS THIS YEAR, WITH A WIDER SELECTION OF VEHICLES TO PULL YOUR TRAILER

For decades, the defining advantage of a truck or an SUV was its level of capability — the biggest payload, the most horsepower, the highest tow rating. And to some degree, all that is still true, although we're starting to see a shift in what capability means in today's ultra-competitive market. Enhanced safety, greater fuel economy, and more convenience and luxury could all be considered capabilities to a potential buyer, and indeed, they are. No longer are electronic-driver-assist programs, heated-and-cooled leather seats and cutting-edge safety features the exclusive domain of luxury cars. Today's family trucks can be fitted with any and all of these items, with a price tag that will reflect the added content. Not surprisingly, technology is also enabling these vehicles to do things and go places that most of us wouldn't have considered 20 years ago — and do it with complete confidence.

Following, you'll find an interesting mix of new and improved vehicles for 2017 from the leading manufacturers. Whatever capability means to you, we're sure you'll find it here.

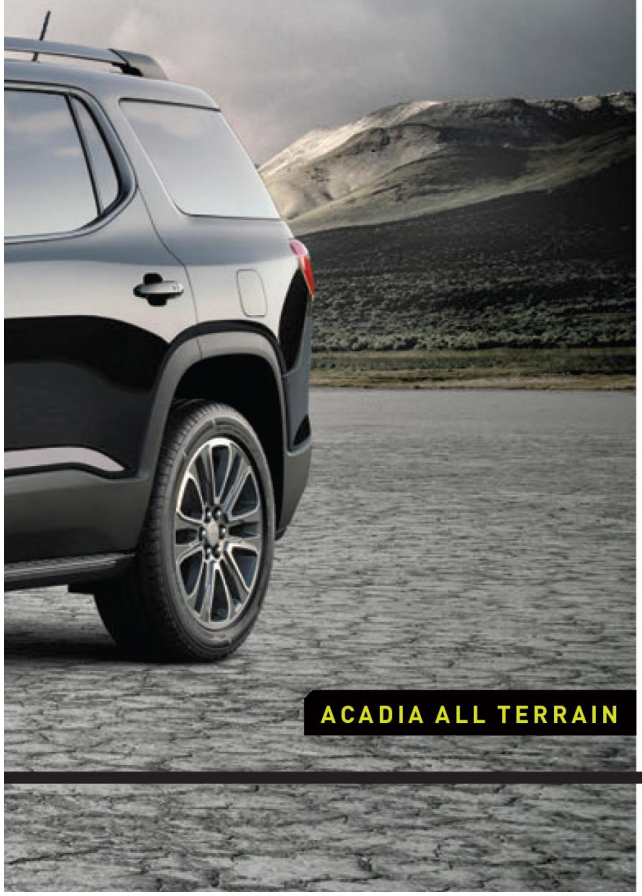
GENERAL MOTORS

The Chevy Silverado and GMC Sierra get a claimed segment-best 12,500-pound max tow rating for their Crew Cab models, along with a capless fuel filler and a few new safety features. GM HD models benefit from a new Duramax engine with a welcome boost in power and torque. Though it still can't claim the crown, the reinvigorated Duramax diesel is now breathing down its rivals' necks with 445 horsepower at 2,800 RPM and 910 LB-FT of torque at 1,600 RPM. To cope with the increase, the engine receives a beefier cylinder block and heads, and a stronger reciprocating assembly (crank, rods, pistons). Also new are an electronically controlled variable geometry turbocharger, EGR system, solenoid fuel system, B20 biodiesel compatibility,

SILVERADO 2500HD

bigger engine oil cooler and other changes. Models equipped with the new engine will be easy to spot, as they're fitted with a hood scoop that delivers cool, dry air to the engine for "sustained performance and cooler temperatures under difficult conditions such as trailering on steep grades," according to GM.

At a time when the words "all new" are blurted with abandon, the 2017 GMC Acadia SUV really is. Built on a smaller, lighter platform shared with the Cadillac XT5, the Acadia features new exterior bodywork and is a claimed 700 pounds lighter than its predecessor. A new 2.5-liter engine is standard, and, along with significant weight savings and GMC's first application of Start/Stop technology, it is responsible for respectable fuel economy: 21 MPG/city and 26 MPG/highway for front-wheel-drive models. An available 3.6-liter V-6 boasts more power and efficiency than the previous engine and offers up to 4,000 pounds of tow capacity with the optional towing package. Available with five-, six- or seven-passenger seating, the rebooted Acadia also offers a wide range of new standard and optional safety features, including front pedestrian braking, automatic high-beam control, a Surround Vision camera system, forward-collision alert, lane-keep assist with lane-departure warning, front/rear parking assist and others. An available Tow Vision trailering system helps make hitching easier, thanks to a rear-vision camera with dynamic guidelines that helps drivers line up the hitch and also offers views of the trailer while driving. Naturally, the Acadia offers the latest in connectivity, including Apple CarPlay, Android Auto and OnStar 4G LTE Wi-Fi hotspot.



ACADIA ALL TERRAIN

GMC's Canyon pickup and Terrain and Yukon XL SUVs carry on with minor trim changes, while the Savana passenger van is unchanged.

FORD

In case you missed the October 2016 issue of *Trailer Life*, the big news at Ford is the all-new Super Duty. Boasting an aluminum-alloy body

PHOTOS COURTESY OF THE MANUFACTURERS

like the F-150 and coming in some 350 pounds lighter (depending on model and equipment), the new truck represents a huge investment for Ford. The aluminum diet wasn't so much to save fuel as it was to increase capacities. By reducing weight, Ford was able to add a bigger, stronger steel frame, new hitch structure, revised suspension and beefier rear axle on dually models. The result is the highest max towing capacity, payload and gross combination weight rating (GCWR) in the biz, at 32,000, 7,630 and 40,000 pounds, respectively. Ford also upped the output of its 6.7-liter Power Stroke engine with turbo and fuel-system upgrades to edge out Ram's Cummins with 440 horsepower and 925 LB-FT of torque. The standard 6.2-liter gasoline engine produces 385 horsepower and 430 LB-FT of torque, which is more than the company's aging 6.8-liter V-10.

In addition to higher numbers, Ford also piled on features sure to strike a chord or two with RVers, such as adaptive steering and cruise control, up to five cameras (six if you count the forward facing one for the available lane-departure warning system), a Trailer Reverse Guidance system and Straight Line Backup Guidance. Crew Cab long-box models now come with a 48-gallon fuel tank for extended range, and Ford also offers a tire pressure monitoring system for the truck and trailer that displays on the Productivity Screen in the truck's cab, as well as a rearview-camera system for the trailer that plugs into an auxiliary receptacle in the bumper.

Meanwhile, the best-selling F-150 isn't resting on its laurels. For 2017, the truck is available with a second-generation 3.5-liter EcoBoost V-6 packing 50 LB-FT more torque (for a class-leading 470 LB-FT) and 10 more horsepower, made possible by a new twin-port direct-injection fuel system, a redesigned turbo system with electronic waste gate and other improvements. The engine is backed by a brand-new 10-speed automatic transmission for improved performance and efficiency.

The F-150 Raptor also returns this year in SuperCrew guise, with a higher-output version of the EcoBoost that promises to deliver more power than the previous 6.2-liter V-8 (we've heard rumors of 450 horsepower and 510 LB-FT of torque!). It, too, will be backed by the new 10-speed automatic. More than just a trim package, the new Raptor is a model unto itself, with a purpose-built fully boxed frame, its own body panels and exclusive 17-inch wheels with BFGoodrich All-Terrain KO2 tires. Lighter by up to 500 pounds than the previous Raptor, the 2017 model also brings a new transfer case and a Terrain Management System with six different preset modes for everything from street to sand.

Ford Super Duty trucks come with up to six cameras, plus an optional rearview camera (right) that can be mounted on the back of a trailer.

SUPER DUTY F-250

HONDA

The Ridgeline is back for 2017, and it's better than ever. Gone is its *RoboCop* design theme, replaced by a more contemporary truck aesthetic that is still unmistakably Honda. The SMC composite bed is longer and wider than before, and is the only one in its class that can accommodate a 4-foot-wide sheet of plywood or drywall between the wheel wells. Honda innovations like the In-Bed Trunk and Dual-Action Tailgate are joined by eight standard tie-down cleats, an available 120-volt AC power outlet and an optional Truck Bed Audio System, which essentially turns the bed into one big boom box. Available for the first time in 2WD or AWD configurations, the Ridgeline is powered by a new 3.5-liter direct-injected SOHC i-VTEC V-6 engine with Variable Cylinder Management, mated to a wide-ratio six-speed automatic transmission. With 280 horsepower (30 horsepower more than the previous model) and 262 LB-FT of torque (15 LB-FT more), it is the fastest-accelerating midsize on the market and the most fuel-efficient as well, according to Honda. Independent suspension front and rear promises carlike ride and handling, yet the Ridgeline can still haul up to 1,584 pounds and tow up to 5,000 pounds.

JEEP

Truly adventurous campers will no doubt be delighted with the arrival of the Jeep Grand Cherokee Trailhawk SUV, the most capable version of the Grand Cherokee yet — and that's saying something. Standard are an array of goodies designed to enhance off-road travel, including Jeep's Quadra-Drive II 4x4

GRAND CHEROKEE TRAILHAWK

system with rear Electronic Limited-Slip Differential for all power trains, a unique version of Grand Cherokee's Quadra-Lift air suspension that offers improved articulation and total suspension travel, and Selec-Speed Control with Hill-Ascent/Hill-Descent Control. Skid plates and an antiglare hood decal are also standard.

Trailhawk models are distinguished by red tow hooks, front and rear, Goodyear Adventure off-road tires and Trailhawk/Trail Rated badges with red accents. Inside, Trailhawk models feature a unique black interior with leather and suede performance seats, red accent stitching, brushed piano-black appliqués, gun-metal finish on all painted interior parts, a Trailhawk badge on the steering wheel and red accent stitching on the seats, doors and console. An 8.4-inch Uconnect touch screen that can display wheel articulation and other 4x4 features, such as suspension height and Selec-Terrain modes, is also standard.

RIDGELINE

RAM 2500 OFF-ROAD

RAM

The Ram 2500 4x4 Off-Road Package now comes with some real off-road gear, including Bilstein shocks, hill-descent control, transfer-case skid plate, limited-slip differential and tow hooks. On/off-road tires (18- or optional 20-inch), wheel flares and an Off Road decal give the truck looks to match its mettle. The even-more-trail-focused Power Wagon gets a new interior, wheels, grille, bumpers and "legacy graphics" that echo the 1979-1980 Macho Power Wagon. The Ram 1500 continues on essentially unchanged, save for some new features and trim. Chief among these is a special-edition Night Package featuring such body-color bits as front fascia, rear bumper, power folding mirrors and door handles. Black bezel headlamps and taillights, flat black badging and chrome dual-exhaust tips carry on the custom-truck theme. Inside, the Sport interior features heated, high-back bucket seats with 10-way power adjustment, power-adjustable pedals and automatic temperature control with dual-zone climate control.

NISSAN

Last year, Nissan introduced the Nissan XD pickup, the long-awaited replacement for the original Titan half-ton introduced in 2003. Available with a Cummins diesel V-8, the XD occupied unexplored territory in the full-size market, with the brawny looks of a three-quarter ton but without the capacities. It would be kind to say that the XD has struggled to find its niche. But this year, Nissan has introduced the rightful successor to the original Titan, the Titan Crew Cab V-8 (let's just refer to it as "Titan" from here on for simplicity's sake). Motivated by the same 5.6-liter, 390-horsepower engine as the XD and backed by a new seven-speed automatic transmission, the Titan will initially be offered as a Crew Cab in five grade levels (S, SV, PRO-4X, SL and Platinum Reserve), and two- or four-wheel drive. Single Cab and King Cab variants, along with a V-6 engine, will follow at later dates, according to Nissan. Though the Titan has the same styling as the Titan XD, it is actually built on a completely separate chassis

RAM 2500 POWER WAGON

TITAN PRO-4X

and is about a foot shorter in wheelbase and overall length. Surprisingly, even with its fully boxed ladder frame, the Titan has a maximum tow rating of only 9,390 pounds and a payload of up to 1,610 pounds, far below the best offerings from its competition. It does offer some welcome standard and available towing aids, however, such as an integrated trailer-brake controller, trailer-sway control, tow/haul mode with downhill speed control, a trailer-light check system, a RearView monitor with trailer guides and an Around View Monitor with Moving Object Detection.

TOYOTA

Toyota ups the off-road ante this year with an even more hardcore version of the already hardcore Tacoma TRD Off-Road pickup, the Tacoma TRD Pro. More than just a different trim level, TRD Pro adds features like Fox 2.5 internal-bypass front shocks, TRD-tuned front springs with 1-inch lift, TRD-tuned rear suspension with progressive-rate leaf springs and a TRD stainless-steel exhaust system. This hardware will complement an electronic stockpile of off-road driving aids like Crawl Control, a five-mode Multi-Terrain Select system, an electronically locking rear differential and Hill Start Assist Control, plus on-road features such as Blind Spot Monitor, Rear Cross Traffic Alert and rear-parking-assist sonar. Also standard is a V-6 tow package that includes a Class IV hitch receiver, ATF cooler (automatic only), engine-oil cooler, power-steering cooler, 130-amp alternator, four- and seven-pin connectors, and Trailer-Sway Control.

A number of unique exterior features ensure that the TRD Pro won't be mistaken for another Tacoma model. These include black 16-inch TRD alloy wheels with Goodyear Wrangler All-Terrain Kevlar tires, aluminum front skid plate, LED fog lights, black bezels around the head- and taillights, and black badging. A "heritage inspired" Toyota front grille with color-keyed surround, blacked-out hood scoop and color-keyed body parts complete the aggressive look. Available only in the Double Cab shortbed configuration, the TRD Pro is offered in three exclusive colors: Cement, Barcelona Red Metallic and Super White.

Also reaching for the summit is the new 4Runner TRD Off-Road SUV, which boasts the same five-mode Multi-Terrain Select, Crawl Control and electronically locking rear differential as the Tacoma TRD Pro, plus an available feature borrowed from the Toyota Land Cruiser: Kinetic Dynamic Suspension System (KDSS). Using hydraulic cylinders, KDSS facilitates increased suspension travel at low speeds for greater off-road capability. Black wheels and unique TRD badging provide the finishing touches.

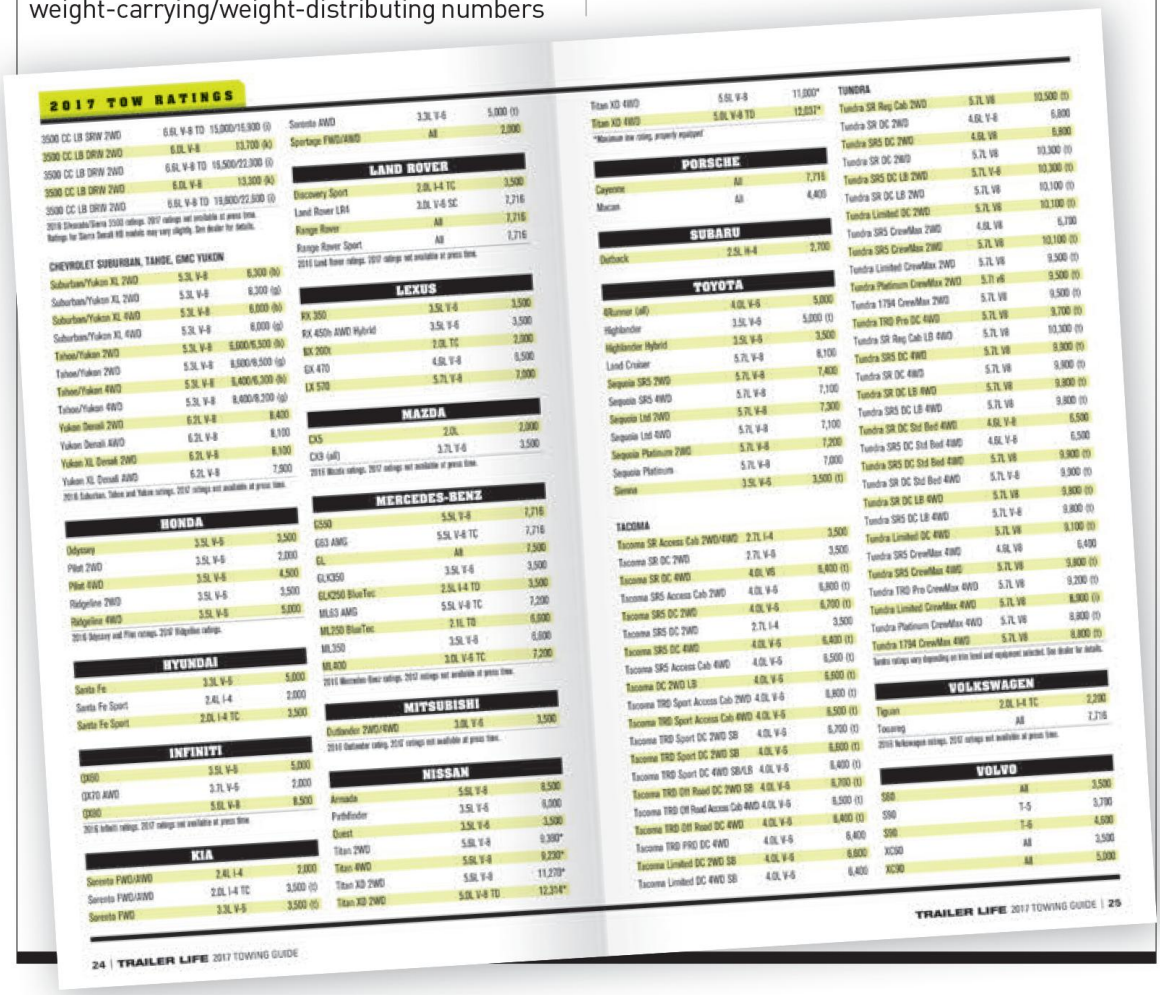
4RUNNER TRD OFF-ROAD

HOW TO USE THIS GUIDE

Tow ratings for all vehicle manufacturers are listed in alphabetical order and are organized by model type and configuration. In many instances, you will find a letter, or a letter and a number, identifying the equipment each rating is based on (i.e. automatic or manual transmission, gear ratio and required package). You will find the meaning for each of these, as well as abbreviations, in the Key to Charts. If there is no letter after the rating, that means there is only one rating available. Likewise, you may find the word "All" in the engine column; that means all available engines are capable of that particular tow rating.

Because each manufacturer lists its vehicles differently, we have found it necessary over the years to make changes to keep this guide consistent and concise. This year, the biggest change is with regard to Ford's F-Series ratings — in particular, the Super Duty models. Not only are all models separated by conventional and fifth-wheel categories, Ford has added weight-carrying/weight-distributing numbers that relate to both available equipment and gross combined weight rating (GCWR). So this year, we've added footnotes that reference what GCWR a particular Super Duty weight rating is tied to. And because there simply isn't room to list every possible option and exception to a given number, we've listed the highest available number in each instance. In most cases, the difference is within 100 pounds, which isn't significant to RVers, anyway. If in doubt, consult Ford's online *2017 RV & Trailer Towing Guide*, which lists these differences in detail.

Where applicable, we've included relevant manufacturer's notes for a particular vehicle or model line, but always check with your dealer for details on the model you plan to purchase, including tow rating, payload capacity, GCWR, gross vehicle weight rating (GVWR) and gross axle weight rating (GAWR). Conducting your own research and double-checking the spec sheet are the best ways to make sure you're getting the right vehicle for your particular needs.


2017 TOW RATINGS

CHEVROLET SUBURBAN, TAHOE, GMC YUKON

HONDA

HYUNDAI

INFINITI

KIA

LAND ROVER

LEXUS

MAZDA

MERCEDES-BENZ

MITSUBISHI

NISSAN

PORSCHE

SUBARU

TOYOTA

TACOMA

TUNDRA

VOLKSWAGEN

VOLVO

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2017 TOW RATINGS

OUR 34TH ANNUAL GUIDE LISTS MANUFACTURER-ASSIGNED TOW LIMITS FOR 905 NEW VEHICLES IN A SINGLE RESOURCE

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

TD	Turbo Diesel
TC	Turbocharged
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	p	cooling or other accessory package required
a6	automatic transmission, six speeds	t	towing package required
a8	automatic transmission, eight speeds	/	either/or
m	manual transmission	,	more than one footnote applies
m6	manual transmission, six speeds		

VEHICLE	ENGINE	TOW LIMIT (lbs.)
ACURA		
MDX	3.5L V-6	3,500
MDX SH AWD	3.5L V-6	3,500*

**Towing capacity can be increased to 5,000 lbs. with dealer-installed accessory.*

AUDI		
Q5	All	4,000
Q7	3.0L V-6	7,700 (t)
BMW		
X3	All	3,500
X4	All	3,500
X5	All	6,000
X6	All	6,000

FIAT CHRYSLER AUTOMOBILES

CHRYSLER		
Chrysler Pacifica	3.6L V-6	3,600
DODGE		
Dodge Durango RWD	3.6L V-6	6,200
Dodge Durango RWD	5.7L V-8	7,400
Dodge Durango AWD	3.6L V-6	6,200
Dodge Durango AWD	5.7L V-8	7,200
Dodge Grand Caravan	3.6L V-6	3,600 (t)
Dodge Journey FWD/AWD	3.6L V-6	2,500 (t)
JEEP		
Cherokee	All	2,000
Cherokee	3.2L V-6	4,500 (t)

Grand Cherokee 2WD	3.6L V-6	6,200
Grand Cherokee 2WD	3.0L V-6 TD	7,400
Grand Cherokee 4WD	3.6L V-6	6,200
Grand Cherokee 4WD	5.7L V-8	7,200
Grand Cherokee 4WD	3.0L V-6 TD	7,200
Grand Cherokee 4WD SRT	6.4L V-8	7,200
Renegade	2.4L TC	2,000
Wrangler (all)	3.6L V-6	2,000

RAM

Ram 1500 Regular Cab Shortbed

1500 Reg Cab SB 2WD	3.6L V-6	4,970 (a8,d)
1500 Reg Cab SB 2WD	3.6L V-6	7,260 (a8,h)
1500 Reg Cab SB 2WD	5.7L V-8	7,170 (a6,d)
1500 Reg Cab SB 2WD	5.7L V-8	9,220 (a6h)
1500 Reg Cab SB 2WD	5.7L V-8	8,610 (a8,d)
1500 Reg Cab SB 2WD	5.7L V-8	9,160 (a8,j)
1500 Reg Cab SB 2WD R/T	5.7L V-8	5,030 (a8,j)
1500 Reg Cab SB 4WD	3.6L V-6	4,750 (a8,d)
1500 Reg Cab SB 4WD	3.6L V-6	7,050 (a8,h)
1500 Reg Cab SB 4WD	5.7L V-8	9,030 (a6,h)
1500 Reg Cab SB 4WD	5.7L V-8	8,960 (a6,j)
1500 Reg Cab SB 4WD	5.7L V-8	8,380 (a8,d)
1500 Reg Cab SB 4WD	5.7L V-8	8,930 (a8,j)

Ram 1500 Regular Cab Longbed

1500 Reg Cab LB 2WD	3.6L V-6	4,770 (a8,d)
1500 Reg Cab LB 2WD	3.6L V-6	7,270 (a8,h)
1500 Reg Cab LB 2WD	5.7L V-8	7,040 (a6,d
1500 Reg Cab LB 2WD	5.7L V-8	9,090 (a6,h)
1500 Reg Cab LB 2WD	5.7L V-8	10,640 (a6,j)
1500 Reg Cab LB 2WD	5.7L V-8	8,470 (a8,d)
1500 Reg Cab LB 2WD	5.7L V-8	10,620 (a8,j)
1500 Reg Cab LB 2WD	3.0L V-6 TD	8,240 (a8,h/j)
1500 Reg Cab LB 2WD	3.0L V-6 TD	9,210 (a8,j)
1500 Reg Cab LB 4WD	3.6L V-6	4,580 (a8,d)
1500 Reg Cab LB 4WD	3.6L V-6	7,080 (a8,h)
1500 Reg Cab LB 4WD	5.7L V-8	8,860 (a6,h)
1500 Reg Cab LB 4WD	5.7L V-8	10,410 (a6,j)
1500 Reg Cab LB 4WD	5.7L V-8	8,260 (a8,d)
1500 Reg Cab LB 4WD	5.7L V-8	10,410 (a8j)
1500 Reg Cab LB 4WD	3.0L V-6 TD	8,030 (a8,h/j)
1500 Reg Cab LB 4WD	3.0L V-6 TD	9,030 (a8,j)

Ram 1500 Quad Cab

Ram 1500 Quad Cab 2WD	3.6L V-6	4,610 (a8,d)
Ram 1500 Quad Cab 2WD	3.6L V-6	7,600 (a8,h)
Ram 1500 Quad Cab 2WD	5.7L V-8	6,820 (a6,d)
Ram 1500 Quad Cab 2WD	5.7L V-8	8,870 (a6,h)
Ram 1500 Quad Cab 2WD	5.7L V-8	10,420 (a6,j)
Ram 1500 Quad Cab 2WD	5.7L V-8	8,190 (a8,d)
Ram 1500 Quad Cab 2WD	5.7L V-8	10,340 (a8,j)
Ram 1500 Quad Cab 2WD	3.0L V-6 TD	7,960 (a8,h/j)
Ram 1500 Quad Cab 2WD	3.0L V-6 TD	8,960 (a8,j)
Ram 1500 Quad Cab 2WD HFE	3.0L V-6 TD	7,920 (a8,h)
Ram 1500 Quad Cab 4WD	3.6L V-6	4,430 (a8,d)
Ram 1500 Quad Cab 4WD	3.6L V-6	7,420 (a8,h)
Ram 1500 Quad Cab 4WD	5.7L V-8	8,670 (a6,h)
Ram 1500 Quad Cab 4WD	5.7L V-8	10,220 (a6,j)
Ram 1500 Quad Cab 4WD	5.7L V-8	8,000 (a8,d)
Ram 1500 Quad Cab 4WD	5.7L V-8	10,150 (a8,j)
Ram 1500 Quad Cab 4WD	3.0L V-6 TD	7,650 (a8,h/j)
Ram 1500 Quad Cab 4WD	3.0L V-6 TD	8,650 (a8,j)

Ram 1500 Crew Cab 5'7" Bed

Ram 1500 CC 2WD	3.6L V-6	4,510 (a8,d)
Ram 1500 CC 2WD	3.6L V-6	7,510 (a8,h)
Ram 1500 CC 2WD	5.7L V-8	6,730 (a6,d)
Ram 1500 CC 2WD	5.7L V-8	8,780 (a6,h)
Ram 1500 CC 2WD	5.7L V-8	10,330 (a6,j)
Ram 1500 CC 2WD	5.7L V-8	8,070 (a8,d)
Ram 1500 CC 2WD	5.7L V-8	10,220 (a8,j)
Ram 1500 CC 2WD	3.0L V-6 TD	7,860 (a8,h/j)
Ram 1500 CC 2WD	3.0L V-6 TD	8,860 (a8,j)
Ram 1500 CC 4WD	3.6L V-6	4,210 (a8,d)
Ram 1500 CC 4WD	3.6L V-6	7,210 (a8,h/j)
Ram 1500 CC 4WD	5.7L V-8	8,610 (a6,h)
Ram 1500 CC 4WD	5.7L V-8	10,160 (a6,j)
Ram 1500 CC 4WD	5.7L V-8	7,990 (a8,d)
Ram 1500 CC 4WD	5.7L V-8	10,140 (a8,j)
Ram 1500 CC 4WD	3.0L V-6 TD	7,580 (a8,h/j)
Ram 1500 CC 4WD	3.0L V-6 TD	8,580 (a8,j)

Ram 1500 Crew Cab 6'4" Bed

Ram 1500 CC 2WD	5.7L V-8	6,710 (a6,d)
Ram 1500 CC 2WD	5.7L V-8	8,760 (a6,h)
Ram 1500 CC 2WD	5.7L V-8	10,310 (a6,j)
Ram 1500 CC 2WD	5.7L V-8	8,050 (a8,d)
Ram 1500 CC 2WD	5.7L V-8	10,200 (a8,j)
Ram 1500 CC 4WD	5.7L V-8	8,530 (a6,h)
Ram 1500 CC 4WD	5.7L V-8	10,080 (a6,j)
Ram 1500 CC 4WD	5.7L V-8	7,780 (a8,d)

Ram 1500 CC 4WD	5.7L V-8	9,830 (a8,j)
Ram 1500 CC 4WD	3.0L V-6 TD	7,540 (a8,h/j)
Ram 1500 CC 4WD	3.0L V-6 TD	8,340 (a8,j)

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 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)*

**HO Cummins*

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 (a6k)
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)*

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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)*

**HO Cummins*

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*

FORD MOTOR COMPANY

EDGE, ESCAPE, EXPLORER, EXPEDITION, FLEX

Edge FWD/AWD	2.0L TC	3,500 (t)
Edge FWD/AWD	3.5L V-6	3,500 (t)
Edge FWD/AWD	2.7L TC	2,000
Escape FWD/AWD	1.5L TC	2,000
Escape FWD/AWD	2.0L TC	3,500 (t)
Explorer FWD/4WD	2.3L TC	2,000
Explorer FWD/4WD	2.3L TC	3,000 (t)
Explorer FWD/4WD	3.5L V-6	2,000
Explorer FWD/4WD	3.5L V-6	5,000 (t)
Explorer FWD/4WD	3.5L V-6 TC	5,000 (t)
Expedition 2WD	3.5L V-6 TC	6,600
Expedition 2WD	3.5L V-6 TC	9,200 (t)
Expedition 4WD	3.5L V-6 TC	6,600
Expedition 4WD	3.5L V-6 TC	9,300 (t)
Expedition EL 2WD	3.5L V-6 TC	6,600
Expedition EL 2WD	3.5L V-6 TC	9,200 (t)
Expedition EL 4WD	3.5L V-6 TC	6,700
Expedition EL 4WD	3.5L V-6 TC	9,200 (t)
Flex	All	4,500 (t)

F-150 CONVENTIONAL/FIFTH-WHEEL TOWING

F-150 Regular Cab

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

F-150 SuperCab

F-150 SuperCab Std Bed 2WD	3.5L V-6	5,000/4,900 (h)
F-150 SuperCab Std Bed 2WD	3.5L V-6	7,400/7,300 (i)
F-150 SuperCab Std Bed 2WD	2.7L V-6 TC	7,600/7,500 (f)
F-150 SuperCab Std Bed 2WD	2.7L V-6 TC	8,200/7,900 (i)
F-150 SuperCab Std Bed 2WD	2.7L V-6 TC	8,300/8200 (i,p)
F-150 SuperCab Std Bed 2WD Sport	5.0L V-8	6,900/6,800 (f)
F-150 SuperCab Std Bed 2WD	5.0L V-8	9,000/9,100 (f)
F-150 SuperCab Std Bed 2WD Sport	5.0L V-8	8,400/8,300 (h)
F-150 SuperCab Std Bed 2WD	5.0L V-8	10,100/10,000 (h)
F-150 SuperCab Std Bed 2WD	3.5L V-6 TC	10,700/10,600 (c)
F-150 SuperCab Std Bed 2WD	3.5L V-6 TC	12,000/10,700 (h,t)
F-150 SuperCab Std Bed 4WD	3.5L V-6	7,200/7,000 (i)
F-150 SuperCab Std Bed 4WD	2.7L V-6 TC	7,500/7,400 (h)
F-150 SuperCab Std Bed 4WD	2.7L V-6 TC	8,100/7,900 (i,p)
F-150 SuperCab Std Bed 4WD	5.0L V-8	9,000/8,900 (f/h)
F-150 SuperCab Std Bed 4WD Sport	5.0L V-8	8,100/8,200 (h)
F-150 SuperCab Std Bed 4WD Sport	5.0L V-8	8,500/8,600 (i)
F-150 SuperCab Std Bed 4WD	5.0L V-8	10,900/10,300 (i)
F-150 SuperCab Std Bed 4WD	3.5L V-6 TC	10,700/10,500 (f/h)
F-150 SuperCab Std Bed 4WD	3.5L V-6 TC	10,500/11,800 (h,t)
F-150 SuperCab LB 2WD	2.7L V-6 TC	7,500/7,400 (c/f)
F-150 SuperCab LB 2WD	2.7L V-6 TC	8,000/7,600 (i)
F-150 SuperCab LB 2WD	2.7L V-6 TC	8,100/8,200 (i,p)*
F-150 SuperCab LB 2WD	5.0L V-8	9,100/9,000 (f)
F-150 SuperCab LB 2WD	5.0L V-8	10,100/10,000 (h)
F-150 SuperCab LB 2WD	5.0L V-8	10,800 (i,p)*
F-150 SuperCab LB 2WD	3.5L V-6 TC	10,700/10,600 (c)
F-150 SuperCab LB 2WD	3.5L V-6 TC	11,900/11,700 (h,t)
F-150 SuperCab LB 2WD	3.5L V-6 TC	11,800/11,700 (i,p,t)*
F-150 SuperCab LB 4WD	5.0L V-8	8,800/8,700 (f)
F-150 SuperCab LB 4WD	5.0L V-8	9,000/8,900 (h)
F-150 SuperCab LB 4WD	5.0L V-8	10,700/10,500 (i,p)*

F-150 SuperCab LB 4WD	3.5L V-6 TC	10,700/10,000 (f/h)
F-150 SuperCab LB 4WD	3.5L V-6 TC	11,600/10,000 (h,t,p)
F-150 SuperCab LB 4WD	3.5L V-6 TC	11,500 (i,p,t)*

F-150 SuperCrew

F-150 SuperCrew SB 2WD	3.5L V-6	5,000/4,900 (h)
F-150 SuperCrew SB 2WD	3.5L V-6	7,300/7,200 (i)
F-150 SuperCrew SB 2WD	2.7L V-6 TC	7,600/7,500 (f)
F-150 SuperCrew SB 2WD	2.7L V-6 TC	8,200/8,100 (i,p)
F-150 SuperCrew SB 2WD Sport	5.0L V-8	6,900/6,700 (f)
F-150 SuperCrew SB 2WD	5.0L V-8	9,100/8,900 (f)
F-150 SuperCrew SB 2WD Sport	5.0L V-8	8,400/8,200 (h)
F-150 SuperCrew SB 2WD	5.0L V-8	10,10/9,900 (h)
F-150 SuperCrew SB 2WD Limited	3.5L V-6 TC	10,700/10,400 (c)
F-150 SuperCrew SB 2WD Limited	3.5L V-6 TC	11,200/8,700 (h)
F-150 SuperCrew SB 2WD	3.5L V-6 TC	11,900/10,400 (h,t)
F-150 SuperCrew SB 4WD	3.5L V-6	7,100/7,000 (i)
F-150 SuperCrew SB 4WD	2.7L V-6 TC	7,600/7,300 (h)
F-150 SuperCrew SB 4WD	2.7L V-6 TC	8,100/7,900 (i,p)
F-150 SuperCrew SB 4WD	5.0L V-8	8,900/8,800 (f)
F-150 SuperCrew SB 4WD Sport	5.0L V-8	8,100/8,000 (h)
F-150 SuperCrew SB 4WD	5.0L V-8	9,000/8,900 (h)
F-150 SuperCrew SB 4WD Sport	5.0L V-8	8,600/8,500 (i)
F-150 SuperCrew SB 4WD	5.0L V-8	10,800/10,000 (i)
F-150 SuperCrew SB 4WD	3.5L V-6 TC	10,700/10,200 (f/h)
F-150 SuperCrew SB 4WD	3.5L V-6 TC	11,500/10,200 (h,t)
F-150 SuperCrew Std Bed 2WD	2.7L V-6 TC	7,600/7,500 (i)
F-150 SuperCrew Std Bed 2WD	2.7L V-6 TC	8,200/8,100 (h,p)
F-150 SuperCrew Std Bed 2WD Sport	5.0L V-8	6,800/6,700 (f)
F-150 SuperCrew Std Bed 2WD	5.0L V-8	9,000/8,900 (f)
F-150 SuperCrew Std Bed 2WD Sport	5.0L V-8	8,300/8,200 (h)
F-150 SuperCrew Std Bed 2WD	5.0L V-8	10,000/9,900 (h)
F-150 SuperCrew Std Bed 2WD	5.0L V-8	10,800/10,700 (i,p)*
F-150 SuperCrew Std Bed 2WD	3.5L V-6 TC	10,600/10,200 (c)
F-150 SuperCrew Std Bed 2WD	3.5L V-6 TC	11,800/10,200 (h,t)
F-150 SuperCrew Std Bed 2WD	3.5L V-6 TC	11,700 (i,p,t)*
F-150 SuperCrew Std Bed 4WD	5.0L V-8	8,900/8,800 (f)
F-150 SuperCrew Std Bed 4WD Sport	5.0L V-8	8,100/8,000 (h)
F-150 SuperCrew Std Bed 4WD	5.0L V-8	9,000/8,900 (h)
F-150 SuperCrew Std Bed 4WD Sport	5.0L V-8	8,500/8,400 (i)
F-150 SuperCrew Std Bed 4WD	5.0L V-8	10,800/10,500 (i,t)
F-150 SuperCrew Std Bed 4WD	5.0L V-8	10,600/10,500 (i)*
F-150 SuperCrew Std Bed 4WD	3.5L V-6 TC	10,700/10,400 (f/h)
F-150 SuperCrew Std Bed 4WD	3.5L V-6 TC	11,700/10,400 (h)
F-150 SuperCrew Std Bed 4WD	3.5L V-6 TC	11,500/11,400 (i,t)*

**Includes 17- and/or 18-inch wheels/tires. Higher of the two ratings shown, where applicable.*

Manufacturer's note: SuperCrew shortbed trucks will accept a fifth-wheel hitch, but current fifth-wheel designs are not compatible with this model.

F-150 ratings may vary slightly depending on wheel and tire package, GCWR and other factors. Certain powertrain/axle combinations may not be available in all states. Consult Ford's *2017 RV & Trailer Towing Guide* or dealer for details.

F-250 CONVENTIONAL TOWING

WEIGHT-CARRYING/WEIGHT-DISTRIBUTING

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	12,600 (f/h)[1]
F-250 CC LB 4WD	6.7L V-8 TD	13,300 (f/h)[2]
F-250 CC LB 4WD	6.7L V-8 TD	17,600 (f/h,t)

**May require tow package depending on GCWR selected. Consult Ford's* 2017 RV & Trailer Towing Guide *or dealer for details.*
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.

F-250 FIFTH-WHEEL TOWING

F-250 Regular Cab

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

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	16,800 (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	14,000 (f/h,t)[3]
F-250 CC SB 4WD	6.7L V-8 TD	14,700 (f/h)[5]
F-250 CC LB 2WD	6.2L V-8	12,600 (i)
F-250 CC LB 2WD	6.2L V-8	15,100 (l)
F-250 CC LB 2WD	6.7L V-8 TD	15,100 (f/h,t)[7]
F-250 CC LB 2WD	6.7L V-8 TD	15,800 (f/h)[8]
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	12,500 (f/h,t)[1]
F-250 CC LB 4WD	6.7L V-8 TD	13,200 (f/h)[2]

GCWR exceptions (lbs.): [1]20,700. [2]21,300. [3]22,100. [4]22,400. [5]22,500. [6]22,700. [7]23,100. [8]23,500.

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	12,600 (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	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 (f/h)
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	15,000 (f/h)

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	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	15,000 (l)
F-350 CC SB 4WD	6.7L V-8 TD	13,600 (f/h,p)[2]
F-350 CC SB 4WD	6.7L V-8 TD	15,000 (f/h)[6]
F-350 CC LB 2WD	6.2L V-8	12,500 (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,p)[3]
F-350 CC LB 2WD	6.7L V-8 TD	18,000 (f/h)[5]
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,p)[1]
F-350 CC LB 4WD	6.7L V-8 TD	18,000 (f/h)[4]

GCWR exceptions (lbs.): [1]20,200. [2]21,600. [3]22,600. [4]28,200. [5]28,400. [6]28,600.

F-350 SRW FIFTH-WHEEL TOWING

F-350 Regular Cab SRW

F-350 Reg Cab 2WD	6.2L V-8	13,000
F-350 Reg Cab 2WD	6.2L V-8	16,500 (l)
F-350 Reg Cab 2WD	6.7L V-8 TD	18,000 (f/h,p)
F-350 Reg Cab 4WD	6.2L V-8	12,600 (i)
F-350 Reg Cab 4WD	6.2L V-8	16,100 (l)
F-350 Reg Cab 4WD	6.7L V-8 TD	15,400 (f/h,p)

F-350 SuperCab SRW

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,p)
F-350 SuperCab SB 4WD	6.2L V-8	12,400 (i)
F-350 SuperCab SB 4WD	6.2L V-8	15,900 (l)
F-350 SuperCab SB 4WD	6.7L V-8 TD	14,700 (f/h,p)[4]
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	16,600 (f/h,p)
F-350 SuperCab LB 4WD	6.2L V-8	12,300 (i)
F-350 SuperCab LB 4WD	6.2L V-8	15,800 (l)
F-350 SuperCab LB 4WD	6.7L V-8 TD	13,900 (f/h,p)[3]

F-350 Crew Cab SRW

F-350 CC SB 2WD	6.2L V-8	12,700 (i)
F-350 CC SB 2WD	6.2L V-8	16,200 (l)
F-350 CC SB 2WD	6.7L V-8 TD	16,300 (f/h,p)
F-350 CC SB 2WD	6.7L V-8 TD	18,000 (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,p)[2]
F-350 CC SB 4WD	6.7L V-8 TD	18,000 (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,p)[5]
F-350 CC LB 2WD	6.7L V-8 TD	18,000 (f/h)[7]
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,p)[1]
F-350 CC LB 4WD	6.7L V-8 TD	18,000 (f/h)[6]

GCWR exceptions (lbs.): [1]20,200. [2]21,600. [3]21,900. [4]22,500. [5]22,600. [6]28,200. [7]28,400. [8]28,600.

F-350/F-450 DRW CONVENTIONAL TOWING

WEIGHT-CARRYING/WEIGHT-DISTRIBUTING

F-350 Regular Cab DRW

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	12,700 (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	18,000/20,000 (h/k)

F-350 SuperCab DRW

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 DRW

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 4WD	6.7L V-8 TD	21,000 (l)

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

F-350 Regular Cab DRW

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	27,500 (h/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	27,500 (h/k)

F-350 SuperCab DRW

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	27,500 (h/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	27,500 (h/k)

F-350/F-450 Crew Cab DRW

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	27,500 (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	27,300 (h)
F-350 CC LB DRW 4WD	6.7L V-8 TD	27,500 (k)
F-450 CC LB DRW 4WD	6.7L V-8 TD	27,500 (l)

LINCOLN

MKC	All	3,000 (t)
MKT FWD/AWD	3.7L V-6	2,000
MKT AWD	3.5L V-6 TC	4,500 (t)
MKX	All	3,500
Navigator 2WD	3.5L V-6 TC	9,000 (t)
Navigator 4WD	3.5L V-6 TC	8,600 (t)
Navigator L 2WD	3.5L V-6 TC	8,500 (t)
Navigator L 4WD	3.5L V-6 TC	8,300 (t)

TRANSIT VAN

T-150/250 Regular Wheelbase

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

T-150/250 Long Wheelbase

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

T-250 Long Wheelbase

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

T-350 Long Wheelbase

Transit T-350 LWB LR	3.7L V-6	5,200 (i)
Transit T-350 LWB LR	3.7L V-6	6,400 (k)
Transit T-350 LWB LR	3.5L V-6 TC	5,600 (f)
Transit T-350 LWB LR	3.5L V-6 TC	7,000 (i)
Transit T-350 LWB MR	3.7L V-6	5,100 (i)
Transit T-350 LWB MR	3.7L V-6	6,300 (k)
Transit T-350 LWB MR	3.5L V-6 TC	5,400 (f)
Transit T-350 LWB MR	3.5L V-6 TC	6,800 (i)
Transit T-350 LWB HR	3.7L V-6	6,200 (k)
Transit T-350 LWB HR	3.5L V-6 TC	5,300 (f)
Transit T-350 LWB HR	3.5L V-6 TC	6,700 (i)
Transit T-350 LWB EL HR	3.7L V-6	6,000 (k)
Transit T-350 LWB EL HR	3.5L V-6 TC	5,100 (f)
Transit T-350 LWB EL HR	3.5L V-6 TC	6,500 (i)
Transit T-350 LWB EL HR	3.5L V-6 TC	6,700 (i)*
Transit T-350 LWB EL HR	3.2L I-5 TD	4,200 (f)
Transit T-350 LWB EL HR	3.2L I-5 TD	7,100 (i)

**With 13,000-lb. GCWR*

Transit Van ratings may vary slightly depending on seating capacity, GVWR and other factors. See dealer for details.

TRANSIT WAGON

T-150 Regular Wheelbase

Transit T-150 RWB LR	3.7L V-6	4,700 (i)
Transit T-150 RWB LR	3.7L V-6	5,100 (k)
Transit T-150 RWB LR	3.5L V-6 TC	5,100 (f/i)
Transit T-150 RWB MR	3.7L V-6	4,500 (i)
Transit T-150 RWB MR	3.7L V-6	4,900 (k)
Transit T-150 RWB MR	3.5L V-6 TC	4,900 (f/i)

T-350 Long Wheelbase

Transit T-350 LWB LR	3.7L V-6	4,300 (i)
Transit T-350 LWB LR	3.7L V-6	4,700 (k)
Transit T-350 LWB LR	3.5L V-6 TC	4,600 (f/i)
Transit T-350 LWB LR	3.2L I-5 TD	3,800 (f)
Transit T-350 LWB LR	3.2L I-5 TD	4,400 (i)
Transit T-350 LWB MR	3.7L V-6	4,100 (i)
Transit T-350 LWB MR	3.7L V-6	4,500 (k)
Transit T-350 LWB MR	3.5L V-6 TC	4,500 (f/i)
Transit T-350 LWB MR	3.2L I-5 TD	3,600 (f)
Transit T-350 LWB MR	3.2L I-5 TD	4,200 (i)
Transit T-350 LWB HR	3.7L V-6	4,500 (k)
Transit T-350 LWB HR	3.5L V-6 TC	4,400 (f/i)
Transit T-350 LWB HR	3.2L I-5 TD	3,500 (f)
Transit T-350 LWB HR	3.2L I-5 TD	4,100 (i)
Transit T-350 LWB EL HR	3.5L V-6 TC	3,800 (f/i)
Transit T-350 LWB EL HR	3.2L I-5 TD	2,900 (f)
Transit T-350 LWB EL HR	3.2L I-5 TD	3,500 (i)

Transit Wagon ratings may vary slightly depending on seating capacity, GVWR and other factors. See dealer for details.

GENERAL MOTORS

BUICK

Enclave FWD	3.6L V-6	2,000
Enclave FWD	3.6L V-6	4,500 (t)
Enclave AWD	3.6L V-6	2,000
Enclave AWD	3.6L V-6	4,500 (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
XT5 FWD/AWD	3.6L V-6	3,500

CHEVROLET COLORADO/GMC CANYON

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

CHEVROLET EQUINOX, TRAVERSE, GMC ACADIA, TERRAIN

Chevrolet Equinox/GMC Terrain (all)	3.6L V-6	3,500 (t)
Chevrolet Traverse FWD	3.6L V-6	2,000
Chevrolet Traverse FWD	3.6L V-6	5,200 (t)
Chevrolet Traverse AWD	3.6L V-6	2,000
Chevrolet Traverse AWD	3.6L V-6	5,200 (t)
GMC Acadia (all)	3.6L V-6	4,000 (t)

CHEVROLET EXPRESS/GMC SAVANA

Express/Savana 2500 SWB CV*	4.8L V-8	7,400
Express/Savana 2500 SWB CV	6.0L V-8	10,000
Express/Savana 2500 LWB CV	4.8L V-8	7,200
Express/Savana 2500 LWB CV	6.0L V-8	10,000
Express/Savana 2500 SWB PV	6.0L V-8	6,700
Express/Savana 2500 SWB PV	6.0L V-8	9,800
Express/Savana 3500 SWB CV	4.8L V-8	7,400
Express/Savana 3500 SWB CV	6.0L V-8	10,000
Express/Savana 3500 SWB PV	6.0L V-8	9,700
Express/Savana 3500 LWB CV	4.8L V-8	7,100
Express/Savana 3500 LWB CV	6.0L V-8	10,000
Express/Savana 3500 LWB PV	6.0L V-8	9,300

**Duramax engine no longer offered*
2016 Express/Savana ratings. 2017 ratings not available at press time.

CHEVROLET SILVERADO/GMC SIERRA 1500

1500 Regular Cab

1500 Reg Cab Std Bed 2WD	4.3L V-6	6,000 (e)
1500 Reg Cab Std Bed 2WD	5.3L V-8	6,900 (b)
1500 Reg Cab Std Bed 2WD	5.3L V-8	8,900 (g)
1500 Reg Cab Std Bed 4WD	4.3L V-6	7,600 (g)
1500 Reg Cab Std Bed 4WD	5.3L V-8	6,600 (b)
1500 Reg Cab Std Bed 4WD	5.3L V-8	8,600 (g)
1500 Reg Cab LB 2WD	4.3L V-6	5,900 (e)
1500 Reg Cab LB 2WD	5.3L V-8	6,800 (b)
1500 Reg Cab LB 2WD	5.3L V-8	9,800 (g)
1500 Reg Cab LB 4WD	4.3L V-6	7,400 (g)
1500 Reg Cab LB 4WD	5.3L V-8	6,500 (b)
1500 Reg Cab LB 4WD	5.3L V-8	9,500 (g)

1500 Double Cab

1500 DC 2WD	4.3L V-6	5,600 (g)
1500 DC 2WD	5.3L V-8	6,400 (b)
1500 DC 2WD	5.3L V-8	9,400 (g)
1500 DC 2WD	5.3L V-8	11,100 (g/i,t)
1500 DC 2WD	6.2L V-8	9,400 (e)
1500 DC 2WD	6.2L V-8	12,000 (g,t)
1500 DC 4WD	4.3L V-6	7,100 (g)

1500 DC 4WD	5.3L V-8	6,200 (b)
1500 DC 4WD	5.3L V-8	9,200 (g)
1500 DC 4WD	5.3L V-8	10,800 (g,t)
1500 DC 4WD	5.3L V-8	10,900 (i,t)
1500 DC 4WD	6.2L V-8	9,200 (g)
1500 DC 4WD	6.2L V-8	11,800 (g,t)

1500 Crew Cab

1500 CC SB 2WD	4.3L V-6	5,500 (e)
1500 CC SB 2WD	5.3L V-8	6,400 (b)
1500 CC SB 2WD	5.3L V-8	9,400 (g)
1500 CC SB 2WD	5.3L V-8	11,000 (g,t)
1500 CC SB 2WD	6.2L V-8	9,300 (e)
1500 CC SB 2WD	6.2L V-8	12,000 (g,t)
1500 CC SB 4WD	4.3L V-6	7,000 (g)
1500 CC SB 4WD	5.3L V-8	6,100 (b)
1500 CC SB 4WD	5.3L V-8	9,100 (g)
1500 CC SB 4WD	5.3L V-8	10,700 (g,t)
1500 CC SB 4WD	6.2L V-8	9,100 (g)
1500 CC SB 4WD	6.2L V-8	11,700 (g,t)
1500 CC Std Bed 2WD	4.3L V-6	5,400 (e)
1500 CC Std Bed 2WD	5.3L V-8	6,300 (b)
1500 CC Std Bed 2WD	5.3L V-8	9,300 (g)
1500 CC Std Bed 2WD	5.3L V-8	10,900 (g,t)
1500 CC Std Bed 2WD	5.3L V-8	11,000 (i,t)
1500 CC Std Bed 2WD	6.2L V-8	9,300 (e)
1500 CC Std Bed 2WD	6.2L V-8	11,900 (g,t)
1500 CC Std Bed 4WD	4.3L V-6	7,000 (g)
1500 CC Std Bed 4WD	5.3L V-8	6,100 (b)
1500 CC Std Bed 4WD	5.3L V-8	9,100 (g)
1500 CC Std Bed 4WD	5.3L V-8	10,700 (g,t)
1500 CC Std Bed 4WD	5.3L V-8	10,800 (i,t)
1500 CC Std Bed 4WD	6.2L V-8	9,100 (e)
1500 CC Std Bed 4WD	6.2L V-8	11,700 (g,t)

2016 Silverado/Sierra 1500 ratings. 2017 ratings not available at press time.

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

2500 Regular Cab

2500 Reg Cab LB 2WD	6.0L V-8	13,000/14,800 (k)
2500 Reg Cab LB 2WD	6.6L V-8 TD	13,000/17,900 (i)
2500 Reg Cab LB 4WD	6.0L V-8	13,000/14,500 (k)
2500 Reg Cab LB 4WD	6.6L V-8 TD	13,000/17,600 (i)

2500 Double Cab

2500 DC Std Bed 2WD	6.0L V-8	13,000/14,500 (k)
2500 DC Std Bed 2WD	6.6L V-8 TD	13,000/17,600 (i)
2500 DC Std Bed 2WD	6.0L V-8	13,000/14,200 (k)
2500 DC Std Bed 2WD	6.6L V-8 TD	13,000/17,300 (i)
2500 DC LB 2WD	6.0L V-8	13,000/14,400 (k)
2500 DC LB 2WD	6.6L V-8 TD	13,000/17,500 (i)
2500 DC LB 2WD	6.0L V-8	13,000/14,100 (k)
2500 DC LB 2WD	6.6L V-8 TD	13,000/17,200 (i)

2500 Crew Cab

2500 CC Std Bed 2WD	6.0L V-8	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	13,000/14,300 (i)
2500 CC Std Bed 2WD	6.0L V-8	9,500 (i)
2500 CC Std Bed 2WD	6.0L V-8	13,000/14,000 (k)
2500 CC Std Bed 2WD	6.6L V-8 TD	13,000/14,000 (i)

2016 Silverado/Sierra 2500 ratings. 2017 ratings not available at press time.

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

3500 Regular Cab

3500 Reg Cab SRW 2WD	6.0L V-8	13,000/14,600 (k)
3500 Reg Cab SRW 4WD	6.0L V-8	14,100/14,300 (k)
3500 Reg Cab SRW 4WD	6.6L V-8 TD	13,000/17,500 (i)
3500 Reg Cab DRW 2WD	6.0L V-8	14,200 (k)
3500 Reg Cab DRW 4WD	6.0L V-8	13,900 (k)
3500 Reg Cab DRW 4WD	6.6L V-8 TD	16,000/23,200 (i)

3500 Double Cab

3500 DC LB SRW 2WD	6.0L V-8	13,000/14,200 (k)
3500 DC LB SRW 2WD	6.6L V-8 TD	13,000/17,500 (i)
3500 DC LB SRW 2WD	6.0L V-8	13,000/13,900 (k)
3500 DC LB SRW 2WD	6.6L V-8 TD	13,000/17,200 (i)
3500 DC LB DRW 2WD	6.0L V-8	13,800 (k)
3500 DC LB DRW 2WD	6.6L V-8 TD	16,500/23,000 (i)
3500 DC LB DRW 2WD	6.0L V-8	13,500 (k)
3500 DC LB DRW 2WD	6.6L V-8 TD	18,000/22,800 (i)

3500 Crew Cab

3500 CC Std Bed SRW 2WD	6.0L V-8	13,000/14,100 (k)
3500 CC Std Bed SRW 2WD	6.6L V-8 TD	13,000/17,400 (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	13,000/17,100 (i)
3500 CC LB SRW 2WD	6.0L V-8	13,000/14,000 (k)
3500 CC LB SRW 2WD	6.6L V-8 TD	13,000/17,300 (i)
3500 CC LB SRW 2WD	6.0L V-8	13,000/13,700 (k)

3500 CC LB SRW 2WD	6.6L V-8 TD	15,000/16,900 (i)
3500 CC LB DRW 2WD	6.0L V-8	13,700 (k)
3500 CC LB DRW 2WD	6.6L V-8 TD	16,500/22,900 (i)
3500 CC LB DRW 2WD	6.0L V-8	13,300 (k)
3500 CC LB DRW 2WD	6.6L V-8 TD	19,600/22,600 (i)

2016 Silverado/Sierra 3500 ratings. 2017 ratings not available at press time. Ratings for Sierra Denali HD models may vary slightly. See dealer for details.

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)
Suburban/Yukon XL 4WD	5.3L V-8	6,000 (b)
Suburban/Yukon XL 4WD	5.3L V-8	8,000 (g)
Tahoe/Yukon 2WD	5.3L V-8	6,600/6,500 (b)
Tahoe/Yukon 2WD	5.3L V-8	8,600/8,500 (g)
Tahoe/Yukon 4WD	5.3L V-8	6,400/6,300 (b)
Tahoe/Yukon 4WD	5.3L V-8	8,400/8,200 (g)
Yukon Denali 2WD	6.2L V-8	8,400
Yukon Denali AWD	6.2L V-8	8,100
Yukon XL Denali 2WD	6.2L V-8	8,100
Yukon XL Denali AWD	6.2L V-8	7,900

2016 Suburban, Tahoe and Yukon ratings. 2017 ratings not available at press time.

HONDA

Odyssey	3.5L V-6	3,500
Pilot 2WD	3.5L V-6	2,000
Pilot 4WD	3.5L V-6	4,500
Ridgeline 2WD	3.5L V-6	3,500
Ridgeline 4WD	3.5L V-6	5,000

2016 Odyssey and Pilot ratings. 2017 Ridgeline ratings.

HYUNDAI

Santa Fe	3.3L V-6	5,000
Santa Fe Sport	2.4L I-4	2,000
Santa Fe Sport	2.0L I-4 TC	3,500

INFINITI

QX60	3.5L V-6	5,000
QX70 AWD	3.7L V-6	2,000
QX80	5.6L V-8	8,500

2016 Infiniti ratings. 2017 ratings not available at press time.

KIA

Sorento FWD/AWD	2.4L I-4	2,000
Sorento FWD/AWD	2.0L I-4 TC	3,500 (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

LAND ROVER

Discovery Sport	2.0L I-4 TC	3,500
Land Rover LR4	3.0L V-6 SC	7,716
Range Rover	All	7,716
Range Rover Sport	All	7,716

2016 Land Rover ratings. 2017 ratings not available at press time.

LEXUS

RX 350	3.5L V-6	3,500
RX 450h AWD Hybrid	3.5L V-6	3,500
NX 200t	2.0L TC	2,000
GX 470	4.6L V-8	6,500
LX 570	5.7L V-8	7,000

MAZDA

CX5	2.0L	2,000
CX9 (all)	3.7L V-6	3,500

2016 Mazda ratings. 2017 ratings not available at press time.

MERCEDES-BENZ

G550	5.5L V-8	7,716
G63 AMG	5.5L V-8 TC	7,716
GL	All	7,500
GLK350	3.5L V-6	3,500
GLK250 BlueTec	2.5L I-4 TD	3,500
ML63 AMG	5.5L V-8 TC	7,200
ML250 BlueTec	2.1L TD	6,600
ML350	3.5L V-6	6,600
ML400	3.0L V-6 TC	7,200

2016 Mercedes-Benz ratings. 2017 ratings not available at press time.

MITSUBISHI

Outlander 2WD/4WD	3.0L V-6	3,500

2016 Outlander rating. 2017 ratings not available at press time.

NISSAN

Armada	5.6L V-8	8,500
Pathfinder	3.5L V-6	6,000
Quest	3.5L V-6	3,500
Titan 2WD	5.6L V-8	9,390*
Titan 4WD	5.6L V-8	9,230*
Titan XD 2WD	5.6L V-8	11,270*
Titan XD 2WD	5.0L V-8 TD	12,314*

Titan XD 4WD	5.6L V-8	11,000*
Titan XD 4WD	5.0L V-8 TD	12,037*

**Maximum tow rating, properly equipped*

PORSCHE

Cayenne	All	7,716
Macan	All	4,409

SUBARU

Outback	2.5L H-4	2,700

TOYOTA

4Runner (all)	4.0L V-6	5,000
Highlander	3.5L V-6	5,000 (t)
Highlander Hybrid	3.5L V-6	3,500
Land Cruiser	5.7L V-8	8,100
Sequoia SR5 2WD	5.7L V-8	7,400
Sequoia SR5 4WD	5.7L V-8	7,100
Sequoia Ltd 2WD	5.7L V-8	7,300
Sequoia Ltd 4WD	5.7L V-8	7,100
Sequoia Platinum 2WD	5.7L V-8	7,200
Sequoia Platinum	5.7L V-8	7,000
Sienna	3.5L V-6	3,500 (t)

TACOMA

Tacoma SR Access Cab 2WD/4WD	2.7L I-4	3,500
Tacoma SR DC 2WD	2.7L V-6	3,500
Tacoma SR DC 4WD	4.0L V6	6,400 (t)
Tacoma SR5 Access Cab 2WD	4.0L V-6	6,800 (t)
Tacoma SR5 DC 2WD	4.0L V-6	6,700 (t)
Tacoma SR5 DC 2WD	2.7L I-4	3,500
Tacoma SR5 DC 4WD	4.0L V-6	6,400 (t)
Tacoma SR5 Access Cab 4WD	4.0L V-6	6,500 (t)
Tacoma DC 2WD LB	4.0L V-6	6,600 (t)
Tacoma TRD Sport Access Cab 2WD	4.0L V-6	6,800 (t)
Tacoma TRD Sport Access Cab 4WD	4.0L V-6	6,500 (t)
Tacoma TRD Sport DC 2WD SB	4.0L V-6	6,700 (t)
Tacoma TRD Sport DC 2WD SB	4.0L V-6	6,600 (t)
Tacoma TRD Sport DC 4WD SB/LB	4.0L V-6	6,400 (t)
Tacoma TRD Off Road DC 2WD SB	4.0L V-6	6,700 (t)
Tacoma TRD Off Road Access Cab 4WD	4.0L V-6	6,500 (t)
Tacoma TRD Off Road DC 4WD	4.0L V-6	6,400 (t)
Tacoma TRD PRO DC 4WD	4.0L V-6	6,400
Tacoma Limited DC 2WD SB	4.0L V-6	6,600
Tacoma Limited DC 4WD SB	4.0L V-6	6,400

TUNDRA

Tundra SR Reg Cab 2WD	5.7L V8	10,500 (t)
Tundra SR DC 2WD	4.6L V-8	6,800
Tundra SR5 DC 2WD	4.6L V8	6,800
Tundra SR DC 2WD	5.7L V8	10,300 (t)
Tundra SR5 DC LB 2WD	5.7L V-8	10,300 (t)
Tundra SR DC LB 2WD	5.7L V8	10,100 (t)
Tundra Limited DC 2WD	5.7L V8	10,100 (t)
Tundra SR5 CrewMax 2WD	4.6L V8	6,700
Tundra SR5 CrewMax 2WD	5.7L V8	10,100 (t)
Tundra Limited CrewMax 2WD	5.7L V8	9,500 (t)
Tundra Platinum CrewMax 2WD	5.7l v8	9,500 (t)
Tundra 1794 CrewMax 2WD	5.7L V8	9,500 (t)
Tundra TRD Pro DC 4WD	5.7L V8	9,700 (t)
Tundra SR Reg Cab LB 4WD	5.7L V8	10,300 (t)
Tundra SR5 DC 4WD	5.7L V8	9,900 (t)
Tundra SR DC 4WD	5.7L V8	9,900 (t)
Tundra SR DC LB 4WD	5.7L V8	9,800 (t)
Tundra SR5 DC LB 4WD	5.7L V8	9,800 (t)
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 V8	9,900 (t)
Tundra SR DC Std Bed 4WD	5.7L V-8	9,900 (t)
Tundra SR DC LB 4WD	5.7L V8	9,800 (t)
Tundra SR5 DC LB 4WD	5.7L V-8	9,800 (t)
Tundra Limited DC 4WD	5.7L V8	9,100 (t)
Tundra SR5 CrewMax 4WD	4.6L V8	6,400
Tundra SR5 CrewMax 4WD	5.7L V8	9,800 (t)
Tundra TRD Pro CrewMax 4WD	5.7L V8	9,200 (t)
Tundra Limited CrewMax 4WD	5.7L V8	8,900 (i)
Tundra Platinum CrewMax 4WD	5.7L V8	8,800 (t)
Tundra 1794 CrewMax 4WD	5.7L V8	8,800 (t)

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

VOLKSWAGEN

Tiguan	2.0L I-4 TC	2,200
Touareg	All	7,716

2016 Volkswagen ratings. 2017 ratings not available at press time.

VOLVO

S60	All	3,500
S90	T-5	3,700
S90	T-6	4,600
XC60	All	3,500
XC90	All	5,000

GET HITCHED

SELECTING THE PROPER HARDWARE FOR YOUR TOW VEHICLE AND TRAILER CAN MAKE THE JOURNEY AS PLEASANT AS THE DESTINATION

You've done the research, cruised the sales lots, picked your favorite options, negotiated the best deal and purchased the perfect trailer to complement your tow vehicle. The next step is choosing a hitch for either conventional or fifth-wheel towing, a vital step to ensure a safe and enjoyable towing experience.

When selecting a hitch, two weight measurements are important: gross trailer weight and hitch weight. To determine the gross weight, the trailer must be completely loaded, ready for a typical trip. This includes water, LP-gas, food, clothing, firewood and other supplies. A fully loaded trailer can be taken to a public scale at a truck stop, weigh station or shipping company to get the weights. Another good way to determine accurate weights is to attend an RV rally where the RV Safety and Education Foundation provides this service using individual wheel scales. If you are unable to weigh your trailer, an estimate can be made by using the trailer manufacturer's unloaded vehicle weight (UVW) and adding the approximate weight of all cargo, LP-gas and water. But be careful; it's very easy to underestimate this weight.

Hitch weight (also called tongue weight) is another important factor when selecting the appropriate equipment. It is the downward force the trailer coupler exerts on the hitch ball. Hitch weight is generally 10 to 12 percent of the total trailer weight and approximately 15 to 24 percent for fifth-wheels. Trailer manufacturers often list UVW in their specifications. Unless other-

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wise noted, the battery and optional equipment are not included in the listed weight, and neither are fluids or camping gear. To accurately determine hitch weight, the trailer must be weighed.

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 behind the rear axle. The receiver has a square opening that allows the correct ball mount 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.

Class I hitches are capable of towing trailers with a gross trailer weight 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 hitch opening.

Class II hitches are capable of towing very lightweight RVs such as small folding camping trailers. They can tow 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 can tow 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 hitch. 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 of the hitch.

Class V hitches are used for heavy-duty applications. Available with either a 2-inch or a 2½-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, 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 hitch receiver and 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 thing as with any other mechanical system: It's 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.

Utilizing a hitch receiver and draw bar offers a great deal of versatility. A trailer's coupler height often must be adjusted for the specific tow vehicle. 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.

The ball must be properly sized for the gross 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 2⁵⁄₁₆-inch version. The correct size is stamped on top of the trailer coupler.

A simple scale takes the guesswork out of determining hitch weight.

Hitch systems comprised of a hitch receiver, draw bar and hitch ball are referred to as weight-carrying because the trailer's A-frame weight is placed entirely on the ball. WC hitches should be used only for lightweight trailers. The 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

HITCH-CLASS RATINGS

VEHICLE TYPE »	COMPACT CARS	MIDSIZE CARS	FULL-SIZE CARS, COMPACT TRUCKS & VANS	FULL-SIZE TRUCKS, VANS & SUVS
Class I WC GTW Up to 2,000 lbs. WC HW Up to 200 lbs.	LIGHT DUTY	LIGHT DUTY	LIGHT DUTY	LIGHT DUTY
Class II WC GTW Up to 3,500 lbs. WC HW Up to 350 lbs.		MEDIUM DUTY	MEDIUM DUTY	MEDIUM DUTY
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.			HEAVY DUTY	HEAVY DUTY
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.			HEAVY DUTY	HEAVY DUTY
Class V GTW Up to 18,000 lbs. HW Up to 2,500 lbs.				EXTRA HEAVY DUTY

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

Weight ratings vary based on the make, model and, in some circumstances, the tube diameter of the particular hitch. Contact the hitch manufacturer or see their website for specific ratings. Regardless of the capacity of the hitch, never exceed the tow or weight ratings for your vehicle.

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 is a chain or other fastener. These connect to snap-up brackets that attach to both sides 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.

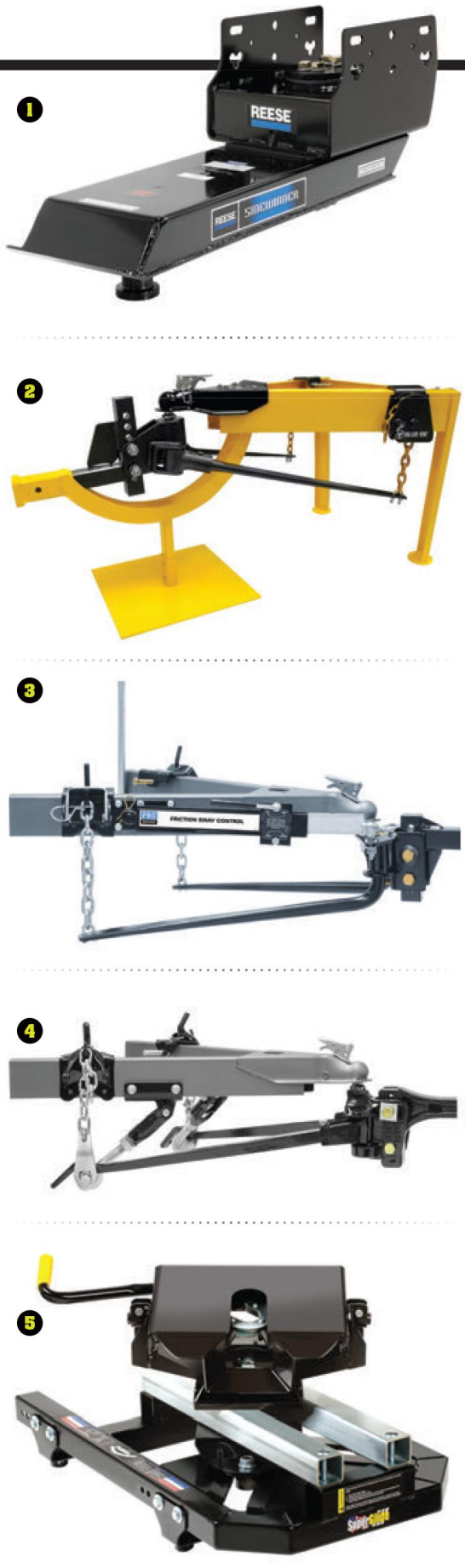
For a WD hitch to do its job, it must be sized correctly. Choosing hardware that's undersized will prevent the hitch from performing properly. If the hitch is overrated, the trailer may ride harshly and possibly cause the tow vehicle to lose rear-wheel traction. Like WC hitches, WD hitches are rated using loaded 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 rear wheel wells of the tow vehicle. After installation is complete, the wheel wells should be remeasured. 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 both 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 rate to be adjusted to compensate for variations in the trailer's weight.

Setting up a WD hitch is not an exact science. Start by towing 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, they make these adjustments at rest areas, for example. It's all worth it when the tow vehicle and trailer lash-up has settled in and behaves. 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



(1) Reese Sidewinder fifth-wheel pin box. Three WD systems with sway control: (2) Blue Ox Sway Pro, (3) Pro Series Friction Sway Control, (4) Reese Strait-Line. (5) PullRite SuperGlide sliding fifth-wheel hitch.

PHOTOS COURTESY OF THE MANUFACTURERS

by wind, a passing truck or bus, an incorrectly loaded (unbalanced) trailer, an uneven road surface, 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 and can be used with both WC and WD hitches. To prevent damaging a friction sway control, the friction adjustment should be loosened before backing the trailer.

Some WD hitches incorporate 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 are used for towing travel trailers but perform like fifth-wheel hitches, due to their mechanical linkages, and give trailers 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.

While all of these sway-control systems help, the best prevention is 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, 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 see both the kingpin and the hitch, making alignment easy.

The design and balance of a fifth-wheel trailer places the front of the trailer over the truck bed, creating more hitch weight (kingpin weight) than a conventional hitch. The kingpin weight of a fifth-wheel trailer is usually 15 to 18 percent of the gross vehicle weight but can be as high as 24 percent. This can exert a considerable downward force on the tow vehicle, especially with longer, heavier fifth-wheels, requiring a rather stout pickup. Fifth-wheels, by the nature of their design, all but eliminate sway by placing the hitch over the rear axle, making lateral movement less likely.

In the past, installing a fifth-wheel hitch meant mounting frame brackets and bed railings. 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 serve as an attachment point for fifth-wheel hitches but create obstructions on the bed floor. Kits are available that use specialty mounting systems, eliminating the need for bed rails.

Recently, Ford, Ram and Chevrolet/GMC began offering fifth-wheel prep packages as an option. All three use proprietary under-bed mounting systems (commonly called pucks) and in-bed electrical connectors as part of the package. Fifth-wheel hitches designed for these systems are available from the vehicle manufacturers or through aftermarket hitch manufacturers. Many aftermarket manufacturers offer hitches that are designed to mount to the factory puck systems.

Shortbed pickups present clearance problems while towing a fifth-wheel due to the overall length of the bed and the necessity to mount the hitch over the axle. A sharp turn could result in the front of the trailer making contact with the back of the truck's cab. Sliding fifth-wheel hitches are designed to move rearward to increase cab clearance when tight turns are required and return to a position over the axle for normal towing. Some are manual, requiring the user to move a lever on the hitch before turning, while others slide automatically.

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.

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.

By Chris Dougherty

PHOTO BY SCOTT HIRKO

SAFE TOWING

WITH A LITTLE KNOW-HOW, PULLING A TRAVEL TRAILER OR FIFTH-WHEEL CAN BE A STRESS-FREE EXPERIENCE

Towing a travel trailer or 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 MATTERS

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 cross-winds 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.

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.

Knowing the RV's width is also important, particularly when negotiating narrow roads, turns and obstructions. Many trailers and fifth-wheels push the legal width requirement of 8½ feet. Extendable side mirrors or add-on towing mirrors are a must.

Most people don't pay much attention to the weight of a passenger car, but when they move up to an RV, weight becomes an important consideration. It's critical to avoid overloading, which 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, which can all lead to loss of vehicle control. Staying within the engineering limits of your vehicle is the best way to prevent this from happening.

Because of the additional mass, it takes longer for a tow vehicle and trailer to stop. Increasing following distance behind other vehicles, 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 truck scale while fully loaded for a trip. These weights can be used to

STEP BY STEP

Hitching Travel Trailers and Fifth-Wheels

by Bill Gehr

TRAVEL TRAILERS

1. Chock the trailer tires.

2. Insert ball mount into tow vehicle's hitch receiver and secure it with the proper hitch pin or locking hitch pin.

3. Inspect and lube the hitch ball and ends of weight-distributing bars, if necessary/applicable.

4. Raise the trailer coupler high enough to clear the hitch ball.

5. Back the tow vehicle to the trailer's A-frame with the aid of a helper or rearview-camera system and stop when the hitch ball is directly under the trailer's coupler. For safety, be sure to set the tow vehicle's emergency brake after positioning the hitch ball under the coupler.

6. Lower the trailer's coupler onto the hitch ball, secure the coupler latch and use a pin to lock in place.

7. Using the A-frame jack, raise the front of the trailer and rear of the tow vehicle several inches. This will allow the spring bars to be installed without excessive tension.

8. Install the spring bars into the correct position. Use a lifting tube to cinch the spring bars and do not release pressure on the bar until the spring-bar bracket is locked in place using the proper pin.

9. Lower the A-frame until the jack foot is off the ground. If the trailer is not level, the spring bars may need to be adjusted. If this is not possible, the ball mount may need adjusting.

10. Hook up the safety chains by crisscrossing below the ball mount and high enough to prevent them from dragging on the pavement. Attach the breakaway switch cable.

11. If equipped, install the sway control.

12. Insert the seven-way electrical cord that supplies

stay within gross vehicle and axle limits and determine if the RV can be driven on weight-restricted roads and bridges.

PRACTICE MAKES PERFECT

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.

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 turned to the right to back right, and vice versa. 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 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) 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.

Turning and backing a travel trailer differ from maneuvering a fifth-wheel. Travel trailers turn tighter, while fifth-wheels track to the

power to the trailer's taillights, brakelights and brakes.

13. Check operation of the taillights, brakelights and turn signals. Be sure the entry step has been stowed in the travel position.

14. Check trailer and tow-vehicle tire pressure and adjust if necessary. Inspect tires for unusual wear or damage.

15. Torque trailer wheel lug nuts to manufacturer's specifications.

16. Remove wheel chocks and slowly move forward while manually testing the trailer brakes for proper operation.

FIFTH-WHEELS

1. Chock the fifth-wheel tires.

2. Lower the truck tailgate.

3. Open the jaws on the fifth-wheel hitch and level the top plate. Inspect the hitch and make sure it is lubricated according to the manufacturer's specifications.

4. Enlist a helper to raise the front of the fifth-wheel until the kingpin is approximately 1 inch below the top of the hitch plate.

5. Slowly, back into the kingpin until the hitch jaws lock securely into place.

6. With the aid of a flashlight, check to make sure that the jaws of the fifth-wheel hitch are closed in the proper position and locked around the kingpin.

7. Plug in the seven-way electrical cord and the breakaway switch cable.

8. Check operation of the taillights, brakelights and turn signals. Be sure that the entry step has been put in the travel position.

9. Securely close the truck tailgate.

10. Inspect the fifth-wheel and tow-vehicle tires for proper inflation and wear/damage.

11. Torque wheel lug nuts to manufacturer's specifications.

12. Raise the landing jacks approximately 1 to 2 inches off the ground. Remove the wheel chocks and slowly move forward while manually testing the trailer brake function. If the hitch is secure, fully retract the landing jacks.

outside when making turns. Travel trailers also respond more quickly when backing.

VEHICLE SETUP AND BRAKING

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

When buying a tow vehicle, it's best to opt for the proper 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.

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.

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.

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, then the setting is too aggressive and needs to be adjusted. If you can't feel the trailer, then 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.

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 than with fifth-wheels, but it can happen with both.

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 are equipped with an exhaust-brake feature that is very effective and helps limit the overuse of service brakes.

Towing a travel trailer or fifth-wheel is one of the best ways to see all the great things North America has to offer. With attention to tow vehicle and hitch selection and setup, and some practice with proper driving techniques, your towing adventures will be more enjoyable and hassle free.