



2013 SUPER DUTY PICKUPS

Super Duty® Pickups F-250/F-350/F-450 – own the work.

HORSEPOWER

400 hp @ 2800 rpm ⁽¹⁾

TORQUE

800 lb.-ft. @ 1600 rpm ⁽¹⁾

CONVENTIONAL TOWING

up to 18,500 lbs. ⁽²⁾

5TH-WHEEL TOWING

up to 24,700 lbs. ⁽²⁾

PAYLOAD

up to 7,260 lbs. ⁽³⁾

The game changers.

America's most capable pickup includes tested-tough powertrains. Designed, engineered and built Ford tough, they deliver great fuel economy plus outstanding horsepower and torque. Superb towing and payload capacities make Super Duty a true game changer.

Live-Drive Power TakeOff (PTO) allows upfitters to provide power accessories in mobile or stationary vehicle modes (diesel only).

Choose your power – gas or turbo diesel.

6.2L 2-Valve SOHC V8 – 385 hp and 405 lb.-ft. of torque (under 10,000-lb. GVWR)

Delivers best-in-class horsepower and torque ⁽⁴⁾

Large-bore architecture and Flex Fuel capable

15% more fuel efficient when compared to previous generation gas engine

CNG/LPG Gaseous Engine Prep Package for alternative fuel applications (F-250/350 only)

6.7L Power Stroke® V8 Turbo Diesel – 400 hp and 800 lb.-ft. of torque

Delivers best-in-class horsepower and torque ⁽⁴⁾

The cleanest Power Stroke® diesel engine ever built

Ford-engineered, Ford-tested and Ford-built

(1) 6.7L Power Stroke® V8 Turbo Diesel.

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

(3) F-350 DRW Regular Cab 4x2 with 6.2L engine.

(4) Based on Ford drive-cycle tests of comparably equipped 2013 Ford and

2012/2013 competitive models. Class is full-size pickups over 8,500 lbs. GVWR.

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

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

(7) 6.7L Power Stroke® V8 Turbo Diesel.

(8) Remember that even advanced technology cannot overcome the laws of physics. It's always possible to lose control of a vehicle due to inappropriate driver input for the conditions.

Visit Ford.com to download a complete RV & Trailer Towing Guide.

Tow in the know with Ford Technology.

Integrated Trailer Brake Controller ⁽⁵⁾

- Uses braking input, vehicle speed and ABS logic to balance the performance of the truck brakes and electric trailer brakes

- User-friendly productivity screen in instrument cluster message center indicates TBC ⁽⁶⁾ output, gain levels and trailer connection status

Tow/Haul Mode With Integrated Exhaust Brake ⁽⁷⁾

- Automatically increases engine exhaust back pressure when needed to help slow the vehicle and trailer while in Tow/Haul Mode

- A single touch of the brake pedal in Tow/Haul Mode activates the system to improve control with less wear and tear on the transmission

Standard Trailer Sway Control

- **Single-rear-wheel (SRW) models** – Trailer Sway Control works with AdvanceTrac® with RSC® (Roll Stability Control™) using a yaw motion sensor to monitor the motions of the truck to detect trailer sway. When sway is detected, the system works to apply selected brakes and/or reduce engine power to help the driver regain control ⁽⁸⁾

- **Dual-rear wheel (DRW) models** are not equipped with AdvanceTrac®, but operate with a similar yaw motion sensor to detect and control trailer sway and apply brake pressure selectively to the front brakes or reduce engine power to help the driver maintain control

Standard Hill Start Assist

- Helps prevent rolling back on a grade by momentarily maintaining brake pressure until the engine delivers enough torque to move the truck up the hill

- Whether heading up an incline in drive or in reverse, you're covered

5th-Wheel/Gooseneck Prep Package

- Available on all models

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



2013 SUPER DUTY PICKUPS



TRAILER TOWING SELECTOR

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

			Maximum Loaded Trailer Weight (Lbs.) – Automatic Transmission														
			REGULAR				SUPERCAB				CREW CAB						
Engine	Axle Ratio	GCWR (Lbs.)	F-250/F-350 SRW 4x2	F-250/F-350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-250/F-350 SRW 4x2	F-250 SRW 4x4	F-350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-250/F-350 SRW 4x2	F-250 SRW 4x4	F-350 SRW 4x4	F-350 DRW 4x2	F-350 DRW 4x4	F-450 DRW 4x4
6.2L SOHC V8 FFV	3.73	19,000	12,500	12,500	-	-	12,500	12,400	12,300	-	-	12,500	12,200	12,100	-	-	-
		19,500	-	-	13,100	12,700	-	-	-	12,700	12,300	-	-	-	12,500	12,100	-
	4.30	22,000	12,500	12,500	-	-	12,500	12,500	12,500	-	-	12,500	12,500	12,500	-	-	-
		22,500	-	-	15,000	15,000	-	-	-	15,000	15,000	-	-	-	15,000	15,000	-
6.7L V8 Turbo Diesel	3.31	23,500	12,500	12,500	-	-	14,000	14,000	14,000	-	-	14,000	14,000	14,000	-	-	-
		3.55	23,500	12,500	12,500	-	-	14,000	14,000	14,000	-	-	14,000	14,000	14,000	-	-
	3.73	30,500	-	-	15,000	15,000	-	-	-	15,000	15,000	-	-	-	18,500	18,500	-
		4.30	33,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

6.2L SOHC V8 FFV	3.73	19,000	13,000/12,900	12,500	-	-	12,700/12,600	12,300	12,200	-	-	12,400	12,100	12,000	-	-	-
		19,500	-	-	13,000	12,600	-	-	-	12,600	12,200	-	-	-	12,400	12,000	-
	4.30	22,000	16,000/15,900	15,500	-	-	15,700/15,600	15,300	15,200	-	-	15,400	15,100	15,000	-	-	-
		22,500	-	-	16,000	15,600	-	-	-	15,600	15,200	-	-	-	15,400	15,000	-
6.7L V8 Turbo Diesel	3.31	23,500	16,800/16,700	16,400/16,300	-	-	16,500/16,400	16,100	16,100	-	-	16,300	15,900	15,900	-	-	-
		3.55	23,500	16,800/16,700	16,400/16,300	-	-	16,500/16,400	16,100	16,100	-	-	16,300	15,900	15,900	-	-
	3.73	30,500	-	-	23,200	22,900	-	-	-	22,800	22,400	-	-	-	22,600	22,200	-
		30,500(2)	-	-	23,900	23,500	-	-	-	23,400	23,000	-	-	-	23,200	22,800	-
4.30	33,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	24,700	

(1) Maximum loaded trailer weight requires weight-distributing hitch. (2) Pickup Box Delete Option.

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

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

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

If your vehicle will be registered in California, Connecticut, Maine, Maryland, Massachusetts, New York, Oregon, Rhode Island, or Vermont, check with your Ford dealer to be sure the desired powertrain/axle ratio is available in your area.

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

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

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

*Distance from ground to top of closed tailgate.



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Trailer Towing Package

Model (Option Code)	F-250/F-350/ F-450 Super Duty Pickup (Std.)
7-Wire Harness & 4-/7-Pin Connector	X
Hitch Receiver	X
Aux. Auto Trans. Oil Cooler	X
Trailer Brake Wiring/Feed Kit	X(1)
Rear Stabilizer Bar	X(2)
Trailer Brake Controller	X(2)
Trailer Sway Control	X

(1) In-cab, no controller.

(2) F-350 DRW; F-450.

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

Factory-Installed Trailer Hitch Receiver Options

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

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

- F-350 DRW w/6.7L diesel engine – 18,500-lb. Maximum Trailer Capacity (172" wheelbase only)
- F-450 – Standard for 18,500-lb. Maximum Trailer Capacity

Note: See chart below for the weight-carrying and weight-distributing capacities of this hitch receiver. (This capacity also is shown on a label affixed to each receiver.)

HITCH RECEIVER WEIGHT CAPACITY

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

Vehicle	Weight-Carrying Max. Trailer Capacity (Lbs.) ⁽¹⁾	Max. Tongue Load (Lbs.)	Weight-Distributing Max. Trailer Capacity (Lbs.) ⁽¹⁾	Max. Tongue Load (Lbs.)
Hitch Receiver:				
F-250/F-350 Super Duty SRW	6,000	600	12,500 ⁽²⁾	1,250 ⁽²⁾
F-250/F-350 Super Duty SRW w/6.7L engine	8,500	850	14,000 ⁽³⁾⁽⁴⁾	1,400 ⁽³⁾⁽⁴⁾
F-350 Super Duty DRW w/6.2L engine	8,500	850	15,000 ⁽³⁾	1,500 ⁽³⁾
F-350 Super Duty DRW w/6.7L engine and F-450 Super Duty	8,500	850	18,500 ⁽³⁾⁽⁵⁾	1,850 ⁽³⁾⁽⁵⁾

(1) Hitch receivers do not include a hitch ball or ball mounting. The vehicle owner is responsible for obtaining the proper hitch ball, ball mounting, weight-distributing equipment (i.e., equalizing arms and snap-up brackets, sway control system) and other appropriate equipment to tow both the trailer and its cargo load. (2) Not available with 6.7L diesel with 156", 158" and 172" wheelbases. (3) 2.5" receiver. If the provided 2.5" to 2.0" adapter is used, this reduces the Max. Trailer Capacity to 12,500 lbs. and the Max. Tongue Load to 1,250 lbs. (4) Available only with 156", 158" and 172" wheelbases. (5) Available only with 172" wheelbase.

Frontal Area Considerations

Vehicle Line	Frontal Area Limitations/ Considerations	With
F-250/F-350/F-450/F-550 Super Duty	60 sq. ft.	All Applications

Frontal Area is the total area in square feet that a moving vehicle and trailer exposes to air resistance. The chart shows the limitations that must be considered in selecting a vehicle/trailer combination. Exceeding these limitations may significantly reduce the performance of your towing vehicle. Selecting a trailer with a low-drag, rounded front design will help optimize performance and fuel economy.

Rear Axle Ratio Codes

If you do not know the axle ratio of your vehicle, check its Truck Safety Compliance Certification Label (located on the left front door lock facing or the door latch post pillar). Below the bar code, you will see the word AXLE and a two-digit code. Use this chart to find the axle ratio that corresponds to that code:

Vehicle	Rear Axle Ratio	Non-Limited Slip	Limited Slip	Electronic Locking
Super Duty	3.31	31	Not Available	3H
	3.55	35	Not Available	3J
	3.73	37	3L	3E
	4.30	43	4L	4M



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F-Series Pickup slide-in campers.

Slide-In Camper Installation

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

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

Camper Center-of-Gravity

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

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

- Increased capacity front springs (2 Up [4x2] or 1 Up [4x4] upgrade over springs computer-selected based on options ordered. Not included if maximum springs already selected.)
- Rear stabilizer bar (SRW)
- Rear auxiliary springs (F-250)
- Slide-in camper certification

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

Use the chart below to select the proper F-Series Pickup/Camper Combination

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

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

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

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

Maximum Cargo Weight With Slide-In Camper

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

Model	Wheelbase	GVWR (Lbs.)		Maximum Cargo Weight Rating (Lbs.)	
		6.2L	6.7L	6.2L Std./Opt. ¹	6.7L Std./Opt. ¹
F-250 Super Duty (1)					
4x2 Reg. Cab	137.0"	10,000	10,000	3,773/ –	3,033/ –
4x2 SuperCab	141.8"	10,000	10,000	2,943/ –	2,263/ –
4x2 SuperCab	158.0"	10,000	10,000	2,843/ –	2,103/ –
4x2 Crew Cab	156.2"	10,000	10,000	2,723/ –	2,063/ –
4x2 Crew Cab	172.4"	10,000	10,000	2,623/ –	1,883/ –
4x4 Reg. Cab	137.0"	10,000	10,000	3,319/ –	2,629/ –
4x4 SuperCab	141.8"	10,000	10,000	2,549/ –	1,919/ –
4x4 SuperCab	158.0"	10,000	10,000	2,439/ –	1,709/ –
4x4 Crew Cab	156.2"	10,000	10,000	2,339/ –	1,709/ –
4x4 Crew Cab	172.4"	10,000	10,000	2,229/ –	1,499/ –
F-350 Super Duty (1)					
4x2 SRW Reg. Cab(2)	137.0"	10,000	10,500*	3,613/ –	3,473/2,973
4x2 SRW SuperCab(2)	141.8"	10,000	10,700*	2,873/ –	2,903/2,203
4x2 SRW SuperCab(2)	158.0"	10,200*	10,800*	3,003/2,803	2,863/2,063
4x2 SRW Crew Cab(2)	156.2"	10,200*	10,800*	2,893/2,693	2,823/2,023
4x2 SRW Crew Cab(2)	172.4"	10,500*	11,100*	3,053/2,553	2,953/1,853
4x2 SRW Reg. Cab(3)	137.0"	10,500	11,000	4,073/ –	3,923/ –
4x2 SRW SuperCab(3)	141.8"	10,500	11,000	3,333/ –	3,153/ –
4x2 SRW SuperCab(3)	158.0"	10,900	11,500	3,663/ –	3,513/ –
4x2 SRW Crew Cab(3)	156.2"	10,700	11,400	3,343/ –	3,383/ –
4x2 SRW Crew Cab(3)	172.4"	11,000	11,500	3,503/ –	3,303/ –
4x2 DRW Reg. Cab	137.0"	13,500	14,000	6,793/ –	6,603/ –
4x2 DRW SuperCab	158.0"	13,900	14,000	6,293/ –	5,643/ –
4x2 DRW Crew Cab	172.4"	14,000	14,000	6,163/ –	5,423/ –
4x4 SRW Reg. Cab(2)	137.0"	10,400*	10,800*	3,609/3,209	3,349/2,549
4x4 SRW SuperCab(2)	141.8"	10,500*	11,100*	2,989/2,489	2,949/1,849
4x4 SRW SuperCab(2)	158.0"	10,700*	11,200*	3,109/2,409	2,869/1,669
4x4 SRW Crew Cab(2)	156.2"	10,600*	11,200*	2,909/2,309	2,839/1,639
4x4 SRW Crew Cab(2)	172.4"	10,800*	11,200*	2,989/2,189	2,649/1,449
4x4 SRW Reg. Cab(3)	137.0"	11,100	11,500	4,219/ –	3,969/ –
4x4 SRW SuperCab(3)	141.8"	11,100	11,500	3,509/ –	3,259/ –
4x4 SRW SuperCab(3)	158.0"	11,000	11,500	3,319/ –	3,079/ –
4x4 SRW Crew Cab(3)	156.2"	11,300	11,500	3,519/ –	3,059/ –
4x4 SRW Crew Cab(3)	172.4"	11,200	11,500	3,309/ –	2,869/ –
4x4 DRW Reg. Cab	137.0"	13,800	14,000	6,629/ –	6,189/ –
4x4 DRW SuperCab	158.0"	14,000	14,000	5,989/ –	5,249/ –
4x4 DRW Crew Cab	172.4"	14,000	14,000	5,969/ –	5,019/ –
F-450 Super Duty (1)					
4x4 DRW Crew Cab	172.4"	–	14,000	– / –	4,969/ –

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

Know the facts before you tow.



Before you buy

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

After you buy

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

Brakes

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

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

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

Trailer Lamps

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

Safety Chains

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

Trailer Wiring Harness

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

Tips on towing.

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

Weight Distribution

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

Before Starting

- Before setting out on a trip, practice turning, stopping and backing up your trailer in an area away from heavy traffic
- Know clearance required for trailer roof
- Check equipment (make a checklist)

Backing

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

Turning

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

Braking

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

Towing On Hills

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

Parking With A Trailer

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

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

Starting Out Parked On A Grade

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

Acceleration And Passing

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

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

Driving With An Automatic Overdrive Transmission

With certain automatic overdrive transmissions, towing – especially in hilly areas – may cause excessive shifting between overdrive and the next lower gear.

- To eliminate this condition and achieve steadier performance, overdrive can be locked out (see vehicle Owner's Manual)
- If excessive shifting does not occur, use overdrive to optimize fuel economy
- Overdrive may also be locked out to obtain engine braking on downgrades
- When available, select Tow/Haul Mode to automatically eliminate unwanted gear search and help control vehicle speed when going downhill



Metric Conversion – To obtain information in centimeters, multiply feet by 30.48; to obtain information in kilometers, multiply miles by 1.6.

Driving With Speed Control

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

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

Tire Pressure

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

Spare Tire Use

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

On The Road

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

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

High Altitude Operation

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

Powertrain/Frontal Area Considerations

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

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

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

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