

2008

GUIDE TO

TOWING



A Supplement to **TrailerLife**

OFFICIAL TRAILER TOW RATINGS

■ NEW FOR 2008

■ SELECTING A TOW VEHICLE

■ TOWING-PACKAGE ESSENTIALS

■ HITCHING METHODS

■ TOWING TIPS

■ BRAKE CONTROLLERS



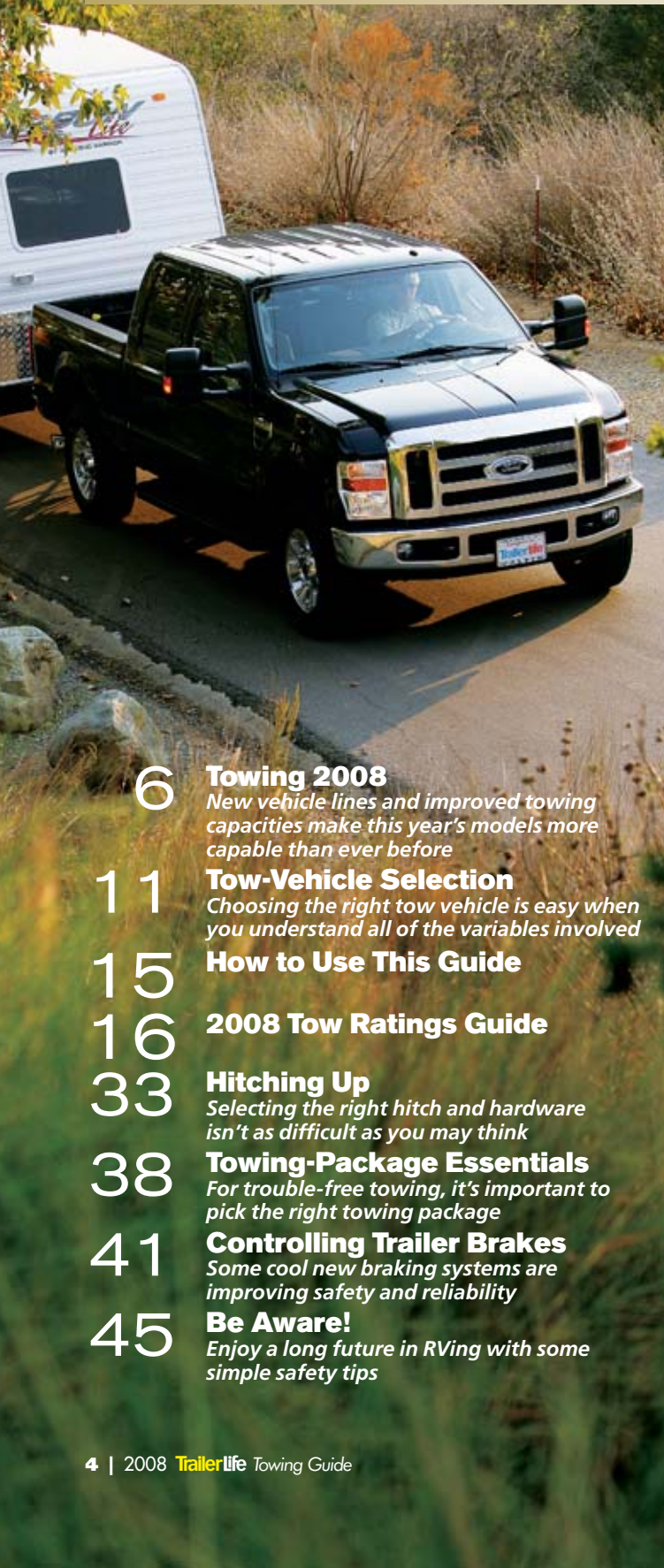
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TrailerLife

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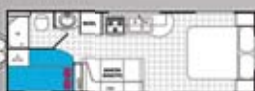
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'08 **TOWING GUIDE**

Towing



Bigger vehicles, higher ratings, more power and improved fuel economy are among this year's highlights

BY CHRIS HEMER

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Ford F-250



Ford F-450 Super Duty



Chevrolet Tahoe Hybrid



Dodge Ram 3500



It was probably seven years ago when an engineer at a full-size truck introduction told us, "These tow ratings can't go much higher. They just can't ... the drivetrains won't take it." That may have been true at the time, but what our friend may not have taken into consideration is the sheer determination of the Big Three to maintain bragging rights. Tranny can't take the torque? Re-engineer it. Rear end won't hold up? Slap a bigger one under there. That would explain why today's trucks are typically more capable than ever before.

And, you've likely noticed another trend: Heavy-duty trucks are getting bigger — as in "massive." Last year, Ford introduced its all-new Super Duty with its 6.4-liter, twin-turbo Power Stroke diesel, and a few months later, GM debuted its much-anticipated all-new heavy-duty lineup. Now, Dodge just introduced the new Ram 4500/5500 series. And, the heavy-duty trucks' capability matches their physicality; Ford's top dog F-450 has a payload of more than 6,000 pounds, and a towing capacity of

16,000 pounds with a conventional hitch and up to 24,500 pounds with a fifth-wheel hitch.

Not to be outdone, GM's HD trucks are available in three cab styles, three cargo-box configurations and five wheelbase lengths, and can tow up to 13,000 pounds with a conventional hitch and 16,500 pounds with a fifth-wheel hitch. And though this may not match the big Ford's number, GM still retains horsepower and torque bragging rights; its revised 6.6-liter Duramax churns out 365 HP and 660 LB-FT of torque (compared to Ford's 350 HP and 650 LB-FT).

Dodge made waves this year with the introduction of its all-new chassis cab trucks, which will give RVers a new choice in the heavy-duty towing game. Available in 3500, 4500 and 5500 designations, these new chassis cab trucks have a number of interesting features that should make them popular with RV upfitters. The 3500 models are available with either the 5.7-liter Hemi or 6.7-liter Cummins, while the 4500 and 5500 trucks come with the

Chevrolet Silverado



GMC Sierra



Hummer H3 Alpha



Nissan Titan



Cummins exclusively. Transmission choices include a six-speed manual (standard), five-speed automatic (optional with Hemi), and six-speed automatic (optional with Cummins). The highest frame strength in the segment (according to Dodge) bestows the 3500 trucks with a gross vehicle weight rating (GVWR) of up to 12,500 pounds, while 4500 and 5500 models boast GVWRs of up to 16,500 and 19,500 pounds, respectively. These attributes, combined with a “clean” frame top (all chassis components are below the top of the frame surface), a number of different wheelbase and cab-to-axle lengths, power take-off capability and a standard exhaust brake are sure to make Dodge a contender for '08 and the future.

Half-ton trucks see a number of improvements this year, as well. GMC's Sierra and Chevy's Silverado, while essentially unchanged, now have the availability of an integrated trailer-brake control — a welcome addition. And half-ton Dodge Ram trucks benefit from a new 4.7-liter V-8 (standard on 4WD models) that pro-

duces 310 HP and 330 LB-FT of torque, a 30-percent and 10-percent boost, respectively. The increased output is attributed to a new cylinder-head design with dual plugs per cylinder and revised ports, as well as a higher compression ratio. The new engine also runs on Ethanol E85, and reportedly is more fuel-efficient as well. The popular Ford F-150, meanwhile, is due for a complete revision next year — but in the meantime, Ford has added a new F-150 XL Super-Crew with either a 5½- or 6½-foot Styleside box.

Of course, trucks aren't the only things that can tow, and there's a lot happening with SUVs and crossovers for '08 as well. Buick's new Enclave is the latest crossover built on GM's Lambda architecture (the GMC Acadia and Saturn Outlook preceded it, and Chevy's version is coming soon), and it is positioned to compete against the likes of Acura and Lexus with a 275-HP V-6, six-speed automatic transmission and seven-passenger seating. Standard features include StabiliTrak stability control, Xenon headlamps, tri-zone climate control and six air bags.

Acura MDX

GM is introducing Chevy Tahoe and GMC Yukon models with its "2-Mode" hybrid system, which is reputed to deliver a 25-percent increase in fuel economy over a comparable non-hybrid model. Created in a partnership between GM, BMW and Chrysler, the 2-Mode system allows the vehicle to be powered by either electric motor, the 6.0-liter V-8 (with Active Fuel Management cylinder-deactivation technology) or both power plants — and, it can still tow 6,000 pounds.

Chrysler is using the same hybrid technology in its Chrysler Aspen and Dodge Durango, claiming a whopping 40-percent increase in fuel economy in the city, and 25 percent on the highway. And yeah, both have a Hemi.

Also all new at the Chrysler camp is the Jeep Liberty, which sheds some of its cutesy appeal in favor of a more masculine look shared by the Commander. Power comes from a 3.7-liter V-6 and standard six-speed manual, or optional four-speed automatic transmission. New front and rear suspension, as well as two 4WD systems are offered, along with features such as hill-descent control and hill-start assist.

Right on the heels of its new Tundra full-size pickup, Toyota is introducing an all-new Highlander and Highlander Hybrid for '08, along with (drumroll, please) an all-new, eight-passenger Land Cruiser. The Highlander is "significantly larger, roomier and more powerful than the vehicle it replaces," according to Toyota, and even though it's also heavier, the company claims an improvement in fuel economy. The Land Cruiser rides on an extra-heavy-duty frame shared with its luxury counterpart, the Lexus LX570. There is an overall length and width increase and, not surprisingly,

Toyota's flagship SUV is powered by the same 381-HP 5.7-liter V-8 found in last year's Tundra. A new Sequoia SUV, also available with 5.7-liter power, is expected to bow soon, although details were not available at presstime.

Nissan has flushed out its popular Titan pickup line with longbed versions of its King Cab and Crew Cab models, as well as a new Pro-4X off-road package, featuring Rancho shock absorbers, a lower final-drive ratio, additional skid plates on the oil pan and transfer case and an electronic locking rear differential. Visual cues include 18-inch alloy wheels and P275/70R18 all-terrain tires, body-colored grille and bumpers, unique instruments, "PRO-4X" embroidered seats and other details.

Clearly, no matter what you plan to tow, and where you plan to tow it, there's a vehicle that will do the job in comfort and style. And with fuel-saving technologies becoming more commonplace, your tow rig can also serve as the family vehicle — whether you're going to the mountains or the mall. **TG**

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Tow-Vehicle Selection



Paying close attention to the tow ratings is necessary to make appropriate model and option choices

BY DUNCAN O'NEAL

Ah, decisions, decisions. With so many choices available in tow vehicles, selecting the one that works best for your application may seem like a monumental task. After all, there are many variables to consider, including budget, brand and towing capacity; it's important to examine them all carefully before making a purchase. Going through the effort to better understand each variable and to account for all of them up front will lead to a more pleasant trailering experience later.

Words of Wisdom

The tow-ratings guide in this section lists the maximum tow ratings for vehicles with specific equipment, but for many vehicles the maximum tow rating is optimistic. Always check with the manufacturer before making a purchase. What follows is a layman's explanation of the terms you need to know which, when combined with readings from a public scale and your own calculator, should help you determine the correct tow rating for the tow vehicle you plan to buy.

Selecting the proper axle ratio is important to performance and fuel economy. The ratio indicates the proportion between the pinion-shaft and ring-gear revolutions.

Gross Combination Weight Rating (GCWR):

The total allowable weight of the truck, the trailer, the cargo in each, fluids and occupants.

Gross Vehicle Weight Rating (GVWR):

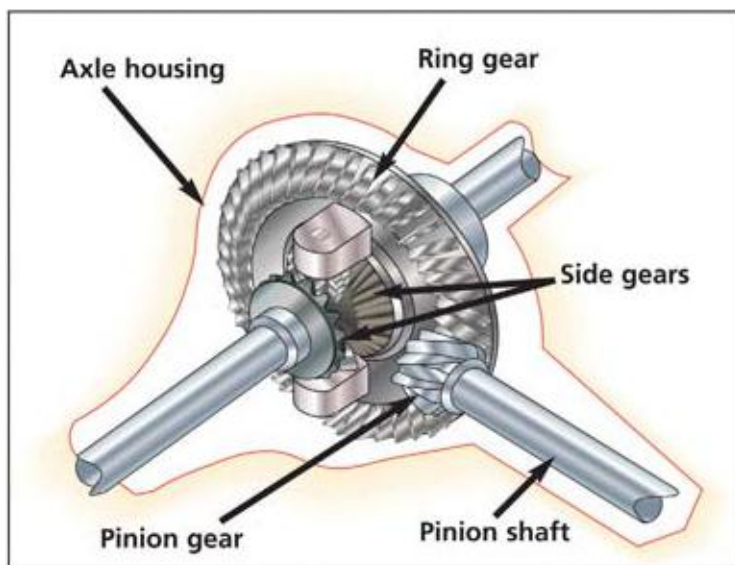
The total allowable weight for the vehicle, including fluids, options, occupants, hitch, cargo and trailer hitch weight. The trailer's GVWR, sometimes referred to as Gross Trailer Weight Rating, is the total allowable weight of the trailer, fluids, occupants, options and cargo.

Gross Axle Weight Rating (GAWR): The total allowable weight on any given individual axle. Note that this includes the weight of the tires, wheels, brakes and axle itself.

Maximum Tow Rating: The manufacturer's weight limit for towed loads. For conventional trailers, this normally includes a hitch-weight limit as well; for fifth-wheels, the pin weight is applied to the truck's GVWR and its rear-axle GAWR.

The GVWR and GAWR for all motor vehicles are listed on the data plate, typically affixed to the driver's door frame, fuel door, glove box, end of the dashboard or other easy-to-access location. Brochures and window stickers may be inaccurate. All trailers should have a weight sticker — normally found in an interior cabinet — that lists the trailer's Unloaded Vehicle Weight (UVW), GVWR, weight added by freshwater and LP-gas and the resulting payload capability.

In many cases, optional equipment — such as air-conditioning units, generators and the fuel they run on — sneaks onboard after weighing, and may not be reflected on the sticker.



And don't forget the fuel-fill tanks that some SURVs offer for campground refueling of motorcycles and ATVs.

The GVWR figures are neither guidelines nor estimates; they are limits, and there are numerous valid reasons the manufacturer arrived at the figures given. If you think these figures are "close enough" or have a fudge-factor percentage built in, think again. Your warranty coverage — and your safety — may be at risk.

There is one sure way to find out what your trailer weighs, and that is to fill it with everything you normally travel with, right down to the soap and soda, and weigh it at a public truck scale. Without forming a long queue, get the hitch weight, axle weight and total weight. Assuming that the axle weight is below the GAWR, the total is below the GVWR and the hitch weight is below the maximum given for your tow vehicle, you can then move on to tow-vehicle selection.

For a new trailer, consult the weight sticker on the unit of your choice on a dealer's lot and refer to the UVW and Cargo Carrying Capacity (CCC).

Estimate how much cargo you will add, being mindful of the GVWR, and use that number while selecting a tow vehicle.

To a lesser extent, tow-vehicle weight is variable as well. Brochures and tow guides frequently list how much a truck weighs, but this

number generally applies to the most basic model in that configuration, without any options. In some cases, distinctions are made by engine, transmission, drive system (2WD or 4WD/AWD) and, in other cases, by cab or bed styles. If the dealer does not have a vehicle equipped as you want that is available to weigh, or cannot provide option weights, you can form rough estimates.

Bigger engines add weight, diesels more so because they come with additional accessories; 700 pounds more than the standard gas engine is common. Add up to 175 pounds for an optional transmission, about 400 pounds for 4WD and a bit less than 300 pounds for longer beds. Then add other options such as luxury-trim levels, as all those electric motors add up. The towing package and hitch could go another 100 pounds, and even larger wheels, two-tone paint and exterior trim can also have an effect.

The following is how to calculate the realistic towing capacity of the vehicle that interests you.

For example: Consider a fictional one-ton longbed, diesel, extended cab, 2WD, single-rear-wheel pickup set up for towing. We'll arbitrarily assign it a GVWR of 9,900 pounds, a front GAWR of 5,000 pounds, a rear GAWR of 6,824 pounds, a GCWR of 23,000 pounds and a quoted maximum tow rating of 17,000 pounds.

As is often the case in single-rear-wheel trucks, the rear axle's GAWR on this truck is derived from each tire's maximum load of 3,412 pounds. Pickups such as this normally start at more than 6,000 pounds, and with a diesel, automatic and nice trim, figure that with a full tank of fuel and hitch, this unit weighs 7,000 pounds. If we add two "standard-size" people (154 pounds each), a few tools and some cargo, it weighs 7,500 pounds. That is split to 4,000 pounds on the front axle, and 3,500 pounds on the rear axle.

The first thing you should have noticed is that the maximum tow rating cannot apply with the truck fully loaded because GCWR (23,000) minus GVWR (9,900) leaves 13,100 pounds — about two tons less than quoted towing ability. After adding options and people to the example truck, and subtracting that value (7,500) from GCWR (23,000), the effective working tow

rating of the truck becomes 15,500 pounds, about 1,500 pounds less than the truck's quoted maximum towing rating.

However, you have yet to check all the numbers and verify that a 15,500-pound trailer will work. If that trailer is a fifth-wheel and has 20 percent of its weight on the pin, that adds 3,100 pounds to the back of the truck. This would make the truck overweight — its 7,500-pound ready-to-roll weight plus the 3,100 pounds on the pin equals 10,600 pounds — 700 pounds more than the truck's GVWR, and just 224 pounds shy of the rear-axle limit of 6,824 pounds.

SUVs cannot always escape either. The vehicle's loaded weight must be subtracted from the GCWR to determine the realistic tow rating.

Consider This

The tow-ratings chart lists vehicle-towing maximums segregated by engine, cab style, drive and single- or dual-rear wheels as appropriate. In general, assume the maximum tow rating always requires a towing package — special towing equipment (see "Towing-Package Essentials" on page 38) — and the highest numerical axle ratio offered, and as the example shows, maximums can be confusing. You can do your own estimates by starting with the information given and keeping the following generalizations in mind.

Transmission: For the majority of vehicles, automatic transmissions offer the higher tow ratings when they vary by transmission. On heavy-duty (HD) models, the difference may be 1,000 pounds or less, and on lighter-duty vehicles, a manual might rate a 2,000-pound lower tow rating. Exceptions include high-output engines that are available only with manual gearboxes, vehicles where the manual weighs more than the automatic and transmissions in vehicles designed for high performance and not towing.

Axle Ratio: Lower gearing (the numerically higher ratios, e.g. 4.10:1, 4.56:1, as opposed to 3.55:1, 3.73:1), typically produces the highest tow ratings because of greater torque multiplication. There is wide variance in the axle ratio's effect on tow rating, with some diesel-powered rigs varying only a few hundred pounds. On others, changing from a 3.73:1 to a

4.30:1 sometimes increases the tow rating by 3,500 pounds. In the past, some ratings have increased by a factor greater than three (from 2,000 to 7,100 pounds) simply by using a different axle ratio. Lower gearing will also make your vehicle accelerate quicker up to 50-55 MPH. In general, a one-step drop in axle ratio (4.10:1 to 3.73:1) on an HD pickup will drop tow rating and GCWR by a ton.

Lower gearing has an adverse effect on fuel economy, but it's usually not proportional to the gain in towing ability. Under the best circumstances, the difference between the highest and lowest gear ratios offered (say, 3.42:1 and 4.10:1) results in a 1.5-MPG decrease in non-towing, steady state-highway cruising. In most conditions that change is less than 1 MPG, and if you tow a relatively heavy trailer a lot, there's no question that the lowest gearing is best.

Drive System: Vehicles that drive only two wheels, be they front or rear, generally have higher tow ratings (all other things being equal). Even though modern 4WD and AWD systems are quite efficient, a small amount of parasitic loss uses up energy. More importantly, 4WD systems add weight — easily up to 400 pounds on some HD pickups — and that weight frequently comes off the tow rating. Unless the GCWR and GVWR are higher, a 4WD version will probably tow a few hundred pounds less than its 2WD counterpart.

Towing Package: If you can order a towing package, do so. Not only is it usually required to get the top tow rating, the contents rarely can be duplicated for the original cost — and it will add to resale value. Frequently you can see the hitch or tow plug, but there are often changes to the wiring system (including up-rated wire and fuses), alternator, battery, cooling system, power steering and lubricants.

Bed Length/Style: If there's a difference, a longbed truck may rate slightly lower in tow capacity — 150-250 pounds — because the longer bed adds weight. On other cases there is no change because the longer wheelbase is beneficial. Note that the more "styled" beds marketed under a variety of names typically are heavier than conventional slab-sided beds, and that cab-and-chassis figures do not reflect any bed unless otherwise noted. A steel bed for a

medium-duty cab-and-chassis could quickly eat up an entire ton of its GCWR.

Single or Dual Rear Wheels: Most people assume that a dually pickup will have a higher tow rating than a single-rear wheel unit, but this is not correct. In many cases the GCWR is limited by factors other than the number of rear wheels and does not change, and in those cases the weight of the wider axle, bigger brakes and two more tires and wheels is subtracted from the GCWR. The dually no doubt provides a more stable towing platform for the heavier trailers, although not always with the highest tow rating.

Tires: Wheel sizes continue to grow commensurate with their popularity, with some tow vehicles offering 20-inch-diameter wheels as factory options. However, using a larger wheel and lower-profile tire means a smaller air cushion and lower tire sidewall, to the extent that tow ratings generally drop whenever the wheel size increases. Be sure to read the fine print on the packaging carefully.

The Hardware Store

Before purchasing any vehicle for towing, ensure that the equipment required is available for your vehicle. You may find that the new-kid-on-the-block is a very capable tow vehicle, but no one makes a fifth-wheel hitch for it. Also beware of hitch-ball and receiver ratings, as some trucks are rated for heavier loads than any easily found hardware can handle, and therefore may require special-order parts.

Before making a purchase of a new vehicle, we also suggest that you acquire the manufacturer's comprehensive towing guide, available online or at dealerships. Be sure to read the fine print in the guide because in many cases the maximum rating may apply only to one particular version and be for a fifth-wheel trailer; many larger pickups may have their actual tow rating limited by the hitch and hardware.

Remember that the powertrains used in some vehicles may not be available in each of the 50 states or Canada. Also, keep in mind that manufacturers provide tow ratings based on a fully loaded vehicle, one with two or four passengers or a vehicle with just a driver on board, and in some cases tow ratings include frontal area of the trailer as a consideration. **TG**

TrailerLife Towing 2008**How to Use This Guide**

Under each vehicle brand, you will find three headings: Vehicle, Engine and Tow Limit (LB). The vehicle heading describes the vehicle model and/or configuration, and indicates whether the vehicle is 2WD (either front or rear), 4WD or AWD. The engine heading shows the engine size expressed in liters, followed by the configuration (I = Inline, V as in V-6 or V-8, etc.) and the number of cylinders. Under "tow limit," you'll find the manufacturer's stated maximum tow capacity for that vehicle. In many cases, you may note a letter(s) and/or symbol(s) after the model or tow rating, which indicates a footnote listing specific requirements for that rating, such as a certain drive-axle gear ratio. When letters or symbols are separated by a comma, this indicates that more than one footnote applies; when separated by a forward slash (/) either/or can apply.

A slash may also be used to separate two different transmission types (manual/automatic); and/or two hitch types (conventional and fifth-wheel or gooseneck); and models, if the ratings differ depending on how the vehicle is equipped. In all of these instances, ratings relative to the model or its equipment will be listed in respective order under the tow limit heading. Example:

Vehicle	Engine	Tow Limit (LB) Man/Auto
Colorado/ Canyon CC 2WD	2.9L I-4	2,100 (g)/3,000 (g)
OR		
Vehicle	Engine	Tow Limit (LB)
Trailblazer/Envoy 2WD	4.2L I-6	5,400 (e)b/5,300 (e)

Moreover, the ratings are listed in a similar manner to the manufacturers. For example, Ford lists conventional and fifth-wheel ratings separately, while GM lists them together. Likewise, some manufacturers list automatic and manual-transmission-equipped models under separate headings, others under the same headings with a separate column that denotes the transmission type.

In previous guides, we've listed footnotes relating to gear ratio, bed type, etc. underneath each brand or vehicle family. This year, we've consolidated most of these notes in a "key to charts" that provides quick reference to the footnotes and what they mean. In cases where there are footnotes specific to a brand or model, they are listed immediately under that section. These are divided into two types: "Notes" which clue you into specific limitations (differences in ratings in the same model, etc.), and "manufacturer's notes" which are directly from the manufacturer's literature. If there is no footnote or no indication whether the rating is a 2WD or 4WD model, for example, then there is only one configuration that can tow that amount, or all configurations tow the same amount.

When considering a certain vehicle for purchase based on its tow rating, make sure to consult with the dealer and/or manufacturer's towing guide to get specifics on what that tow rating is based on. For example, many tow ratings are based on an unloaded vehicle with one occupant; if you normally travel with your family and equipment, you must deduct passenger/equipment weight accordingly to arrive at that vehicle's actual towing capacity in your application. Most trailer weights are based on the assumption that you will be using a weight-distributing hitch (and rightfully so), and have drastically reduced ratings for the same application using a weight-carrying hitch.

Finally, remember that every effort has been made to ensure the accuracy of this guide, but many of the ratings contained in it were considered "preliminary" by the manufacturer at the time of this writing (which is before "official" ratings have been released in many cases). Most of the time, the numbers don't change when the official ratings are released, but in some instances, they do. As such, it's important to remember that the final word as to towing limit should come from the manufacturer of the vehicle you are considering. **TG**

Trailer Life 2008 **Tow Rating**

Key To Charts

a = Automatic Transmission
a4 = Automatic Transmission, four speeds
a5 = Automatic Transmission, five speeds
a6 = Automatic Transmission, six speeds
m = Manual Transmission

b = 3.08:1 axle ratio **i** = 4.10:1 axle ratio
c = 3.21:1 axle ratio **j** = 4.30:1 axle ratio
d = 3.23:1 axle ratio **k** = 4.44:1 axle ratio
e = 3.42:1 axle ratio **l** = 4.56:1 axle ratio
f = 3.55:1 axle ratio **n** = 4.88:1 axle ratio
g = 3.73:1 axle ratio **o** = 5.38:1 axle ratio
h = 3.92:1 axle ratio

AWD = All-Wheel Drive
CC = Crew Cab
KC = King Cab
QC = Quad Cab
SWB = Short Wheelbase
LWB = Long Wheelbase
DRW = Dual Rear Wheels
CV = Cargo Van
PV = Passenger Van
RCC = Regular Chassis Cab
SCC = Super Chassis Cab
CCC = Crew Chassis Cab

TD = Turbodiesel
TC = Turbocharged
SC = Supercharged
NA = Not applicable, or not available

t = Towing package required.
x = Trailer brakes required.

Acura

Vehicle	Engine	Tow Limit (LB)
MDX	3.7L V-6	5,000

Audi

Vehicle	Engine	Tow Limit (LB)
Q7	3.6L V-6	5,500
Q7	3.6L V-6	6,600 (t)
Q7	4.3L V-8	5,500
Q7	4.3L V-8	6,600 (t)

BMW

Vehicle	Engine	Tow Limit (LB)
X3 3.0si	3.0L I-6	3,500
X5 3.0si	3.0L I-6	6,000
X5 4.8Li	4.8L V-8	6,000

Buick

Vehicle	Engine	Tow Limit (LB)
Enclave	3.6L V-6	4,500 (t)

Cadillac

Vehicle	Engine	Tow Limit (LB)
Escalade 2WD	6.2L V-8	8,000
Escalade AWD	6.2L V-8	7,900
Escalade ESV	6.2L V-8	7,400
Escalade EXT	6.2L V-8	7,400
SRX	3.6L V-6	4,250 (t)
SRX	4.6L V-8	4,250 (t)

Chevrolet/GMC

Vehicle	Engine	Tow Limit (LB)
Acadia	3.6L V-6	4,500 (t)

Chevy Colorado/GMC Canyon

Vehicle	Engine	Tow Limit (LB) Man/Auto
Colorado/ Canyon Reg Cab 2WD	2.9L I-4	2,400 (g)/3,400 (g)
Colorado/ Canyon Reg Cab 2WD	3.7L I-5	NA/4,000 (g)
Colorado/ Canyon Ext Cab 2WD	2.9L I-4	2,200 (g)/3,200 (g)
Colorado/ Canyon Ext Cab 2WD	3.7L I-5	NA/5,500 (g)
Colorado/ Canyon Ext Cab 2WD	5.3L V-8	NA/6,000 (e)
Colorado/ Canyon Ext Cab 2WD	5.3L V-8	NA/4,000 (e)**
Colorado/ Canyon CC 2WD	2.9L I-4	2,100 (g)/3,000 (g)

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Colorado/ Canyon CC 2WD	3.7L I-5	NA/5,500 (g)
Colorado/ Canyon CC 2WD	5.3L V-8	NA/6,000 (e)
Colorado/ Canyon CC 2WD	5.3L V-8	NA/3,800 (e)**
Colorado/ Canyon Reg Cab 4WD	2.9L I-4	2,100 (g or i)/ 3,000 (g)
Colorado/ Canyon Reg Cab 4WD	3.7L I-5	NA/4,000 (g)
Colorado/ Canyon Ext Cab 4WD	2.9L I-4	1,900 (g or i)/ 2,900 (g or i)
Colorado/ Canyon Ext Cab 4WD	3.7L I-5	NA/5,500 (g)
Colorado/ Canyon Ext Cab 4WD	5.3L V-8	NA/6,000 (e)
Colorado/ Canyon CC 4WD	3.7L I-5	NA/5,500 (g)
Colorado/ Canyon CC 4WD	5.3L V-8	NA/6,000 (e)

**With the ZQ8 Suspension Package.

Chevy Equinox, Uplander

Vehicle	Engine	Tow Limit (LB)
Chevy Equinox	All	3,500
Chevy Uplander	3.9L V-6	3,500 (t)

Chevy Express/GMC Savana

Vehicle	Engine	Tow Limit (LB)
Express/Savana 1500 SWB CV 2WD	4.3L V-6	4,400 (g)
Express/Savana 1500 SWB CV 2WD	5.3L V-8	6,700 (g)
Express/Savana 1500 SWB CV AWD	5.3L V-8	6,500 (g)
Express/Savana 1500 SWB PV 2WD	5.3L V-8	6,300 (g)
Express/Savana 1500 SWB PV AWD	5.3L V-8	6,000 (g)
Express/Savana 2500 SWB CV 2WD	4.8L V-8	6,400 (g)
Express/Savana 2500 SWB CV 2WD	4.8L V-8	7,400 (i)
Express/Savana 2500 SWB CV 2WD	6.0L V-8	8,400 (g)
Express/Savana 2500 SWB CV 2WD	6.0L V-8	10,000 (i)
Express/Savana 2500 LWB CV 2WD	4.8L V-8	6,100 (g)
Express/Savana 2500 LWB CV 2WD	4.8L V-8	7,100 (i)
Express/Savana 2500 LWB CV 2WD	6.0L V-8	8,200 (g)
Express/Savana 2500 LWB CV 2WD	6.0L V-8	10,000 (i)
Express/Savana 2500 SWB PV 2WD	6.0L V-8	7,700 (g)
Express/Savana 3500 SWB CV 2WD	4.8L V-8	6,300 (g)
Express/Savana 3500 SWB CV 2WD	4.8L V-8	7,300 (i)
Express/Savana 3500 SWB CV 2WD	6.0L V-8	8,400 (g)
Express/Savana 3500 SWB CV 2WD	6.0L V-8	10,000 (i)
Express/Savana 3500 LWB CV 2WD	4.8L V-8	6,100 (g)
Express/Savana 3500 LWB CV 2WD	4.8L V-8	7,100 (i)
Express/Savana 3500 LWB CV 2WD	6.0L V-8	8,200 (g)
Express/Savana 3500 LWB CV 2WD	6.0L V-8	10,000 (i)

Express/Savana 3500 SWB PV 2WD 6.0L V-8 7,600 (g)

Express/Savana 3500 LWB PV 2WD 6.0L V-8 7,300 (g)

NOTE: Availability of certain engine/chassis combinations varies between Chevy/GMC models. See your dealer for details.

Chevy Avalanche

Vehicle	Engine	Tow Limit (LB)
Avalanche 1500 2WD	5.3L V-8	7,200 (g)
Avalanche 1500 2WD	5.3L V-8	8,200 (i)
Avalanche 1500 2WD	6.0L V-8	8,000 (i)
Avalanche 1500 4WD	5.3L V-8	7,000 (g)
Avalanche 1500 4WD	5.3L V-8	8,000 (i)
Avalanche 1500 4WD	6.0L V-8	7,700 (i)

Chevy Silverado/GMC Sierra, Light Duty, Regular Cab, Standard Bed

Vehicle	Engine	Tow Limit (LB)
1500 Reg Cab Std Bed 2WD	4.3L V-6	4,800 (d)
1500 Reg Cab Std Bed 2WD	4.3L V-6	5,300 (g)
1500 Reg Cab Std Bed 2WD	4.8L V-8	5,200 (e)
1500 Reg Cab Std Bed 2WD	4.8L V-8	7,200 (g)
1500 Reg Cab Std Bed 2WD	5.3L V-8	7,200 (e)
1500 Reg Cab Std Bed 2WD	5.3L V-8	8,200 (g)
1500 Reg Cab Std Bed 4WD	4.3L V-6	5,100 (g)
1500 Reg Cab Std Bed 4WD	4.8L V-8	5,900 (e)
1500 Reg Cab Std Bed 4WD	4.8L V-8	7,900 (i)
1500 Reg Cab Std Bed 4WD	5.3L V-8	7,900 (g)
1500 Reg Cab Std Bed 4WD	5.3L V-8	8,900 (i)

Chevy Silverado/GMC Sierra, Light Duty, Regular Cab, Longbed

Vehicle	Engine	Tow Limit (LB)
1500 Reg Cab LB 2WD	4.3L V-6	4,700 (d)
1500 Reg Cab LB 2WD	4.3L V-6	5,200 (g)
1500 Reg Cab LB 2WD	4.8L V-8	5,100 (d)
1500 Reg Cab LB 2WD	4.8L V-8	7,100 (g)
1500 Reg Cab LB 2WD	5.3L V-8	7,000 (e)
1500 Reg Cab LB 2WD	5.3L V-8	8,000 (g)
1500 Reg Cab LB 4WD	4.3L V-6	4,900 (g)
1500 Reg Cab LB 4WD	4.8L V-8	5,900 (e)
1500 Reg Cab LB 4WD	4.8L V-8	7,900 (i)
1500 Reg Cab LB 4WD	5.3L V-8	7,900 (g)
1500 Reg Cab LB 4WD	5.3L V-8	8,900 (i)

Manufacturer's note: Fifth-wheel kingpin weight should be 15-25 percent of trailer weight, up to 1,500 LB maximum.

Chevy Silverado/GMC Sierra, Light Duty, Extended Cab, Shortbed

Vehicle	Engine	Tow Limit (LB)
1500 Ext Cab Shortbed 2WD	4.3L V-6	4,400 (d)
1500 Ext Cab Shortbed 2WD	4.3L V-6	4,900 (g)
1500 Ext Cab Shortbed 2WD	4.8L V-8	4,800 (d)
1500 Ext Cab Shortbed 2WD	4.8L V-8	6,800 (g)
1500 Ext Cab Shortbed 2WD	5.3L V-8	6,800 (g)
1500 Ext Cab Shortbed 2WD	5.3L V-8	7,800 (g)
1500 Ext Cab Shortbed 2WD	6.0L V-8	8,800 (g)
1500 Ext Cab Shortbed 4WD	4.8L V-8	5,500 (e)
1500 Ext Cab Shortbed 4WD	4.8L V-8	7,500 (i)
1500 Ext Cab Shortbed 4WD	5.3L V-8	7,500 (g)
1500 Ext Cab Shortbed 4WD	5.3L V-8	8,500 (i)
1500 Ext Cab Shortbed 4WD	6.0L V-8	8,500 (g)

Manufacturer's note: Shortbed models are not designed or intended to tow fifth-wheel trailers.

Chevy Silverado/GMC Sierra, Light Duty, Extended Cab, Standard Bed

Vehicle	Engine	Tow Limit (LB)
1500 Ext Cab Std Bed 2WD	4.3L V-6	4,300 (d)
1500 Ext Cab Std Bed 2WD	4.3L V-6	4,800 (g)
1500 Ext Cab Std Bed 2WD	4.8L V-8	4,700 (d)
1500 Ext Cab Std Bed 2WD	4.8L V-6	6,700 (g)
1500 Ext Cab Std Bed 2WD	5.3L V-8	6,700 (g)
1500 Ext Cab Std Bed 2WD	5.3L V-8	7,700 (g)
1500 Ext Cab Std Bed 2WD	6.0L V-8	8,800 (g)
1500 Ext Cab Std Bed 2WD	6.0L V-8	10,200 (g)**
1500 Ext Cab Std Bed 4WD	4.8L V-8	5,500 (g)
1500 Ext Cab Std Bed 4WD	4.8L V-8	7,500 (i)
1500 Ext Cab Std Bed 4WD	5.3L V-8	7,500 (g)
1500 Ext Cab Std Bed 4WD	5.3L V-8	8,500 (i)
1500 Ext Cab Std Bed 4WD	6.0L V-8	8,500 (g)
1500 Ext Cab Std Bed 4WD	6.0L V-8	10,500 (i)**

Manufacturer's note: Fifth-wheel kingpin weight should be 15-25 percent of trailer weight, up to 1,500 lb maximum. *Denali model. **NHT Enhanced Trailering Performance Package required.

Chevy Silverado/GMC Sierra, Light Duty, Extended Cab, Long Box

Vehicle	Engine	Tow Limit (LB)
1500 Ext Cab LB 2WD	5.3L V-8	6,500 (e)
1500 Ext Cab LB 2WD	5.3L V-8	7,500 (g)
1500 Ext Cab LB 4WD	5.3L V-8	7,300 (g)
1500 Ext Cab LB 4WD	5.3L V-8	8,300 (i)

Manufacturer's note: Fifth-wheel kingpin weight should be 15-25 percent of trailer weight, up to 1,500 lb maximum.

Chevy Silverado/GMC Sierra, Light Duty, Crew Cab Shortbed

Vehicle	Engine	Tow Limit (LB)
1500 CC Shortbed 2WD	4.8L V-8	4,600 (d)
1500 CC Shortbed 2WD	4.8L V-8	6,600 (g)
1500 CC Shortbed 2WD	5.3L V-8	6,600 (e)
1500 CC Shortbed 2WD	5.3L V-8	7,600 (g)
1500 CC Shortbed 2WD	6.0L V-8	8,700 (g)
1500 CC Shortbed 2WD	6.0L V-8	10,200 (g)**
1500 CC Shortbed 2WD	6.2L V-8	8,600 (e)*
1500 CC Shortbed 4WD	4.8L V-8	5,400 (e)
1500 CC Shortbed 4WD	4.8L V-8	7,400 (i)
1500 CC Shortbed 4WD	5.3L V-8	7,500 (g)
1500 CC Shortbed 4WD	5.3L V-8	8,500 (i)
1500 CC Shortbed 4WD	6.0L V-8	8,400 (g)
1500 CC Shortbed 4WD	6.0L V-8	10,500 (i)**
1500 CC Shortbed 4WD	6.2L V-8	8,400 (e)*

Manufacturer's note: Shortbed models are not designed or intended to tow fifth-wheel trailers. *Denali model. **NHT Enhanced Trailering Performance Package required.

Chevy Silverado/GMC Sierra, 2500 Series

Vehicle	Engine	Tow Limit (LB)
2500 Reg Cab LB 2WD	6.0L V-8	10,400 (g)
2500 Reg Cab LB 2WD	6.0L V-8	12,900 (i)
2500 Reg Cab LB 2WD	6.6L TD V-8	15,800 (g)
2500 Reg Cab LB 4WD	6.0L V-8	10,200 (g)
2500 Reg Cab LB 4WD	6.0L V-8	12,700 (i)
2500 Reg Cab LB 4WD	6.6L TD V-8	15,500 (g)
2500 Ext Cab Std Bed 2WD	6.0L V-8	10,200 (g)
2500 Ext Cab Std Bed 2WD	6.0L V-8	12,700 (i)
2500 Ext Cab Std Bed 2WD	6.6L TD V-8	15,400 (g)
2500 Ext Cab Std Bed 4WD	6.0L V-8	9,900 (g)
2500 Ext Cab Std Bed 4WD	6.0L V-8	12,400 (i)
2500 Ext Cab Std Bed 4WD	6.6L TD V-8	14,300 (g)
2500 Ext Cab LB 2WD	6.0L V-8	10,000 (g)
2500 Ext Cab LB 2WD	6.0L V-8	12,500 (i)
2500 Ext Cab LB 2WD	6.6L TD V-8	15,000 (g)
2500 Ext Cab LB 4WD	6.0L V-8	9,700 (g)
2500 Ext Cab LB 4WD	6.0L V-8	12,200 (i)
2500 Ext Cab LB 4WD	6.6L TD V-8	13,400 (g)
2500 CC Std Bed 2WD	6.0L V-8	10,000 (g)
2500 CC Std Bed 2WD	6.0L V-8	12,900 (i)
2500 CC Std Bed 2WD	6.6L TD V-8	15,200 (g)
2500 CC Std Bed 4WD	6.0L V-8	9,900 (g)
2500 CC Std Bed 4WD	6.0L V-8	12,400 (i)
2500 CC Std Bed 4WD	6.6L TD V-8	13,600 (g)
2500 CC LB 2WD	6.0L V-8	9,900 (g)
2500 CC LB 2WD	6.0L V-8	12,400 (i)

2500 CC LB 2WD	6.6L TD V-8	14,400 (g)
2500 CC LB 4WD	6.0L V-8	9,600 (g)
2500 CC LB 4WD	6.0L V-8	12,100 (i)
2500 CC LB 4WD	6.6L TD V-8	12,500 (g)

Manufacturer's note: Fifth-wheel kingpin weight should be 15-25 percent of trailer weight up to 3,000 lb. Travel-trailer rating limited to 13,000 lb with weight-distributing hitch.

Chevy Silverado/GMC Sierra, 3500 Series

Vehicle	Engine	Tow Limit (LB)
3500 Reg Cab 2WD	6.0L V-8	10,100 (g)
3500 Reg Cab 2WD	6.0L V-8	12,600 (i)
3500 Reg Cab 4WD	6.0L V-8	9,900 (g)
3500 Reg Cab 4WD	6.0L V-8	12,400 (i)
3500 Reg Cab 4WD	6.6L TD V-8	15,300 (g)
3500 Reg Cab 4WD DRW	6.0L V-8	9,700 (g)
3500 Reg Cab 4WD DRW	6.0L V-8	12,200 (i)
3500 Reg Cab 4WD DRW	6.6L TD V-8	16,500 (g)
3500 Ext Cab 2WD	6.0L V-8	9,700 (g)
3500 Ext Cab 2WD	6.0L V-8	12,200 (i)
3500 Ext Cab 2WD	6.6L TD V-8	15,100 (g)
3500 Ext Cab 2WD DRW	6.0L V-8	9,500 (g)
3500 Ext Cab 2WD DRW	6.0L V-8	12,000 (i)
3500 Ext Cab 2WD DRW	6.6L TD V-8	16,300 (g)
3500 Ext Cab 4WD	6.0L V-8	9,500 (g)
3500 Ext Cab 4WD	6.0L V-8	12,000 (i)
3500 Ext Cab 4WD	6.6L TD V-8	14,900 (g)
3500 Ext Cab 4WD DRW	6.0L V-8	9,200 (g)
3500 Ext Cab 4WD DRW	6.0L V-8	11,700 (i)
3500 Ext Cab 4WD DRW	6.6L TD V-8	16,000 (g)
3500 CC 2WD	6.0L V-8	9,600 (g)
3500 CC 2WD	6.0L V-8	12,100 (i)
3500 CC 2WD	6.6L TD V-8	14,900 (g)
3500 CC 2WD DRW	6.0L V-8	9,300 (g)
3500 CC 2WD DRW	6.0L V-8	11,800 (i)
3500 CC 2WD DRW	6.6L TD V-8	16,200 (g)
3500 CC 4WD	6.0L V-8	9,300 (g)
3500 CC 4WD	6.0L V-8	11,800 (i)
3500 CC 4WD	6.6L TD V-8	14,600 (g)
3500 CC 4WD DRW	6.0L V-8	9,100 (g)
3500 CC 4WD DRW	6.0L V-8	11,600 (i)
3500 CC 4WD DRW	6.6L TD V-8	15,900 (g)

Shortbed = 69.3 inches; Standard Bed = 78.7 inches; Longbed = 97.6 inches.

*Denali model. **NHT Enhanced Trailering Performance Package required.

Chevy Tahoe and Suburban, GMC Yukon, Yukon XL, Yukon Denali and Yukon XL Denali, 1500 Series

Vehicle	Engine	Tow Limit (LB)
Tahoe/Yukon 2WD	4.8L V-8	4,500 (d)
Tahoe/Yukon 2WD	4.8L V-8	6,500 (g)
Tahoe/Yukon 2WD	5.3L V-8	6,500 (d)
Tahoe/Yukon 2WD	5.3L V-8	7,500 (g)
Yukon 2WD Hybrid	6.0L V-8	6,200
Tahoe/Yukon 4WD	5.3L V-8	7,200 (g)
Tahoe/Yukon 4WD	5.3L V-8	8,200 (i)
Yukon 4WD Hybrid	6.0L V-8	6,000
Yukon Denali AWD	6.2L V-8	7,900 (e)
Yukon Denali 2WD	6.2L V-8	8,000 (e)
Suburban/Yukon XL 2WD	5.3L V-8	7,100 (g)
Suburban/Yukon XL 2WD	5.3L V-8	8,100 (i)
Suburban/Yukon XL 2WD	6.0L V-8	8,100 (i)
Suburban/Yukon XL 4WD	5.3L V-8	7,000 (g)
Suburban/Yukon XL 4WD	5.3L V-8	8,000 (i)
Suburban/Yukon XL 4WD	6.0L V-8	8,000 (i)
Yukon Denali XL AWD	6.2L V-8	7,900 (e)
Yukon Denali XL 2WD	6.2L V-8	8,000 (e)

Chevy Suburban, GMC Yukon XL, 2500 Series

Vehicle	Engine	Tow Limit (LB)
Suburban/Yukon XL 2WD	6.0L V-8	9,700
Suburban/Yukon XL 4WD	6.0L V-8	9,300

Chevy TrailBlazer/ GMC Envoy, Envoy Denali/Envoy Denali XL

Vehicle	Engine	Tow Limit (LB)
TrailBlazer/Envoy 2WD	4.2L I-6	5,400 (e)/5,300 (e)
TrailBlazer/Envoy 2WD	4.2L I-6	5,900 (g)/5,800 (g)
TrailBlazer/Envoy 2WD	4.2L I-6	6,400 (i)/6,300 (i)
TrailBlazer/Envoy 2WD	5.3L V-8	6,300 (e)/6,100 (e)
TrailBlazer/Envoy 2WD	5.3L V-8	6,800 (g)/6,600 (g)
TrailBlazer/Envoy 4WD	4.2L I-6	5,200 (e)
TrailBlazer/Envoy 4WD	4.2L I-6	5,700 (g)
TrailBlazer/Envoy 4WD	4.2L I-6	6,200 (i)
TrailBlazer/Envoy 4WD	5.3L V-8	6,100 (e)/6,000 (e)
TrailBlazer/Envoy 4WD	5.3L V-8	6,600 (g)/6,500 (g)
TrailBlazer SS 2WD	6.0L V-8	6,800 (i)
TrailBlazer SS AWD	6.0L V-8	6,600 (i)

Chrysler /Dodge

Vehicle	Engine	Tow Limit (LB)
300	3.5L V-6	2,000
300	5.7L V-8	2,000

Aspen Limited 2WD	4.7L V-8	5,950 (f)
Aspen Limited 2WD	5.7L V-8	7,400 (f)
Aspen Limited 2WD	5.7L V-8	8,900 (h)
Aspen Limited 4WD	4.7L V-8	5,750 (f)
Aspen Limited 4WD	5.7L V-8	7,200 (f)
Aspen Limited 4WD	5.7L V-8	8,700 (h)
Caliber	2.4L I-4	2,000 (t)
Charger	3.5L V-6	2,000
Charger	5.7L V-8	2,000
Grand Caravan	3.8L V-6	3,600 (t)
Grand Caravan	4.0L V-6	3,600 (t)
Pacifica 2WD/AWD	4.0L V-6	2,600
Town and Country	3.8L V-6	3,600 (t)
Town and Country	4.0L V-6	3,600 (t)

Dakota

Vehicle	Engine	Tow Limit (LB)
Dakota Ext Cab Shortbed 2WD	3.7L V-6	3,250 (m,c)
Dakota Ext Cab Shortbed 2WD	3.7L V-6	4,550 (a,f)
Dakota Ext Cab Shortbed 2WD	3.7L V-6	4,850 (a4,h)
Dakota Ext Cab Shortbed 2WD	4.7L V-8	5,850 (a5,f)
Dakota Ext Cab Shortbed 2WD	4.7L V-8	7,050 (a5,h)
Dakota Ext Cab Shortbed 4WD	3.7L V-6	3,850 (m,f)
Dakota Ext Cab Shortbed 4WD	3.7L V-6	4,650 (a4,h)
Dakota Ext Cab Shortbed 4WD	4.7L V-8	5,600 (a5,f)
Dakota Ext Cab Shortbed 4WD	4.7L V-8	6,800 (a5,h)
Dakota CC Shortbed 2WD	3.7L V-6	3,150 (m,c)
Dakota CC Shortbed 2WD	3.7L V-6	4,450 (a4,f)
Dakota CC Shortbed 2WD	3.7L V-6	4,750 (a4,h)
Dakota CC Shortbed 4WD	3.7L V-6	3,800 (m,f)
Dakota CC Shortbed 4WD	3.7L V-6	4,600 (a4,h)
Dakota CC Shortbed 4WD	4.7L V-8	5,550 (a5,f)

Note: Dakota ST model tow ratings shown for V-6 models; SLT model tow ratings shown for V-8 models. Towing capacity of other models may vary (usually by 100 LB or less, depending on equipment).

Durango

Vehicle	Engine	Tow Limit (LB)
Durango 2WD	3.7L V-6	3,850 (a4,h)
Durango 2WD	4.7L V-8	6,050 (a5,f)
Durango 2WD	5.7L V-8	7,400 (a5,f)
Durango 2WD	5.7L V-8	8,900 (a5,h)
Durango 4WD	4.7L V-8	5,900 (a5,f)
Durango 4WD	5.7L V-8	7,200 (a5,f)
Durango 4WD	5.7L V-8	8,700 (a5,h)

Note: Actual towing capacity may vary (usually by 100 LB or less, depending on equipment and trim level).

Magnum

Vehicle	Engine	Tow Limit (LB)
Magnum	3.5L V-6	2,000
Magnum	5.7L V-8	2,000
Magnum	5.7L V-8	3,800 (t)
Magnum SRT8	6.1L V-8	3,800

Ram 1500, Regular Cab, Shortbed

Vehicle	Engine	Tow Limit (LB)
1500 Reg Cab Shortbed 2WD	3.7L V-6	3,300 (m,c,f)
1500 Reg Cab Shortbed 2WD	3.7L V-6	3,800 (a,f,h)
1500 Reg Cab Shortbed 2WD	4.7L V-8	4,250 (m,c)
1500 Reg Cab Shortbed 2WD	4.7L V-8	5,250 (m,f)
1500 Reg Cab Shortbed 2WD	4.7L V-8	5,750 (m,h)
1500 Reg Cab Shortbed 2WD	4.7L V-8	5,650 (a,c)
1500 Reg Cab Shortbed 2WD	4.7L V-8	6,650 (a,f)
1500 Reg Cab Shortbed 2WD	4.7L V-8	7,650 (a,h)
1500 Reg Cab Shortbed 2WD	5.7L V-8	8,100 (a,f,t)
1500 Reg Cab Shortbed 2WD	5.7L V-8	9,100 (a,h,t)
1500 Reg Cab Shortbed 4WD	4.7L V-8	4,450 (m,f)
1500 Reg Cab Shortbed 4WD	4.7L V-8	5,450 (m,h)
1500 Reg Cab Shortbed 4WD	4.7L V-8	4,450 (m,h)
1500 Reg Cab Shortbed 4WD	4.7L V-8	6,400 (a,f)
1500 Reg Cab Shortbed 4WD	4.7L V-8	7,400 (a,h)
1500 Reg Cab Shortbed 4WD	4.7L V-8	6,400 (a,h)
1500 Reg Cab Shortbed 4WD	5.7L V-8	7,900 (a,f,t)
1500 Reg Cab Shortbed 4WD	5.7L V-8	8,900 (a,h,t)
1500 Reg Cab Shortbed 4WD	5.7L V-8	7,900 (a,h,t)
1500 Reg Cab Longbed 2WD	3.7L V-6	3,050 (m,c,f)
1500 Reg Cab Longbed 2WD	3.7L V-6	3,550 (a,f,h)
1500 Reg Cab Longbed 2WD	4.7L V-8	3,950 (m,c)
1500 Reg Cab Longbed 2WD	4.7L V-8	4,950 (m,f)
1500 Reg Cab Longbed 2WD	4.7L V-8	5,450 (m,h)
1500 Reg Cab Longbed 2WD	4.7L V-8	5,450 (a,c)
1500 Reg Cab Longbed 2WD	4.7L V-8	6,450 (a,f)
1500 Reg Cab Longbed 2WD	4.7L V-8	7,450 (a,h)
1500 Reg Cab Longbed 2WD	5.7L V-8	7,850 (a,f,t)
1500 Reg Cab Longbed 2WD	5.7L V-8	8,850 (a,h,t)
1500 Reg Cab Longbed 4WD	4.7L V-8	4,250 (m,f)
1500 Reg Cab Longbed 4WD	4.7L V-8	5,250 (m,h)
1500 Reg Cab Longbed 4WD	4.7L V-8	4,250 (m,h)
1500 Reg Cab Longbed 4WD	4.7L V-8	6,200 (a,f)
1500 Reg Cab Longbed 4WD	4.7L V-8	7,200 (a,h)
1500 Reg Cab Longbed 4WD	4.7L V-8	6,200 (a,h)
1500 Reg Cab Longbed 4WD	5.7L V-8	7,650 (a,f,t)
1500 Reg Cab Longbed 4WD	5.7L V-8	8,650 (a,h,t)
1500 Reg Cab Longbed 4WD	5.7L V-8	7,650 (a,h,t)
1500 QC Shortbed 2WD	3.7L V-6	2,950 (m,c,f)

1500 QC Shortbed 2WD	3.7L V-6	3,450 (a,f,h)
1500 QC Shortbed 2WD	4.7L V-8	3,850 (m,c)
1500 QC Shortbed 2WD	4.7L V-8	4,450 (m,f)
1500 QC Shortbed 2WD	4.7L V-8	5,350 (m,h)
1500 QC Shortbed 2WD	4.7L V-8	5,300 (a,c)
1500 QC Shortbed 2WD	4.7L V-8	6,300 (a,f)
1500 QC Shortbed 2WD	4.7L V-8	7,300 (a,h)
1500 QC Shortbed 2WD	5.7L V-8	7,750 (a,f,t)
1500 QC Shortbed 2WD	5.7L V-8	8,750 (a,h,t)
1500 QC Shortbed 4WD	4.7L V-8	4,100 (m,f)
1500 QC Shortbed 4WD	4.7L V-8	5,100 (m,h)
1500 QC Shortbed 4WD	4.7L V-8	4,100 (m,h)
1500 QC Shortbed 4WD	4.7L V-8	6,050 (a,f)
1500 QC Shortbed 4WD	4.7L V-8	7,050 (a,h)
1500 QC Shortbed 4WD	4.7L V-8	6,050 (a,h)
1500 QC Shortbed 4WD	5.7L V-8	7,500 (a,f,t)
1500 QC Shortbed 4WD	5.7L V-8	8,500 (a,h,t)
1500 QC Shortbed 4WD	5.7L V-8	7,500 (a,h,t)
1500 QC Longbed 2WD	4.7L V-8	6,100 (a,f)
1500 QC Longbed 2WD	4.7L V-8	7,100 (a,f)
1500 QC Longbed 2WD	5.7L V-8	7,550 (a,f,t)
1500 QC Longbed 2WD	5.7L V-8	8,550 (a,h,t)
1500 QC Longbed 4WD	4.7L V-8	6,800 (a,h)
1500 QC Longbed 4WD	5.7L V-8	8,300 (a,h,t)

Note: ST ratings shown. SLT and Laramie models have lower ratings, depending on equipment. See dealer for details.

Ram 2500/3500, Regular and Quad Cab

Vehicle	Engine	Tow Limit (Lb)
2500 Reg Cab Longbed 2WD	5.7L V-8	9,450 (m,g)
2500 Reg Cab Longbed 2WD	5.7L V-8	11,450 (m,i)
2500 Reg Cab Longbed 2WD	5.7L V-8	9,500 (a,g)
2500 Reg Cab Longbed 2WD	5.7L V-8	11,500 (a,i)
2500 Reg Cab Longbed 2WD	6.7L TD	12,450 (m,e)
2500 Reg Cab Longbed 2WD	6.7L TD	13,450 (m,g)
2500 Reg Cab Longbed 2WD	6.7L TD	13,500 (a,g,i)
2500 Reg Cab Longbed 4WD	5.7L V-8	8,950 (m,g)
2500 Reg Cab Longbed 4WD	5.7L V-8	10,950 (m,i)
2500 Reg Cab Longbed 4WD	5.7L V-8	9,000 (a,g)
2500 Reg Cab Longbed 4WD	5.7L V-8	11,000 (a,i)
2500 Reg Cab Longbed 4WD	6.7L TD	12,050 (m,e)
2500 Reg Cab Longbed 4WD	6.7L TD	13,050 (m,g)
2500 Reg Cab Longbed 4WD	6.7L TD	13,100 (a,g,i)
2500 QC Shortbed 2WD	5.7L V-8	11,250 (m,i)
2500 QC Shortbed 2WD	5.7L V-8	9,300 (a,g)
2500 QC Shortbed 2WD	5.7L V-8	11,300 (a,i)
2500 QC Shortbed 2WD	6.7L TD	12,300 (m,e)
2500 QC Shortbed 2WD	6.7L TD	13,300 (m,g)
2500 QC Shortbed 2WD	6.7L TD	13,350 (a,g,i)

2500 QC Shortbed 4WD	5.7L V-8	8,800 (m,g)
2500 QC Shortbed 4WD	5.7L V-8	10,800 (m,i)
2500 QC Shortbed 4WD	5.7L V-8	8,850 (a,g)
2500 QC Shortbed 4WD	5.7L V-8	10,850 (a,i)
2500 QC Shortbed PW 4WD	5.7L V-8	10,550 (m,i)
2500 QC Shortbed PW 4WD	5.7L V-8	10,600 (a,i)
2500 QC Shortbed 4WD	6.7L TD	11,850 (m,e)
2500 QC Shortbed 4WD	6.7L TD	12,850 (m,g)
2500 QC Shortbed 4WD	6.7L TD	12,900 (a,g,i)
2500 QC Longbed 2WD	5.7L V-8	9,150 (m,g)
2500 QC Longbed 2WD	5.7L V-8	11,150 (m,i)
2500 QC Longbed 2WD	5.7L V-8	9,200 (a,g)
2500 QC Longbed 2WD	5.7L V-8	11,200 (a,i)
2500 QC Longbed 2WD	6.7L TD	12,200 (m,e)
2500 QC Longbed 2WD	6.7L TD	13,200 (m,g)
2500 QC Longbed 2WD	6.7L TD	13,250 (a,g,i)
2500 QC Longbed 4WD	5.7L V-8	8,650 (m,g)
2500 QC Longbed 4WD	5.7L V-8	10,650 (m,i)
2500 QC Longbed 4WD	5.7L V-8	8,750 (a,g)
2500 QC Longbed 4WD	5.7L V-8	10,750 (a,i)
2500 QC Longbed 4WD	6.7L TD	11,700 (m,e)
2500 QC Longbed 4WD	6.7L TD	12,700 (m,g)
2500 QC Longbed 4WD	6.7L TD	12,800 (a,g,i)
3500 Reg Cab Longbed DRW 2WD	5.7L V-8	11,000 (m,i)
3500 Reg Cab Longbed DRW 2WD	5.7L V-8	11,050 (a,i)
3500 Reg Cab Longbed DRW 2WD	6.7L TD	12,050 (m,e)
3500 Reg Cab Longbed DRW 2WD	6.7L TD	14,050 (m,g)
3500 Reg Cab Longbed DRW 2WD	6.7L TD	14,150 (a,g)
3500 Reg Cab Longbed DRW 2WD	6.7L TD	16,150 (a,i)
3500 Reg Cab Longbed DRW 4WD	5.7L V-8	10,450 (m,i)
3500 Reg Cab Longbed DRW 4WD	5.7L V-8	10,500 (a,i)
3500 Reg Cab Longbed DRW 4WD	6.7L TD	11,700 (m,e)
3500 Reg Cab Longbed DRW 4WD	6.7L TD	13,700 (m,g)
3500 Reg Cab Longbed DRW 4WD	6.7L TD	13,750 (a,g)
3500 Reg Cab Longbed DRW 4WD	6.7L TD	16,750 (a,i)
3500 QC Shortbed 2WD	6.7L TD	12,300 (m,e)
3500 QC Shortbed 2WD	6.7L TD	14,300 (m,g)
3500 QC Shortbed 2WD	6.7L TD	14,350 (a,g)
3500 QC Shortbed 2WD	6.7L TD	16,350 (a,i)
3500 QC Shortbed 4WD	6.7L TD	11,850 (m,e)
3500 QC Shortbed 4WD	6.7L TD	13,850 (m,g)
3500 QC Shortbed 4WD	6.7L TD	13,900 (a,g)
3500 QC Shortbed 4WD	6.7L TD	16,900 (a,i)
3500 QC Longbed 2WD	6.7L TD	12,150 (m,e)
3500 QC Longbed 2WD	6.7L TD	14,150 (m,g)
3500 QC Longbed 2WD	6.7L TD	14,200 (a,g)
3500 QC Longbed 2WD	6.7L TD	16,200 (a,i)
3500 QC Longbed 4WD	6.7L TD	13,700 (m,g)
3500 QC Longbed 4WD	6.7L TD	13,800 (a,g)

3500 QC Longbed 4WD	6.7L TD	16,800 (a,i)
3500 QC Longbed DRW 2WD	5.7L V-8	10,700 (m,i)
3500 QC Longbed DRW 2WD	5.7L V-8	10,750 (a,i)
3500 QC Longbed DRW 2WD	6.7L TD	11,750 (m,e)
3500 QC Longbed DRW 2WD	6.7L TD	13,750 (m,g)
3500 QC Longbed DRW 2WD	6.7L TD	13,850 (a,g)
3500 QC Longbed DRW 2WD	6.7L TD	15,850 (a,i)
3500 QC Longbed DRW 4WD	5.7L V-8	10,300 (m,i)
3500 QC Longbed DRW 4WD	5.7L V-8	10,400 (a,i)
3500 QC Longbed DRW 4WD	6.7L TD	11,350 (m,e)
3500 QC Longbed DRW 4WD	6.7L TD	13,350 (m,g)
3500 QC Longbed DRW 4WD	6.7L TD	13,450 (a,g)
3500 QC Longbed DRW 4WD	6.7L TD	16,450 (a,i)

PW=Power Wagon. Note: Actual towing capacity may vary (usually by 150 Lb or less, depending on equipment and trim level).

Ram 1500/2500/3500 Mega Cab

Vehicle	Engine	Tow Limit (Lb)
1500 2WD	5.7L V-8	7,900 (a,g)
1500 2WD	5.7L V-8	8,900 (a,i)
1500 4WD	5.7L V-8	7,450 (a,g)
1500 4WD	5.7L V-8	8,450 (a,i)
2500 2WD	5.7L V-8	8,800 (a,g)
2500 2WD	5.7L V-8	10,800 (a,i)
2500 2WD	6.7L TD	11,800 (m,e)
2500 2WD	6.7L TD	12,800 (m,g)
2500 2WD	6.7L TD	12,850 (a,g,i)
2500 4WD	5.7L V-8	8,400 (a,g)
2500 4WD	5.7L V-8	10,400 (a,i)
2500 4WD	6.7L TD	11,400 (m,e)
2500 4WD	6.7L TD	12,400 (m,g)
2500 4WD	6.7L TD	12,450 (a,g,i)
3500 2WD	6.7L TD	11,800 (m,e)
3500 2WD	6.7L TD	13,800 (m,g)
3500 2WD	6.7L TD	13,900 (a,g)
3500 2WD	6.7L TD	15,900 (a,i)
3500 2WD DRW	6.7L TD	11,450 (m,e)
3500 2WD DRW	6.7L TD	13,450 (m,g)
3500 2WD DRW	6.7L TD	13,550 (a,g)
3500 2WD DRW	6.7L TD	15,550 (a,i)
3500 4WD	6.7L TD	11,400 (m,e)
3500 4WD	6.7L TD	13,400 (m,g)
3500 4WD	6.7L TD	13,500 (a,g)
3500 4WD	6.7L TD	16,500 (a,i)
3500 4WD DRW	6.7L TD	11,050 (m,e)
3500 4WD DRW	6.7L TD	13,050 (m,g)
3500 4WD DRW	6.7L TD	13,100 (a,g)
3500 4WD DRW	6.7L TD	16,100 (a,i)

Note: Actual towing capacity may vary (usually by 150 Lb or less, depending on equipment and trim level).

Dodge Ram 3500 Chassis Cab

Vehicle	Engine	Tow Limit (Lb)
3500 Reg Cab 2WD	6.7L TD	14,600 (m,g)
3500 Reg Cab 2WD	6.7L TD	16,600 (m,i)
3500 Reg Cab 2WD	6.7L TD	16,600 (a6,i)
3500 Reg Cab DRW 2WD	5.7L V-8	13,000 (m,i)
3500 Reg Cab DRW 2WD	5.7L V-8	11,000 (a5,i)
3500 Reg Cab DRW 2WD	6.7L TD	14,300 (m,g)
3500 Reg Cab DRW 2WD	6.7L TD	16,300 (m,i)
3500 Reg Cab DRW 2WD	6.7L TD	16,300 (a6,i)
3500 Reg Cab 4WD	6.7L TD	14,250 (m,g)
3500 Reg Cab 4WD	6.7L TD	16,250 (m,i)
3500 Reg Cab 4WD	6.7L TD	16,250 (a6,i)
3500 Reg Cab. DRW 4WD	5.7L V-8	12,700 (m,i)
3500 Reg Cab. DRW 4WD	5.7L V-8	10,850 (a5,i)
3500 Reg Cab. DRW 4WD	6.7L TD	14,000 (m,g)
3500 Reg Cab. DRW 4WD	6.7L TD	16,000 (m,i)
3500 Reg Cab. DRW 4WD	6.7L TD	16,000 (a6,i)
3500 QC 2WD	6.7L TD	14,350 (m,g)
3500 QC 2WD	6.7L TD	16,350 (m,i)
3500 QC 2WD	6.7L TD	16,300 (a6,i)
3500 QC DRW 2WD	5.7L V-8	12,800 (m,i)
3500 QC DRW 2WD	5.7L V-8	10,750 (a5,i)
3500 QC DRW 2WD	6.7L TD	14,050 (m,g)
3500 QC DRW 2WD	6.7L TD	16,050 (m,i)
3500 QC DRW 2WD	6.7L TD	16,000 (a6,i)
3500 QC 4WD	6.7L TD	14,050 (m,g)
3500 QC 4WD	6.7L TD	16,050 (m,i)
3500 QC 4WD	6.7L TD	16,000 (a6,i)
3500 QC DRW 4WD	5.7L V-8	12,400 (m,i)
3500 QC DRW 4WD	5.7L V-8	10,400 (a5,i)
3500 QC DRW 4WD	6.7L TD	13,750 (m,g)
3500 QC DRW 4WD	6.7L TD	15,750 (m,i)
3500 QC DRW 4WD	6.7L TD	15,700 (a6,i)

Dodge Ram 4500/5500 Chassis Cab

Vehicle	Engine	Tow Limit (Lb)
4500 Reg Cab DRW 2WD	6.7L TD	18,450 (m,l,k)
4500 Reg Cab DRW 2WD	6.7L TD	18,350 (a6,k,n)
4500 Reg Cab DRW 4WD	6.7L TD	18,050 (m,l,k)
4500 Reg Cab DRW 4WD	6.7L TD	18,000 (a6,k,n)
4500 QC DRW 2WD	6.7L TD	18,000 (m,l,k)
4500 QC DRW 2WD	6.7L TD	17,950 (a6,k,n)
4500 QC DRW 4WD	6.7L TD	17,650 (m,l,k)
4500 QC DRW 4WD	6.7L TD	17,550 (a6,k,n)
5500 Reg Cab DRW 2WD	6.7L TD	18,450 (m,k,n)

5500 Reg Cab DRW 2WD	6.7L TD	18,400 (a6,n)
5500 Reg Cab DRW 4WD	6.7L TD	18,100 (m,k,n)
5500 Reg Cab DRW 4WD	6.7L TD	18,050 (a6,n)
5500 QC DRW 2WD	6.7L TD	18,050 (m,k,n)
5500 QC DRW 2WD	6.7L TD	18,000 (a6,n)
5500 QC DRW 4WD	6.7L TD	17,650 (m,k,n)
5500 QC DRW 4WD	6.7L TD	17,600 (a6,n)

Note: 60-inch cab-to-axle ratings shown for ST model. Greater cab-to-axle lengths may reduce rating by as much as 300 lb. SLT and Laramie trim levels may reduce rating further. See dealer for details.

Manufacturer's Note: Maximum trailer weight must be reduced by the weight of the applied body and optional equipment. Ratings based on 150 lb for driver.

Sprinter

Vehicle	Engine	Tow Limit (lb)
Sprinter	All	5,000

Ford

E-Series Van/Wagon

Vehicle	Engine	Tow Limit (lb)
E-150 Van	4.6L V-8	6,000 (g)
E-150 Van	4.6L V-8	6,500 (i)
E-150 Van	5.4L V-8	6,500 (f)
E-150 Van	5.4L V-8	7,500 (g)
E-250 Van	4.6L V-8	6,000 (g)
E-250 Van	4.6L V-8	6,500 (i)
E-250 Van	5.4L V-8	7,400 (g)
E-250 Ext Van	4.6L V-8	5,900 (g)
E-250 Ext Van	4.6L V-8	6,400 (i)
E-250 Ext Van	5.4L V-8	7,400 (g)
E-350	5.4L V-8	7,400 (g or i)
E-350	6.8L V-10	9,200 (g)
E-350	6.8L V-10	10,000 (i)
E-350	6.0L TD	9,600 (r,f)
E-350	6.0L TD	10,000 (i)
E-350 Ext	5.4L V-8	7,200 (g or i)
E-350 Ext	6.8L V-10	9,000 (g)
E-350 Ext	6.8L V-10	10,000 (i)
E-350 Ext	6.0L TD	9,400 (f)
E-350 Ext	6.0L TD	10,000 (i)
E-150 Wagon	4.6L V-8	6,100 (i)
E-150 Wagon	5.4L V-8	6,000 (f)
E-150 Wagon	5.4L V-8	7,000 (g)
E-350 Wagon	5.4L V-8	6,700 (g)
E-350 Wagon	6.0L TD	9,000 (f)
E-350 Wagon	6.0L TD	10,000 (i)
E-350 Ext Wagon	5.4L V-8	6,500 (g)

Manufacturer's Note: For maximum trailer weights with Crew Van, deduct 200 lb (except with 18,500 and 20,000-lb ecwr).

Edge, Escape, Explorer, Expedition

Vehicle	Engine	Tow Limit (lb)
Edge	3.5L V-6	2,000
Edge	3.5L V-6	3,500 (t)
Escape 2WD/4WD	3.0L V-6	3,500 (t)
Explorer 2WD	4.0L V-6	3,500 (r)
Explorer 2WD	4.0L V-6	5,395 (s,t)
Explorer 2WD	4.6L V-8	3,500 (r)
Explorer 2WD	4.6L V-8	7,310 (r,t)*
Explorer 4WD	4.0L V-6	3,500 (r)
Explorer 4WD	4.0L V-6	5,225 (s,t)
Explorer 4WD	4.6L V-8	3,500 (r)
Explorer 4WD	4.6L V-8	7,130 (r,t)*
Sport Trac 2WD	4.0L V-6	5,260 (s)
Sport Trac 2WD	4.6L V-8	7,160 (r)
Sport Trac 4WD	4.0L V-6	5,090 (s)
Sport Trac 4WD	4.6L V-8	7,000 (r)
Expedition 2WD	5.4L V-8	6,000 (p)
Expedition 2WD	5.4L V-8	9,200 (t)
Expedition 4WD	5.4L V-8	6,000 (s)
Expedition 4WD	5.4L V-8	9,000 (s,t)
Expedition EL 2WD	5.4L V-8	6,000 (s)
Expedition EL 2WD	5.4L V-8	9,000 (s,t)
Expedition EL 4WD	5.4L V-8	6,000 (s)
Expedition EL 4WD	5.4L V-8	8,750 (s,t)

**Deduct 500 lb with auxiliary climate control.*

Ranger

Vehicle	Engine	Tow Limit (lb)
Reg Cab 2WD 6' Bed	2.3L I-4	2,240 (a,i)
Reg Cab 2WD 6' Bed	3.0L V-6	2,600 (a,g)
Reg Cab 2WD 6' Bed	3.0L V-6	2,640 (m,g)
Reg Cab 2WD 6' Bed	3.0L V-6	2,520 (a,i) (1)
Reg Cab 2WD 6' Bed	3.0L V-6	2,580 (m,i) (1)
Reg Cab 4WD 6' Bed	3.0L V-6	2,320 (a,g or i)
Reg Cab 4WD 6' Bed	3.0L V-6	2,360 (m,g or i)
Reg Cab 4WD 6' Bed	4.0L V-6	5,740 (a,g or i)
Reg Cab 4WD 6' Bed	4.0L V-6	3,280 (m,g or i)
Reg Cab 2WD 7' Bed	2.3L I-4	2,220 (a,i)
Reg Cab 2WD 7' Bed	3.0L V-6	2,560 (a,g)
Reg Cab 2WD 7' Bed	3.0L V-6	2,600 (m,g)
Reg Cab 2WD 7' Bed	4.0L V-6	6,000 (a,f)
Reg Cab 4WD 7' Bed	3.0L V-6	2,260 (a,g or i)
Reg Cab 4WD 7' Bed	3.0L V-6	2,300 (m,g or i)
Reg Cab 4WD 7' Bed	4.0L V-6	5,680 (a,g or i)
Reg Cab 4WD 7' Bed	4.0L V-6	3,240 (m,g or i)
SuperCab 2WD 6' Bed	2.3L I-4	2,080 (a,i)
SuperCab 2WD 6' Bed	3.0L V-6	2,420 (a,g)

SuperCab 2WD 6' Bed	3.0L V-6	2,460 (m,g)
SuperCab 2WD 6' Bed	3.0L V-6	2,280 (m,i) (1)
SuperCab 2WD 6' Bed	4.0L V-6	5,860 (a,f)
SuperCab 2WD 6' Bed	4.0L V-6	3,400 (m,f)
SuperCab 2WD 6' Bed	4.0L V-6	3,220 (m,f) (1)
SuperCab 4WD 6' Bed	4.0L V-6	5,600 (a,g or i)
SuperCab 4WD 6' Bed	4.0L V-6	3,140 (m,g or i)

(1) Ranger Sport only.

F-150 Conventional Towing

Vehicle	Engine	Tow Limit (LB)
F-150 Reg Cab 2WD 6.5' Bed	4.2L V-6	5,200 (a,f)
F-150 Reg Cab 2WD 6.5' Bed	4.2L V-6	5,700 (a,g)
F-150 Reg Cab 2WD 6.5' Bed	4.2L V-6	2,400 (m)*
F-150 Reg Cab 2WD 6.5' Bed	4.2L V-6	3,700 (m,f)
F-150 Reg Cab 2WD 6.5' Bed	4.6L V-8	6,600 (a,f)
F-150 Reg Cab 2WD 6.5' Bed	4.6L V-8	7,100 (a,g)
F-150 Reg Cab 2WD 6.5' Bed	5.4L V-8	8,000 (a,f)
F-150 Reg Cab 2WD 6.5' Bed	5.4L V-8	8,500 (a,g)
F-150 Reg Cab 2WD 8' Bed	4.2L V-6	5,100 (a,f)
F-150 Reg Cab 2WD 8' Bed	4.2L V-6	5,600 (a,g)
F-150 Reg Cab 2WD 8' Bed	4.2L V-6	2,300 (m)*
F-150 Reg Cab 2WD 8' Bed	4.2L V-6	3,600 (m,f)
F-150 Reg Cab 2WD 8' Bed	4.6L V-8	6,700 (a,f)
F-150 Reg Cab 2WD 8' Bed	4.6L V-8	7,200 (a,g)
F-150 Reg Cab 2WD 8' Bed	5.4L V-8	8,900 (a,f)
F-150 Reg Cab 2WD 8' Bed	5.4L V-8	9,800 (a,g)
F-150 Reg Cab 2WD 8' Bed	5.4L V-8	10,400 (a,i) (4)
F-150 Reg Cab 2WD 8' Bed	5.4L V-8	11,000 (a,i) (5)
F-150 Reg Cab 4WD 6.5' Bed	4.6L V-8	6,300 (a,f)
F-150 Reg Cab 4WD 6.5' Bed	4.6L V-8	6,800 (a,g)
F-150 Reg Cab 4WD 6.5' Bed	5.4L V-8	7,700 (a,f)
F-150 Reg Cab 4WD 6.5' Bed	5.4L V-8	8,200 (a,g)
F-150 Reg Cab 4WD 8' Bed	4.6L V-8	6,400 (a,f)
F-150 Reg Cab 4WD 8' Bed	4.6L V-8	6,900 (a,g)
F-150 Reg Cab 4WD 8' Bed	5.4L V-8	8,600 (a,f)
F-150 Reg Cab 4WD 8' Bed	5.4L V-8	9,500 (a,g,i)
F-150 SuperCab 2WD 5.5' Bed	4.6L V-8	6,400 (a,f)
F-150 SuperCab 2WD 5.5' Bed	4.6L V-8	6,900 (a,g)
F-150 SuperCab 2WD 5.5' Bed	5.4L V-8	7,700 (a,f)
F-150 SuperCab 2WD 5.5' Bed	5.4L V-8	8,200 (a,g)
F-150 SuperCab 2WD 6.5' Bed	4.6L V-8	6,500 (a,f)
F-150 SuperCab 2WD 6.5' Bed	4.6L V-8	7,700 (a,g)
F-150 SuperCab 2WD 6.5' Bed	5.4L V-8	8,700 (a,f)
F-150 SuperCab 2WD 6.5' Bed	5.4L V-8	9,500 (a,g)
F-150 SuperCab 2WD 8' Bed	5.4L V-8	9,500 (a,i)
F-150 SuperCab 4WD 5.5' Bed	4.6L V-8	6,100 (a,f)
F-150 SuperCab 4WD 5.5' Bed	4.6L V-8	6,600 (a,g)
F-150 SuperCab 4WD 5.5' Bed	5.4L V-8	7,400 (a,f)

F-150 SuperCab 4WD 5.5' Bed	5.4L V-8	7,900 (a,g)
F-150 SuperCab 4WD 6.5' Bed	4.6L V-8	6,200 (a,f)
F-150 SuperCab 4WD 6.5' Bed	4.6L V-8	6,700 (a,g)
F-150 SuperCab 4WD 6.5' Bed	5.4L V-8	8,400 (a,f)
F-150 SuperCab 4WD 6.5' Bed	5.4L V-8	9,400 (a,g)
F-150 SuperCab 4WD 8' Bed	5.4L V-8	9,300 (a,i)
F-150 SuperCrew 2WD 5.5' Bed	4.6L V-8	6,400 (a,f)
F-150 SuperCrew 2WD 5.5' Bed	4.6L V-8	6,900 (a,g)
F-150 SuperCrew 2WD 5.5' Bed	5.4L V-8	8,600 (a,f)
F-150 SuperCrew 2WD 5.5' Bed	5.4L V-8	9,500 (a,g)
F-150 SuperCrew 2WD 5.5' Bed	5.4L V-8	5,300 (a,g)*
F-150 SuperCrew 2WD 6.5' Bed	4.6L V-8	6,300 (a,f)
F-150 SuperCrew 2WD 6.5' Bed	4.6L V-8	6,800 (a,g)
F-150 SuperCrew 2WD 6.5' Bed	5.4L V-8	8,500 (a,f)
F-150 SuperCrew 2WD 6.5' Bed	5.4L V-8	9,500 (a,g)
F-150 SuperCrew 4WD 5.5' Bed	4.6L V-8	6,600 (a,g)
F-150 SuperCrew 4WD 5.5' Bed	5.4L V-8	8,300 (a,f)
F-150 SuperCrew 4WD 5.5' Bed	5.4L V-8	9,300 (a,g)
F-150 SuperCrew 4WD 5.5' Bed	5.4L V-8	5,100 (a,g)
F-150 SuperCrew 4WD 6.5' Bed	4.6L V-8	6,600 (a,g)
F-150 SuperCrew 4WD 6.5' Bed	5.4L V-8	8,200 (a,f)
F-150 SuperCrew 4WD 6.5' Bed	5.4L V-8	9,200 (a,g)

*Manufacturer's Note: Reduce maximum trailer weight by 500 lb on models with 18 or 20-inch wheels. *Harley Davidson model. (4) = Available with XLT Trim and LT245/75R17E A/T BSW tires only. (5) = Available with XL Trim and LT245/70R17E A/T BSW tires only.*

F-150 Fifth-Wheel Towing, Automatic Transmission

Vehicle	Engine	Tow Limit (LB)
F-150 Reg Cab 2WD 6.5' Bed	4.2L V-6	5,200 (f)
F-150 Reg Cab 2WD 6.5' Bed	4.2L V-6	5,700 (g)
F-150 Reg Cab 2WD 6.5' Bed	4.6L V-8	6,600 (f)
F-150 Reg Cab 2WD 6.5' Bed	4.6L V-8	7,100 (g)
F-150 Reg Cab 2WD 6.5' Bed	5.4L V-8	8,000 (f)
F-150 Reg Cab 2WD 6.5' Bed	5.4L V-8	8,500 (g)
F-150 Reg Cab 2WD 8' Bed	4.2L V-6	5,100 (f)
F-150 Reg Cab 2WD 8' Bed	4.2L V-6	5,600 (g)
F-150 Reg Cab 2WD 8' Bed	4.6L V-8	6,700 (f)
F-150 Reg Cab 2WD 8' Bed	4.6L V-8	7,200 (g)
F-150 Reg Cab 2WD 8' Bed	5.4L V-8	8,900 (f)
F-150 Reg Cab 2WD 8' Bed	5.4L V-8	9,800 (g)
F-150 Reg Cab 2WD 8' Bed	5.4L V-8	10,400 (i) (4)
F-150 Reg Cab 2WD 8' Bed	5.4L V-8	11,000 (i) (5)
F-150 Reg Cab 4WD 6.5' Bed	4.6L V-8	6,300 (f)
F-150 Reg Cab 4WD 6.5' Bed	4.6L V-8	6,800 (g)
F-150 Reg Cab 4WD 6.5' Bed	5.4L V-8	7,700 (f)
F-150 Reg Cab 4WD 6.5' Bed	5.4L V-8	8,200 (g)
F-150 Reg Cab 4WD 8' Bed	4.6L V-8	6,400 (f)
F-150 Reg Cab 4WD 8' Bed	4.6L V-8	6,900 (g)

F-150 Reg Cab 4WD 8' Bed	5.4L V-8	8,600 (f)
F-150 Reg Cab 4WD 8' Bed	5.4L V-8	9,500 (g,i)
F-150 SuperCab 2WD 6.5' Bed	4.6L V-8	6,500 (f)
F-150 SuperCab 2WD 6.5' Bed	4.6L V-8	7,000 (g)
F-150 SuperCab 2WD 6.5' Bed	5.4L V-8	8,700 (f)
F-150 SuperCab 2WD 6.5' Bed	5.4L V-8	9,500
F-150 SuperCab 2WD 8' Bed	4.6L V-8	9,500 (i)
F-150 SuperCab 4WD 6.5' Bed	4.6L V-8	6,200 (f)
F-150 SuperCab 4WD 6.5' Bed	4.6L V-8	6,700 (g)
F-150 SuperCab 4WD 6.5' Bed	5.4L V-8	8,400 (f)
F-150 SuperCab 4WD 6.5' Bed	5.4L V-8	9,400 (g)
F-150 SuperCab 4WD 8' Bed	5.4L V-8	9,300 (i)
F-150 SuperCrew 2WD 6.5' Bed	4.6L V-8	6,300 (f)
F-150 SuperCrew 2WD 6.5' Bed	4.6L V-8	6,800 (g)
F-150 SuperCrew 2WD 6.5' Bed	5.4L V-8	8,500 (f)
F-150 SuperCrew 2WD 6.5' Bed	5.4L V-8	9,500 (g)
F-150 SuperCrew 4WD 6.5' Bed	4.6L V-8	6,600 (g)
F-150 SuperCrew 4WD 6.5' Bed	5.4L V-8	8,200 (f)
F-150 SuperCrew 4WD 6.5' Bed	5.4L V-8	9,200 (g)

Manufacturer's Note: While F-150 SuperCrew (138.5" wheelbase) and SuperCab (132.5" wheelbase) 5.5' box will accept a fifth-wheel hitch, current fifth-wheel-trailer designs are not compatible with these models without special hitch. Any questions should be referred to the trailer dealer/manufacturer.

F-250/F-350 Super Duty, Conventional Towing, Automatic Transmission

Vehicle	Engine	Tow Limit (LB)
F-250/350 Reg Cab 2WD	5.4L V-8	10,100 (g)
F-250/350 Reg Cab 2WD	5.4L V-8	12,100 (i)
F-250/350 Reg Cab 2WD	6.8L V-10	12,500 (i,j)
F-250/350 Reg Cab 2WD	6.4L TD	12,500 (g)
F-250/350 SuperCab 2WD	5.4L V-8	9,800 (g)
F-250/350 SuperCab 2WD	5.4L V-8	11,800 (i)
F-250/350 SuperCab 2WD	6.8L V-10	12,500 (i,j)
F-250/350 SuperCab 2WD	6.4L TD	12,500 (g)
F-250/350 Crew Cab 2WD	5.4L V-8	9,700 (g)
F-250/350 Crew Cab 2WD	5.4L V-8	11,700 (i)
F-250/350 Crew Cab 2WD	6.8L V-10	12,500 (i,j)
F-250/350 Crew Cab 2WD	6.4L TD	12,500 (g)
F-250/350 Reg Cab 4WD	5.4L V-8	9,600 (g)
F-250/350 Reg Cab 4WD	5.4L V-8	11,600 (i)
F-250/350 Reg Cab 4WD	6.8L V-10	12,500 (i,j)
F-250/350 Reg Cab 4WD	6.4L TD	12,500 (g)
F-250/350 SuperCab 4WD	5.4L V-8	9,400 (g)
F-250/350 SuperCab 4WD	5.4L V-8	11,400 (i)
F-250/350 SuperCab 4WD	6.8L V-10	12,500 (i,j)
F-250/350 SuperCab 4WD	6.4L TD	12,500 (g)
F-250/350 SuperCab 4WD	5.4L V-8	9,100 (g)
F-250/350 Crew Cab 4WD	5.4L V-8	11,100 (i)
F-250/350 Crew Cab 4WD	6.8L V-10	12,500 (i,j)

F-250/350 Crew Cab 4WD	6.4L TD	12,500 (g)
F-350 Reg Cab DRW 2WD	5.4L V-8	12,100 (i)
F-350 Reg Cab DRW 2WD	6.8L V-10	15,000 (i,j)
F-350 Reg Cab DRW 2WD	6.4L TD	15,000 (g,i,j)
F-350 SuperCab DRW 2WD	5.4L V-8	11,700 (i)
F-350 SuperCab DRW 2WD	6.8L V-10	14,600 (i)
F-350 SuperCab DRW 2WD	6.8L V-10	15,000 (i)
F-350 SuperCab DRW 2WD	6.4L TD	15,000 (g,i,j)
F-350 Crew Cab DRW 2WD	6.8L V-10	14,600 (i)
F-350 Crew Cab DRW 2WD	6.8L V-10	15,000 (i)
F-350 Crew Cab DRW 2WD	6.4L TD	15,000 (g,i,j)
F-350 Reg Cab DRW 4WD	5.4L V-8	11,700 (i)
F-350 Reg Cab DRW 4WD	6.8L V-10	14,500 (i)
F-350 Reg Cab DRW 4WD	6.8L V-10	15,000 (i)
F-350 Reg Cab DRW 4WD	6.4L TD	15,000 (g,i,j)
F-350 SuperCab DRW 4WD	5.4L V-8	11,300 (i)
F-350 SuperCab DRW 4WD	6.8L V-10	14,100 (i)
F-350 SuperCab DRW 4WD	6.8L V-10	15,000 (i)
F-350 SuperCab DRW 4WD	6.4L TD	15,000 (g,i,j)
F-350 Crew Cab DRW 4WD	6.8L V-10	14,000 (i)
F-350 Crew Cab DRW 4WD	6.8L V-10	15,000 (i)
F-350 Crew Cab DRW 4WD	6.4L TD	15,000 (g,i,j)

F-250/F-350 Super Duty, Conventional Towing, Manual Transmission

Vehicle	Engine	Tow Limit (LB)
F-250/350 Reg Cab 2WD	5.4L V-8	9,100 (g)
F-250/350 Reg Cab 2WD	5.4L V-8	11,100 (i)
F-250/350 Reg Cab 2WD	6.8L V-10	12,500 (i,j)
F-250/350 Reg Cab 2WD	6.4L TD	12,500 (g)
F-250/350 SuperCab 2WD	5.4L V-8	8,800 (g)
F-250/350 SuperCab 2WD	5.4L V-8	10,800 (i)
F-250/350 SuperCab 2WD	6.8L V-10	12,500 (i,j)
F-250/350 SuperCab 2WD	6.4L TD	12,500 (g)
F-250/350 Crew Cab 2WD	5.4L V-8	8,700 (g)
F-250/350 Crew Cab 2WD	5.4L V-8	10,700 (i)
F-250/350 Crew Cab 2WD	6.8L V-10	12,500 (i,j)
F-250/350 Crew Cab 2WD	6.4L TD	12,500 (g)
F-250/350 Reg Cab 4WD	5.4L V-8	8,600 (g)
F-250/350 Reg Cab 4WD	5.4L V-8	10,600 (i)
F-250/350 Reg Cab 4WD	6.8L V-10	12,500 (i,j)
F-250/350 Reg Cab 4WD	6.4L TD	12,000 (g)
F-250/350 SuperCab 4WD	5.4L V-8	8,400 (g)
F-250/350 SuperCab 4WD	5.4L V-8	10,400 (i)
F-250/350 SuperCab 4WD	6.8L V-10	12,500 (i,j)
F-250/350 SuperCab 4WD	6.4L TD	12,500 (g)
F-250/350 Crew Cab 4WD	5.4L V-8	8,100 (g)
F-250/350 Crew Cab 4WD	5.4L V-8	10,100 (i)
F-250/350 Crew Cab 4WD	6.8L V-10	12,500 (g or i)

F-250/350 Crew Cab 4WD	6.4L TD	12,500 (g)
F-350 Reg Cab DRW 2WD	5.4L V-8	11,100 (i)
F-350 Reg Cab DRW 2WD	6.8L V-10	14,000 (i)
F-350 Reg Cab DRW 2WD	6.8L V-10	15,000 (j)
F-350 Reg Cab DRW 2WD	6.4L TD	15,000 (g or i)
F-350 SuperCab DRW 2WD	5.4L V-8	10,700 (i)
F-350 SuperCab DRW 2WD	6.8L V-10	13,600 (i)
F-350 SuperCab DRW 2WD	6.8L V-10	15,000 (j)
F-350 SuperCab DRW 2WD	6.4L TD	15,000 (g or i)
F-350 Crew Cab DRW 2WD	6.8L V-10	13,600 (i)
F-350 Crew Cab DRW 2WD	6.8L V-10	15,000 (j)
F-350 Crew Cab DRW 2WD	6.4L TD	15,000 (g or i)
F-350 Reg Cab DRW 4WD	5.4L V-8	10,700 (i)
F-350 Reg Cab DRW 4WD	6.8L V-10	13,500 (i)
F-350 Reg Cab DRW 4WD	6.8L V-10	15,000 (j)
F-350 Reg Cab DRW 4WD	6.4L TD	15,000 (g or i)
F-350 SuperCab DRW 4WD	5.4L V-8	10,300 (i)
F-350 SuperCab DRW 4WD	6.8L V-10	13,100 (i)
F-350 SuperCab DRW 4WD	6.8L V-10	15,000 (j)
F-350 SuperCab DRW 4WD	6.4L TD	15,000 (g or i)
F-350 Crew Cab DRW 4WD	6.8L V-10	13,000 (i)
F-350 Crew Cab DRW 4WD	6.8L V-10	15,000 (j)
F-350 Crew Cab DRW 4WD	6.0L TD	15,000 (g or i)

F-250/F-350 Super Duty, Fifth-Wheel Towing, Automatic Transmission

Vehicle	Engine	Tow Limit (LB)
F-250/350 Reg Cab SRW 2WD	5.4L V-8	10,100 (g)
F-250/350 Reg Cab SRW 2WD	5.4L V-8	12,100 (i)
F-250/350 Reg Cab SRW 2WD	6.8L V-10	14,900 (i)
F-250/350 Reg Cab SRW 2WD	6.8L V-10	16,400 (j)/ 16,800 (j)*
F-250/350 Reg Cab SRW 2WD	6.4L TD	16,100 (g)
F-250/350 SuperCab 2WD	5.4L V-8	9,800 (g)
F-250/350 SuperCab 2WD	5.4L V-8	11,800 (i)
F-250/350 SuperCab 2WD	6.8L V-10	14,700 (i)
F-250/350 SuperCab 2WD	6.8L V-10	16,200 (j)/ 16,600 (j)*
F-250/350 SuperCab 2WD	6.4L TD	15,900 (g)
F-250/350 Crew Cab 2WD	5.4L V-8	9,700 (g)
F-250/350 Crew Cab 2WD	5.4L V-8	11,700 (i)
F-250/350 Crew Cab 2WD	6.8L V-10	14,500 (i)
F-250/350 Crew Cab 2WD	6.8L V-10	16,000 (j)/ 16,400 (j)*
F-250/350 Crew Cab 2WD	6.4L TD	15,700 (g)
F-250/350 Reg Cab SRW 4WD	5.4L V-8	9,600 (g)
F-250/350 Reg Cab SRW 4WD	5.4L V-8	11,600 (i)
F-250/350 Reg Cab SRW 4WD	6.8L V-10	14,500 (i)

F-250/350 Reg Cab SRW 4WD	6.8L V-10	16,000 (j)/ 16,300 (j)*
F-250/350 Reg Cab SRW 4WD	6.4L TD	15,700 (g)
F-250/350 SuperCab 4WD	5.4L V-8	9,400 (g)
F-250/350 SuperCab 4WD	5.4L V-8	11,400 (i)
F-250/350 SuperCab 4WD	6.8L V-10	14,200 (i)
F-250/350 SuperCab 4WD	6.8L V-10	15,700 (j)/ 16,100 (j)*
F-250/350 SuperCab 4WD	6.4L TD	15,400 (g)
F-250/350 Crew Cab 4WD	5.4L V-8	9,100 (g)
F-250/350 Crew Cab 4WD	5.4L V-8	11,100 (i)
F-250/350 Crew Cab 4WD	6.8L V-10	14,000 (i)
F-250/350 Crew Cab 4WD	6.8L V-10	15,500 (j)/ 15,900 (j)*
F-250/350 Crew Cab 4WD	6.4L TD	15,200 (g)
F-350 Reg Cab DRW 2WD	5.4L V-8	12,100 (i)
F-350 Reg Cab DRW 2WD	6.8L V-10	15,000 (i)
F-350 Reg Cab DRW 2WD	6.8L V-10	16,500 (j)
F-350 Reg Cab DRW 2WD	6.4L TD	16,200 (g or i)
F-350 Reg Cab DRW 2WD	6.4L TD	18,700 (j,t)
F-350 SuperCab DRW 2WD	5.4L V-8	11,700 (i)
F-350 SuperCab DRW 2WD	6.8L V-10	14,600 (i)
F-350 SuperCab DRW 2WD	6.8L V-10	16,100 (j)
F-350 SuperCab DRW 2WD	6.4L TD	15,800 (g,i)
F-350 SuperCab DRW 2WD	6.4L TD	18,300 (j,t)
F-350 Crew Cab DRW 2WD	6.8L V-10	14,600 (i)
F-350 Crew Cab DRW 2WD	6.8L V-10	16,100 (j)
F-350 Crew Cab DRW 2WD	6.4L TD	15,700 (g or i)
F-350 Crew Cab DRW 2WD	6.4L TD	18,200 (j,t)
F-350 Reg Cab DRW 4WD	5.4L V-8	11,700 (i)
F-350 Reg Cab DRW 4WD	6.8L V-10	14,500 (i)
F-350 Reg Cab DRW 4WD	6.8L V-10	16,000 (j)
F-350 Reg Cab DRW 4WD	6.4L TD	15,700 (g or i)
F-350 Reg Cab DRW 4WD	6.4L TD	18,200 (j,t)
F-350 SuperCab DRW 4WD	5.4L V-8	11,300 (i)
F-350 SuperCab DRW 4WD	6.8L V-10	14,100 (i)
F-350 SuperCab DRW 4WD	6.8L V-10	15,600 (j)
F-350 SuperCab DRW 4WD	6.4L TD	15,300 (g or i)
F-350 SuperCab DRW 4WD	6.4L TD	17,800 (j,t)
F-350 Crew Cab DRW 4WD	6.8L V-10	14,000 (i)
F-350 Crew Cab DRW 4WD	6.8L V-10	15,500 (j)
F-350 Crew Cab DRW 4WD	6.4L TD	15,200 (g or i)
F-350 Crew Cab DRW 4WD	6.4L TD	17,700 (j,t)

*Available with F-350 single-rear-wheel (SRW) model only.

F-250/F-350 Super Duty, Fifth-Wheel Towing, Manual Transmission

Vehicle	Engine	Tow Limit (LB)
F-250/350 Reg Cab 2WD	5.4L V-8	9,100 (g)

F-250/350 Reg Cab 2WD	5.4L V-8	11,100 (i)
F-250/350 Reg Cab 2WD	6.8L V-10	13,900 (i)
F-250/350 Reg Cab 2WD	6.8L V-10	15,900 (j)
F-250/350 Reg Cab 2WD	6.4L TD	16,100 (g)
F-250/350 SuperCab 2WD	5.4L V-8	8,800 (g)
F-250/350 SuperCab 2WD	5.4L V-8	10,800 (i)
F-250/350 SuperCab 2WD	6.8L V-10	13,700 (i)
F-250/350 SuperCab 2WD	6.8L V-10	15,700 (j)
F-250/350 SuperCab 2WD	6.4L TD	15,900 (g)
F-250/350 Crew Cab 2WD	5.4L V-8	8,700 (g)
F-250/350 Crew Cab 2WD	5.4L V-8	10,700 (i)
F-250/350 Crew Cab 2WD	6.8L V-10	13,500 (i)
F-250/350 Crew Cab 2WD	6.8L V-10	15,500 (j)
F-250/350 Crew Cab 2WD	6.4L TD	15,700 (g)
F-250/350 Reg Cab 4WD	5.4L V-8	8,600 (g)
F-250/350 Reg Cab 4WD	5.4L V-8	10,600 (i)
F-250/350 Reg Cab 4WD	6.8L V-10	13,500 (i)
F-250/350 Reg Cab 4WD	6.8L V-10	15,500 (j)
F-250/350 Reg Cab 4WD	6.4L TD	15,700 (g)
F-250/350 SuperCab 4WD	5.4L V-8	8,400 (g)
F-250/350 SuperCab 4WD	5.4L V-8	10,400 (i)
F-250/350 SuperCab 4WD	6.8L V-10	13,200 (i)
F-250/350 SuperCab 4WD	6.8L V-10	15,200 (j)
F-250/350 SuperCab 4WD	6.4L TD	15,400 (g)
F-250/350 Crew Cab 4WD	5.4L V-8	8,100 (g)
F-250/350 Crew Cab 4WD	5.4L V-8	10,100 (i)
F-250/350 Crew Cab 4WD	6.8L V-10	13,000 (i)
F-250/350 Crew Cab 4WD	6.8L V-10	15,000 (j)
F-250/350 Crew Cab 4WD	6.4L TD	15,200 (g)
F-350 Reg Cab DRW 2WD	5.4L V-8	11,100 (i)
F-350 Reg Cab DRW 2WD	6.8L V-10	14,000 (i)
F-350 Reg Cab DRW 2WD	6.8L V-10	16,000 (j)
F-350 Reg Cab DRW 2WD	6.4L TD	16,200 (g or i)
F-350 SuperCab DRW 2WD	5.4L V-8	10,700 (i)
F-350 SuperCab DRW 2WD	6.8L V-10	13,600 (i)
F-350 SuperCab DRW 2WD	6.8L V-10	15,600 (j)
F-350 SuperCab DRW 2WD	6.4L TD	15,800 (g or i)
F-350 CrewCab DRW 2WD	6.8L V-10	13,600 (i)
F-350 CrewCab DRW 2WD	6.8L V-10	15,600 (j)
F-350 CrewCab DRW 2WD	6.4L TD	15,700 (g or i)
F-350 Reg Cab DRW 4WD	5.4L V-8	10,700 (i)
F-350 Reg Cab DRW 4WD	6.8L V-10	13,500 (i)
F-350 Reg Cab DRW 4WD	6.8L V-10	15,500 (j)
F-350 Reg Cab DRW 4WD	6.4L TD	15,700 (g or i)
F-350 SuperCab DRW 4WD	5.4L V-8	10,300 (i)
F-350 SuperCab DRW 4WD	6.8L V-10	13,100 (i)
F-350 SuperCab DRW 4WD	6.8L V-10	15,100 (j)
F-350 SuperCab DRW 4WD	6.4L TD	15,300 (g or i)
F-350 Crew Cab DRW 4WD	6.8L V-10	13,000 (i)

F-350 Crew Cab DRW 4WD	6.8L V-10	15,000 (j)
F-350 Crew Cab DRW 4WD	6.4L TD	15,200 (g/i)

Ford F-450 Super Duty, Conventional Towing, Automatic and Manual Transmission

Vehicle	Engine	Tow Limit (LB)
F-450 Crew Cab	6.4L TD	16,000 (all)

Ford F-450 Super Duty, Fifth-Wheel Towing

Vehicle	Engine	Tow Limit (LB)
F-450 Crew Cab 2WD	6.4L TD	20,500 (a,j)
F-450 Crew Cab 2WD	6.4L TD	24,500 (a,n)
F-450 Crew Cab 4WD	6.4L TD	20,000 (a,j)
F-450 Crew Cab 4WD	6.4L TD	24,000 (a,n)
F-450 Crew Cab 2WD	6.4L TD	18,500 (m,j)
F-450 Crew Cab 2WD	6.4L TD	19,500 (m,n)
F-450 Crew Cab 4WD	6.4L TD	18,000 (m,j)
F-450 Crew Cab 4WD	6.4L TD	19,000 (m,n)

F-350/F-450/F-550 Super Duty, Chassis Cab, Conventional Towing, Automatic Transmission

Vehicle	Engine	Tow Limit (LB)
F-350 RCC SRW 2WD	5.4L V-8	9,400 (g)
F-350 RCC SRW 2WD	5.4L V-8	11,400 (i)
F-350 RCC SRW 2WD	6.8L V-10	12,500 (i)
F-350 RCC SRW 2WD	6.4L TD	12,500 (g)
F-350 SCC SRW 2WD	5.4L V-8	9,000 (g)
F-350 SCC SRW 2WD	5.4L V-8	11,000 (i)
F-350 SCC SRW 2WD	6.8L V-10	12,500 (i)
F-350 SCC SRW 2WD	6.4L TD	12,500 (g)
F-350 CCC SRW 2WD	5.4L V-8	8,900 (g)
F-350 CCC SRW 2WD	5.4L V-8	10,900 (g)
F-350 CCC SRW 2WD	6.8L V-10	12,500 (i)
F-350 CCC SRW 2WD	6.4L TD	12,500 (g)
F-350 RCC SRW 4WD	5.4L V-8	8,900 (g)
F-350 RCC SRW 4WD	5.4L V-8	10,900 (i)
F-350 RCC SRW 4WD	6.8L V-10	12,500 (i)
F-350 RCC SRW 4WD	6.4L TD	12,500 (g)
F-350 SCC SRW 4WD	5.4L V-8	8,600 (g)
F-350 SCC SRW 4WD	5.4L V-8	10,600 (i)
F-350 SCC SRW 4WD	6.8L V-10	12,500 (i)
F-350 SCC SRW 4WD	6.4L TD	12,500 (g)
F-350 CCC SRW 4WD	5.4L V-8	8,300 (g)
F-350 CCC SRW 4WD	5.4L V-8	10,300 (i)
F-350 CCC SRW 4WD	6.8L V-10	12,500 (i)
F-350 CCC SRW 4WD	6.4L TD	12,500 (g)
F-350 RCC DRW 2WD	5.4L V-8	9,600 (g)
F-350 RCC DRW 2WD	5.4L V-8	11,600 (i)
F-350 RCC DRW 2WD	6.8L V-10	14,500 (i)

F-350 RCC DRW 2WD	6.8L V-10	15,000 (j)
F-350 RCC DRW 2WD	6.4L TD	15,000 (g or i)
F-350 SCC DRW 2WD	6.8L V-10	14,100 (i)
F-350 SCC DRW 2WD	6.8L V-10	15,000 (j)
F-350 SCC DRW 2WD	6.4L TD	15,000 (g or i)
F-350 CCC DRW 2WD	6.8L V-10	13,900 (i)
F-350 CCC DRW 2WD	6.8L V-10	15,000 (j)
F-350 CCC DRW 2WD	6.4L TD	15,000 (g or i)
F-350 RCC DRW 4WD	5.4L V-8	9,100 (g)
F-350 RCC DRW 4WD	5.4L V-8	11,000 (i)
F-350 RCC DRW 4WD	6.8L V-10	14,100 (i)
F-350 RCC DRW 4WD	6.8L V-10	15,000 (j)
F-350 RCC DRW 4WD	6.4L TD	15,000 (g or i)
F-350 SCC DRW 4WD	6.8L V-10	13,600 (i)
F-350 SCC DRW 4WD	6.8L V-10	15,000 (j)
F-350 SCC DRW 4WD	6.4L TD	14,800 (g or i)
F-450 (all chassis-cab models)	All	16,000
F-550 (all chassis-cab models)	All	16,000

F-350/F-450/F-550 Super Duty, Chassis Cab, Conventional Towing, Manual Transmission

Vehicle	Engine	Tow Limit (Lb)
F-350 RCC 2WD	5.4L V-8	8,400 (g)
F-350 RCC 2WD	5.4L V-8	10,400 (i)
F-350 RCC 2WD	6.8L V-10	12,500 (i)
F-350 RCC 2WD	6.4L TD	12,500 (g)
F-350 SCC 2WD	5.4L V-8	8,000 (g)
F-350 SCC 2WD	5.4L V-8	10,000 (i)
F-350 SCC 2WD	6.8L V-10	12,500 (i)
F-350 SCC 2WD	6.4L TD	12,500 (g)
F-350 CCC 2WD	5.4L V-8	7,900 (g)
F-350 CCC 2WD	5.4L V-8	9,900 (i)
F-350 CCC 2WD	6.8L V-10	12,500 (i)
F-350 CCC 2WD	6.4L TD	12,500 (g)
F-350 RCC 4WD	5.4L V-8	7,900 (g)
F-350 RCC 4WD	5.4L V-8	9,900 (i)
F-350 RCC 4WD	6.8L V-10	12,500 (i)
F-350 RCC 4WD	6.4L TD	12,500 (g)
F-350 SCC 4WD	5.4L V-8	7,600 (g)
F-350 SCC 4WD	5.4L V-8	9,600 (i)
F-350 SCC 4WD	6.8L V-10	12,400 (i)
F-350 SCC 4WD	6.4L TD	12,500 (g)
F-350 CCC 4WD	5.4L V-8	7,300 (g)
F-350 CCC 4WD	5.4L V-8	9,300 (i)
F-350 CCC 4WD	6.8L V-10	12,200 (i)
F-350 CCC 4WD	6.4L TD	12,500 (g)
F-350 RCC DRW 2WD	5.4L V-8	8,100 (g)
F-350 RCC DRW 2WD	5.4L V-8	10,600 (i)
F-350 RCC DRW 2WD	6.8L V-10	13,500 (i)

F-350 RCC DRW 2WD	6.8L V-10	15,000 (j)
F-350 RCC DRW 2WD	6.4L TD	15,000 (g or i)
F-350 SCC DRW 2WD	6.8L V-10	13,100 (i)
F-350 SCC DRW 2WD	6.8L V-10	15,000 (j)
F-350 SCC DRW 2WD	6.4L TD	15,000 (g or i)
F-350 CCC DRW 2WD	6.8L V-10	12,900 (i)
F-350 CCC DRW 2WD	6.8L V-10	14,900 (j)
F-350 CCC DRW 2WD	6.4L TD	15,000 (g or i)
F-350 RCC DRW 4WD	5.4L V-8	7,600 (g)
F-350 RCC DRW 4WD	5.4L V-8	10,100 (i)
F-350 RCC DRW 4WD	6.8L V-10	13,300 (i)
F-350 RCC DRW 4WD	6.8L V-10	15,000 (g or i)
F-350 SCC DRW 4WD	6.8L V-10	12,600 (i)
F-350 SCC DRW 4WD	6.8L V-10	14,600 (j)
F-350 SCC DRW 4WD	6.4L TD	14,800 (g or i)
F-350 CCC DRW 4WD	6.8L V-10	12,400 (i)
F-350 CCC DRW 4WD	6.8L V-10	14,400 (j)
F-350 CCC DRW 4WD	6.4L TD	14,600 (g or i)
F-450 (all models)	All	16,000
F-550 (all models)	All	16,000

F-350/F-450/F-550 Chassis Cab, Fifth-Wheel Towing, Automatic Transmission (Weights below assume 1,000-Lb second-unit body weight)

Vehicle	Engine	Tow Limit (Lb)
F-350 RCC 2WD	5.4L V-8	9,500 (g)
F-350 RCC 2WD	5.4L V-8	11,500 (i)
F-350 RCC 2WD	6.8L V-10	14,300 (i)
F-350 RCC 2WD	6.4L TD	15,500 (g)
F-350 SCC 2WD	5.4L V-8	9,100 (g)
F-350 SCC 2WD	5.4L V-8	11,100 (i)
F-350 SCC 2WD	6.8L V-10	14,000 (i)
F-350 SCC 2WD	6.4L TD	15,200 (g)
F-350 CCC 2WD	5.4L V-8	8,900 (g)
F-350 CCC 2WD	5.4L V-8	10,900 (g)
F-350 CCC 2WD	6.8L V-10	13,700 (i)
F-350 CCC 2WD	6.4L TD	14,900 (g)
F-350 RCC SRW 4WD	5.4L V-8	9,000 (g)
F-350 RCC SRW 4WD	5.4L V-8	11,000 (i)
F-350 RCC SRW 4WD	6.8L V-10	13,900 (i)
F-350 RCC SRW 4WD	6.4L TD	15,100 (g)
F-350 SCC SRW 4WD	5.4L V-8	8,600 (g)
F-350 SCC SRW 4WD	5.4L V-8	10,600 (i)
F-350 SCC SRW 4WD	6.8L V-10	13,500 (i)
F-350 SCC SRW 4WD	6.4L TD	14,700 (g)
F-350 CCC SRW 4WD	5.4L V-8	8,300 (g)
F-350 CCC SRW 4WD	5.4L V-8	10,300 (i)
F-350 CCC SRW 4WD	6.8L V-10	13,200 (i)

F-350 CCC SRW 4WD	6.4L TD	14,400 (g)
F-350 RCC DRW 2WD	5.4L V-8	9,600 (g)
F-350 RCC DRW 2WD	5.4L V-8	11,600 (i)
F-350 RCC DRW 2WD	6.8L V-10	14,500 (i)
F-350 RCC DRW 2WD	6.8L V-10	16,000 (j)
F-350 RCC DRW 2WD	6.4L TD	15,600 (g or i)
F-350 SCC DRW 2WD	6.8L V-10	14,100 (i)
F-350 SCC DRW 2WD	6.8L V-10	15,600 (j)
F-350 SCC DRW 2WD	6.4L TD	15,300 (g or i)
F-350 CCC DRW 2WD	6.8L V-10	13,900 (i)
F-350 CCC DRW 2WD	6.8L V-10	15,400 (j)
F-350 CCC DRW 2WD	6.4L TD	15,100 (g or i)
F-350 RCC DRW 4WD	5.4L V-8	9,100 (g)
F-350 RCC DRW 4WD	5.4L V-8	11,100 (i)
F-350 RCC DRW 4WD	6.8L V-10	14,000 (i)
F-350 RCC DRW 4WD	6.8L V-10	15,500 (j)
F-350 RCC DRW 4WD	6.4L TD	15,200 (g,i)
F-350 SCC DRW 4WD	6.8L V-10	13,600 (i)
F-350 SCC DRW 4WD	6.8L V-10	15,100 (j)
F-350 SCC DRW 4WD	6.4L TD	14,800 (g or i)
F-350 CCC DRW 4WD	6.8L V-10	13,400 (i)
F-350 CCC DRW 4WD	6.8L V-10	14,900 (j)
F-350 CCC DRW 4WD	6.4L TD	14,600 (g or i)
F-450 RCC DRW 2WD	6.8L V-10	18,300 (n or o)
F-450 RCC DRW 2WD	6.4L TD	17,500 (j or n)
F-450 RCC DRW 2WD	6.4L TD	21,500 (n,t)
F-450 RCC DRW 4WD	6.8L V-10	17,900 (n or o)
F-450 RCC DRW 4WD	6.4L TD	17,100 (j or n)
F-450 RCC DRW 4WD	6.4L TD	21,100 (n,t)
F-550 RCC DRW 2WD	6.8L V-10	18,200 (n or o)
F-550 RCC DRW 2WD	6.4L TD	17,400 (j or n)
F-550 RCC DRW 2WD	6.4L TD	24,400 (n,t)
F-550 RCC DRW 4WD	6.8L V-10	17,900 (n or o)
F-550 RCC DRW 4WD	6.4L TD	17,000 (j or n)
F-550 RCC DRW 4WD	6.4L TD	24,000 (n,t)

Manufacturer's Note: Weights shown above are for 141-inch wheelbase models. For 165, 189 and 201-inch wheelbase models, weights may be somewhat less (usually 200 lb less with 165 and 189-inch wheelbase, 400 lb with 201-inch wheelbase).

Vehicle	Engine	Tow Limit (Lb)
F-450 SCC DRW 2WD	6.8L V-10	17,900 (n or o)
F-450 SCC DRW 2WD	6.4L TD	17,100 (j or n)
F-450 SCC DRW 2WD	6.4L TD	21,100 (n,t)
F-450 SCC DRW 4WD	6.8L V-10	17,500 (n or o)
F-450 SCC DRW 4WD	6.4L TD	16,700 (j or n)
F-450 SCC DRW 4WD	6.4L TD	20,700 (n,t)
F-550 SCC DRW 2WD	6.8L V-10	17,800 (n or o)
F-550 SCC DRW 2WD	6.4L TD	17,000 (j or n)

F-550 SCC DRW 2WD	6.4L TD	24,000 (n,t)
F-550 SCC DRW 4WD	6.8L V-10	17,500 (n or o)
F-550 SCC DRW 4WD	6.4L TD	16,700 (j or n)
F-550 SCC DRW 4WD	6.4L TD	23,700 (n,t)
F-450 CCC DRW 2WD	6.8L V-10	17,700 (n or o)
F-450 CCC DRW 2WD	6.4L TD	16,900 (j or n)
F-450 CCC DRW 2WD	6.4L TD	20,900 (n,t)
F-450 CCC DRW 4WD	6.8L V-10	17,400 (n or o)
F-450 CCC DRW 4WD	6.4L TD	16,500 (j or n)
F-450 CCC DRW 4WD	6.4L TD	20,500 (n,t)
F-550 CCC DRW 2WD	6.8L V-10	17,700 (n or o)
F-550 CCC DRW 2WD	6.4L TD	16,900 (j or n)
F-550 CCC DRW 2WD	6.4L TD	23,900 (n,t)
F-550 CCC DRW 4WD	6.8L V-10	17,300 (n or o)
F-550 CCC DRW 4WD	6.4L TD	16,500 (j or n)
F-550 CCC DRW 4WD	6.4L TD	23,500 (n,t)

F-350/F-450/F-550 Chassis Cab, Fifth-Wheel Towing, Manual Transmission (Weights below assume 1,000-LB second-unit body weight)

Vehicle	Engine	Tow Limit (Lb)
F-350 RCC 2WD	5.4L V-8	8,500 (g)
F-350 RCC 2WD	5.4L V-8	10,500 (i)
F-350 RCC 2WD	6.8L V-10	13,300 (i)
F-350 RCC 2WD	6.4L TD	15,500 (g)
F-350 RCC 4WD	5.4L V-8	8,000 (g)
F-350 RCC 4WD	5.4L V-8	10,000 (i)
F-350 RCC 4WD	6.8L V-10	12,900 (i)
F-350 RCC 4WD	6.4L TD	15,100 (g)
F-350 RCC DRW	5.4L V-8	8,100 (g)
F-350 RCC DRW	5.4L V-8	10,600 (i)
F-350 RCC DRW	6.8L V-10	13,500 (i)
F-350 RCC DRW	6.8L V-10	15,500 (j)
F-350 RCC DRW	6.4L TD	15,600 (g or i)
F-450 RCC DRW 2WD	6.8L V-10	18,200 (n or o)
F-450 RCC DRW 2WD	6.4L TD	17,500 (j or n)
F-450 RCC DRW 2WD	6.4L TD	19,500 (n,t)
F-450 RCC DRW 4WD	6.8L V-10	17,900 (n or o)
F-450 RCC DRW 4WD	6.4L TD	17,100 (j or n)
F-450 RCC DRW 4WD	6.4L TD	19,100 (n,t)
F-550 RCC DRW 2WD	6.8L V-10	18,200 (n or o)
F-550 RCC DRW 2WD	6.4L TD	17,400 (n)
F-550 RCC DRW 2WD	6.4L TD	19,400 (n,t)
F-550 RCC DRW 4WD	6.8L V-10	17,900 (n or o)
F-550 RCC DRW 4WD	6.4L TD	17,000 (n)
F-550 RCC DRW 4WD	6.4L TD	19,000 (n,t)
F-450 SCC DRW 2WD	6.8L V-10	17,900 (n or o)
F-450 SCC DRW 2WD	6.4L TD	17,100 (j or n)

F-450 SCC DRW 2WD	6.4L TD	19,100 (n,t)
F-450 SCC DRW 4WD	6.8L V-10	17,500 (n or o)
F-450 SCC DRW 4WD	6.4L TD	16,700 (j or n)
F-450 SCC DRW 4WD	6.4L TD	18,700 (n,t)
F-550 SCC DRW 2WD	6.8L V-10	17,800 (n or o)
F-550 SCC DRW 2WD	6.4L TD	17,000 (n)
F-550 SCC DRW 2WD	6.4L TD	19,000 (n,t)
F-550 SCC DRW 4WD	6.8L V-10	17,500 (n or o)
F-550 SCC DRW 4WD	6.4L TD	16,700 (n)
F-550 SCC DRW 4WD	6.4L TD	18,700 (n,t)
F-450 CCC DRW 2WD	6.8L V-10	17,700 (n or o)
F-450 CCC DRW 2WD	6.4L TD	16,900 (j or n)
F-450 CCC DRW 2WD	6.4L TD	18,900 (n,t)
F-450 CCC DRW 4WD	6.8L V-10	17,400 (n or o)
F-450 CCC DRW 4WD	6.4L TD	16,500 (j or n)
F-450 CCC DRW 4WD	6.4L TD	18,500 (n,t)
F-550 CCC DRW 2WD	6.8L V-10	17,700 (n/o)
F-550 CCC DRW 2WD	6.4L TD	16,900 (n)
F-550 CCC DRW 2WD	6.4L TD	18,900 (n,t)
F-550 CCC DRW 4WD	6.8L V-10	17,300 (n or o)
F-550 CCC DRW 4WD	6.4L TD	16,500 (n)
F-550 CCC DRW 4WD	6.4L TD	18,500 (n,t)

Honda

Vehicle	Engine	Tow Limit (LB)
Odyssey	3.5L V-6	3,500
Pilot	3.5L V-6	4,500 (t)
Ridgeline	3.5L V-6	5,000

Hummer H1, H2, H2 SUT, H3

Vehicle	Engine	Tow Limit (LB)
H2	6.2L V-8	8,200
H2 SUT	6.2L V-8	8,200
H3	3.7L I-5	4,500 (a)
H3	3.7L I-5	3,000 (a)
H3 Alpha	5.3L V-8	6,000

Hyundai

Vehicle	Engine	Tow Limit (LB)
Entourage	3.8L V-6	3,500
Santa Fe 2WD	2.7L V-6	2,000 (x)
Santa Fe 2WD	3.5L V-6	2,000 (x)
Santa Fe 4WD	2.7L V-6	2,000 (x)
Santa Fe 4WD	3.5L V-6	2,000 (x)
Tucson	2.7L V-6	2,000 (x)
Veracruz (all)	3.8L V-6	3,500 (t)

Infiniti

Vehicle	Engine	Tow Limit (LB)
QX56 2WD	5.6L V-8	9,000
QX56 AWD	5.6L V-8	8,900
FX	All	3,500

Isuzu

Vehicle	Engine	Tow Limit (LB)
Ascender 2WD	4.2L I-6	5,300 (e)
Ascender 2WD	4.2L I-6	5,800 (g)
Ascender 4WD	4.2L I-6	5,200 (e)
Ascender 4WD	4.2L I-6	5,700 (g)
i290 Ext Cab 2WD	2.9L I-4	3,200 (a,g)
i290 Ext Cab 2WD	2.9L I-4	2,200 (m,g)
i370 Ext Cab 2WD	3.7L I-5	5,500 (a,g)
i370 Crew Cab 2WD	3.7L I-5	5,500 (g)
i370 Crew Cab 4WD	3.7L I-5	5,500 (g)

Jeep

Vehicle	Engine	Tow Limit (LB)
Commander 2WD	3.7L V-6	3,500
Commander 2WD	4.7L V-8	6,500 (s)
Commander 2WD	5.7L V-8	7,400 (s)
Commander 4WD	3.7L V-6	3,500
Commander 4WD	4.7L V-8	6,500 (s)
Commander 4WD	5.7L V-8	7,200 (s)
Grand Cherokee 2WD	3.0L TD V-6	7,400 (s)
Grand Cherokee 4WD	3.0L TD V-6	7,200 (s)
Grand Cherokee 2WD	3.7L V-6	3,500
Grand Cherokee 4WD	3.7L V-6	3,500
Grand Cherokee 2WD	4.7L V-8	6,500 (s)
Grand Cherokee 4WD	4.7L V-8	6,500 (s)
Grand Cherokee 2WD	5.7L V-8	7,400 (s)
Grand Cherokee 4WD	5.7L V-8	7,200 (s)
Grand Cherokee SRT8	6.1L V-8	3,500 (s)
Liberty 2WD	3.7L V-6	3,500 (r)
Liberty 2WD	3.7L V-6	5,000 (s)
Liberty 4WD	3.7L V-6	3,500 (r)
Liberty 4WD	3.7L V-6	5,000 (s)
Wrangler	4.0L I-6	2,000
Wrangler Unlimited	3.8L V-6	3,500 (g)
Wrangler Unlimited Rubicon	3.8L V-6	3,500 (i)

Kia

Vehicle	Engine	Tow Limit (LB)
Sorento	3.3L V-6	3,500
Sorento	3.8L V-6	5,000
Sportage	2.7L V-6	2,000

Land Rover		
Vehicle	Engine	Tow Limit (lb)
Land Rover LR2	3.2L I-6	3,500 (x)
Land Rover LR3	4.4L V-8	7,716 (x)
Range Rover	4.4L V-8	7,716 (x)
Range Rover Sport	4.2L V-8 SC	7,716 (x)

Lexus		
Vehicle	Engine	Tow Limit (lb)
RX 350	3.5L V-6	3,500
RX 400h (Hybrid)	3.3L V-6	3,500
GX 470	4.7L V-8	6,500
LX 570	5.7L V-8	8,500

Lincoln-Mercury		
Vehicle	Engine	Tow Limit (lb)
Mark LT 2WD Shortbed	5.4L V-8	9,000
Mark LT 2WD Longbed	5.4L V-8	8,900
Mark LT 4WD Shortbed	5.4L V-8	8,700
Mark LT 4WD Longbed	5.4L V-8	8,600
Mariner	3.0L V-6	3,500 (t)
Mountaineer 2WD 5 passenger	4.0L V-6	5,295
Mountaineer 2WD 5 passenger	4.6L V-8	7,220
Mountaineer AWD 5 passenger	4.0L V-6	5,000
Mountaineer AWD 5 passenger	4.6L V-8	7,055
Mountaineer 2WD 7 passenger	4.0L V-6	5,205
Mountaineer 2WD 7passenger	4.6L V-8	7,135
Mountaineer AWD 7 passenger	4.0L V-6	5,000
Mountaineer AWD 7 passenger	4.6L V-8	6,970
Navigator 2WD	5.4L V-8	8,950
Navigator L 2WD	5.4L V-8	8,850
Navigator 4WD	5.4L V-8	8,750
Navigator L 4WD	5.4L V-8	8,475

Mazda		
Vehicle	Engine	Tow Limit (lb)
B-2300 Reg Cab 2WD	2.3L I-4	2,260 (a,u)
B-4000 4WD	4.0L V-6	3,120 (m,u)
B-4000 4WD	4.0L V-6	5,580 (a,u)
CX7 (all)	2.3L TC	3,500 (a)
CX9 (all)	3.7L V-6	3,500 (a,t)
Tribute	3.0L V-6	3,500 (a,t)

Mercedes-Benz		
Vehicle	Engine	Tow Limit (lb)
G500	5.0L V-8	7,000
G55 AMG	5.4L V-8	7,000
GL320 CDI	3.0L TD V-6	7,500

GL450	4.6L V-8	7,500
GL550	5.5L V-8	7,500
ML320 CDI	3.0L TD V-6	7,200
ML350	3.5L V-6	7,200
ML550	5.5L V-8	7,200
ML63 AMG	6.3L V-8	7,200

Mitsubishi		
Vehicle	Engine	Tow Limit (lb)
Outlander 2WD	3.0L V-6	2,000
Outlander 4WD	3.0L V-6	3,500
Endeavor	3.8L V-6	3,500
Raider Ext Cab 2WD	3.7L V-6	2,950 (m,c)
Raider Ext Cab 2WD	3.7L V-6	3,650 (m,f)
Raider Ext Cab 2WD	3.7L V-6	4,150 (a4,c)
Raider Ext Cab 2WD	3.7L V-6	4,450 (a4,h)
Raider Ext Cab 2WD	4.7L V-8	5,350 (a5,f)
Raider Ext Cab 2WD	4.7L V-8	6,450 (a5,h)
Raider Dbl Cab 2WD	3.7L V-6	4,050 (a4,f)
Raider Dbl Cab 2WD	3.7L V-6	4,350 (a4,h)
Raider Dbl Cab 2WD	4.7L V-8	5,150 (a5,f)
Raider Dbl Cab 2WD	4.7L V-8	6,350 (a5,h)
Raider Ext Cab 4WD	3.7L V-6	3,450 (m,f)
Raider Ext Cab 4WD	3.7L V-6	3,950 (a4,f)
Raider Ext Cab 4WD	3.7L V-6	4,250 (a4,h)
Raider Ext Cab 4WD	4.7L V-8	5,250 (a5,f)
Raider Ext Cab 4WD	4.7L V-8	6,200 (a5,h)
Raider Dbl Cab 4WD	3.7L V-6	3,850 (a4,f)
Raider Dbl Cab 4WD	3.7L V-6	4,150 (a4,h)
Raider Dbl Cab 4WD	4.7L V-8	5,100 (a5,f)
Raider Dbl Cab 4WD	4.7L V-8	6,100 (a5,f)

Nissan		
Vehicle	Engine	Tow Limit (lb)
Armada 2WD	5.6L V-8	9,100
Armada 4WD	5.6L V-8	9,000
Frontier KC XE 2WD	2.5L I-4	3,500
Frontier KC SE, LE, Nismo 2WD	4.0L V-6	6,500
Frontier KC SE, LE, Nismo 4WD	4.0L V-6	6,300
Frontier CC SE, LE, Nismo 2WD	4.0L V-6	6,300
Frontier CC SE, LE, Nismo 4WD	4.0L V-6	6,100
Murano	3.5L V-6	3,500
Pathfinder	4.0L V-6	6,000
Pathfinder	5.6L V-8	7,000
Quest	3.5L V-6	3,500
Titan KC 2WD	5.6L V-8	9,500
Titan KC 4WD	5.6L V-8	9,400
Titan CC 2WD	5.6L V-8	9,400
Titan CC 4WD	5.6L V-8	9,400

Titan Longbed CC 2WD	5.6L V-8	9,300
Titan Longbed CC 4WD	5.6L V-8	9,100
Xterra	4.0L V-6	5,000

Pontiac

Vehicle	Engine	Tow Limit (LB)
Torrent	3.4L V-6	3,500

Porsche

Vehicle	Engine	Tow Limit (LB)
Cayenne	All	7,716

Saab

Vehicle	Engine	Tow Limit (LB)
9-3 (all)	All	3,500
9-5 (all)	All	3,500
9-7X	4.2L I-6	5,600
9-7X	5.3L V-8	6,500

Saturn

Vehicle	Engine	Tow Limit (LB)
Outlook	3.6L V-6	4,500
Vue XE	3.5L V-6	3,500
Vue XR/Red Line	3.6L V-6	3,500

Subaru

Vehicle	Engine	Tow Limit (LB)
B9 Tribeca	3.6L H-6	3,500 (t)
Forester	2.5L H-4	2,400 (x)
Outback	2.5L H-4	2,700
Outback	3.0L H-6	3,000

Suzuki

Vehicle	Engine	Tow Limit (LB)
Grand Vitara	2.7L V-6	3,000
XL7	3.6L V-6	3,500

Toyota

Vehicle	Engine	Tow Limit (LB)
4Runner 2WD	4.0L V-6	5,000
4Runner 4WD	4.0L V-6	5,000
4Runner 2WD	4.7L V-8	7,300
4Runner 4WD	4.7L V-8	7,000
FJ Cruiser	4.0L V-6	5,000
Highlander	3.5L V-6	2,000
Highlander	3.5L V-6	3,500 (t)
Highlander Hybrid	3.3L V-6	3,500
Land Cruiser	5.7L V-8	8,500
RAV4	3.5L V-6	2,000

Sienna	3.5L V-6	3,500
Sequoia 2WD	4.7L V-8	6,500
Sequoia 4WD	4.7L V-8	6,200
Tacoma Reg Cab	2.7L I-4	3,500
Tacoma Access Cab/X-Runner	2.7L I-4	3,500
Tacoma Access Cab 2WD/4WD	4.0L V-6	3,500*
Tacoma Access Cab 2WD/4WD	4.0L V-6	5,000
Tacoma Access Cab 2WD/4WD	4.0L V-6	6,500 (t)
Tacoma Double Cab 2WD/4WD	4.0L V-6	3,500*
Tacoma Double Cab 2WD/4WD	4.0L V-6	5,000
Tacoma Double Cab 2WD/4WD	4.0L V-6	6,500 (t)
Tundra Reg Cab SB	4.0L V-6	5,100
Tundra Reg Cab LB	4.0L V-6	5,000
Tundra Double Cab SB	4.0L V-6	5,100
Tundra Double Cab LB	4.0L V-6	5,000
Tundra Reg Cab SB 2WD	4.7L V-8	7,000
Tundra Reg Cab SB 2WD	4.7L V-8	8,500 (t)
Tundra Reg Cab SB 4WD	4.7L V-8	6,900
Tundra Reg Cab SB 4WD	4.7L V-8	8,400
Tundra Reg Cab LB 2WD	4.7L V-8	6,900
Tundra Reg Cab LB 2WD	4.7L V-8	8,400 (t)
Tundra Reg Cab LB 4WD	4.7L V-8	6,600
Tundra Reg Cab LB 4WD	4.7L V-8	8,100 (t)
Tundra Double Cab SB 2WD	4.7L V-8	7,000
Tundra Double Cab SB 2WD	4.7L V-8	8,500 (t)
Tundra Double Cab SB 4WD	4.7L V-8	6,700
Tundra Double Cab SB 4WD	4.7L V-8	8,200 (t)
Tundra Double Cab LB 2WD	4.7L V-8	6,900
Tundra Double Cab LB 2WD	4.7L V-8	8,400 (t)
Tundra Double Cab LB 4WD	4.7L V-8	6,600
Tundra Double Cab LB 4WD	4.7L V-8	8,100
Tundra Reg Cab 2WD	5.7L V-8	10,800
Tundra Reg Cab 4WD	5.7L V-8	10,500
Tundra Double Cab 2WD	5.7L V-8	10,600
Tundra Double Cab 4WD	5.7L V-8	10,300
Tundra CrewMax 2WD	5.7L V-8	10,400
Tundra CrewMax 4WD	5.7L V-8	10,100

*Rating with bumper hitch.

Volkswagen

Vehicle	Engine	Tow Limit (LB)
Touareg	All	7,716

Volvo

Vehicle	Engine	Tow Limit (LB)
S60	2.5L I-5	3,300
S80	All	3,300
V70	3.2L I-6	3,300
XC70	3.2L I-6	3,970
XC90 AWD	4.4L V-8	4,960

Hitching Up

Choosing and maintaining the proper hardware are key to a pleasant towing experience

BY JOEL DONALDSON

The process of buying a new travel trailer or fifth-wheel is teeming with choices.

What is supposed to be an enjoyable experience is filled with such tasks as negotiating a price; arranging financing; settling on a fair trade-in value for your old rig; and choosing insurance, floorplans, décor schemes and optional equipment — the list goes on and on. However, one of the most important choices may be considered an afterthought — namely, selecting the proper trailer hitch.

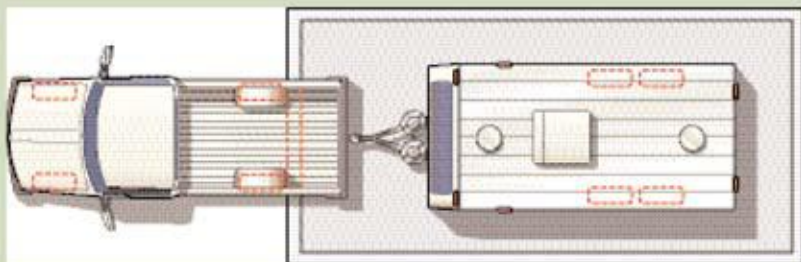
Fortunately, selecting the right hitch isn't difficult, nor is its installation — after locating a competent hitch shop. Maintaining proper adjustment of the hitch on an ongoing basis is the real challenge, and it has a large bearing on the safety and enjoyment of trailer towing.

Trailers are available in two distinctly different designs — one that is coupled to the rear of the tow vehicle by a conventional hitch ball, and another that utilizes a fifth-wheel hitch mounted in the truck bed, centered over the rear axle. The hitching methods are as different as the trailers and require specific knowledge by the installer and trailer owner.

Conventional Hitches

All hitches are rated by their respective manufacturers to safely handle up to a specific gross vehicle weight rating (GVWR), which is the weight of the trailer with full water and LP-gas cylinders — and with all supplies aboard. Several weight classes exist for hitches designed for towing conventional travel trailers.

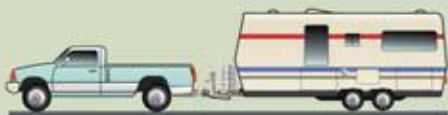




To determine hitch weight, first get a reading on axle weight (above), then unhitch the trailer for a total weight reading and then subtract the axle weight from the total.



Using a weight-carrying hitch



Using a weight-distributing hitch

A weight-distributing hitch distributes weight to all axles of the tow vehicle and the trailer.

Weight Carrying

Class I200-LB HW, 2,000-LB GVWR
Class II350-LB HW, 3,500-LB GVWR
Class III500-LB HW, 5,000-LB GVWR
Class IV750-LB HW, 7,500-LB GVWR
Class V . . .	1,200-LB HW, 12,000-LB GVWR

Weight Distributing

Class IV . . .	1,200-LB HW, 12,000-LB GVWR
Class V . . .	1,400-LB HW, 14,000-LB GVWR

HW=Hitch Weight

Weight-carrying hitches are intended for lighter trailers because the entire trailer's hitch weight is carried on the ball and transferred to the rear axle of the tow vehicle, whereas load-distributing hitches are designed to distribute the trailer's hitch weight to all axles of the tow vehicle and trailer, making larger, heavier trailers with considerably higher hitch weights towable without destabilizing the tow vehicle.

A trailer with ideal weight distribution will have a minimum hitch weight of about 10 percent of the gross weight, and the maximum can

range upward to 15 percent — providing it does not violate the rating of the hitch.

Except for the lightest folding trailers, hitches rated Class II and higher are used for recreational towing, and they utilize a receiver bolted to the tow vehicle's frame. The hitch receiver — which may have box dimensions of 1¼ inches square, 2 inches square or 2½ inches square, with larger boxes designed for higher load ratings — accepts a slide-in ball mount (or draw bar), which is then secured with a pin.

Besides serving as the trailer/receiver attachment point, the ball mount also is used in varying heights (known as “drop”) to couple the trailer in a level fashion (frame parallel to the road surface), which is desirable for best stability and trailer-brake performance. Some ball mounts are fixed, while others are adjustable.

Ball mounts used for weight-carrying hitches are quite different than those used for load distributing. Need for weight-distributing hitches varies with tow-vehicle type and trailer weight. A trailer with 350 pounds of hitch weight may present no challenge for a stiffly sprung, long-wheelbase ¾-ton pickup, while it may destabilize a softly sprung compact SUV. In general, a weight-distributing hitch will improve



Ford Super Duty receiver



Blue Ox hitch



Hensley Arrow hitch



Equal-i-zer hitch



PullRite 70 Degree hitch

stability in most situations because weight resting on a hitch ball (when a weight-carrying hitch is used) loads the rear axle excessively by placing all of the hitch weight on that axle in addition to weight that is transferred from the front axle to the rear in a see-saw action.

Because many receivers are usable in either weight-carrying or weight-distributing configurations — depending on the ball mount — the receiver's manufacturer may list both ratings.

Weight-distributing hitches should be used in many weight situations of Class II, and in most situations of Class III and above. Unlike their weight-carrying counterparts, these hitches typically use a much heavier ball mount (adjustable in height), plus a pair of spring bars that provide the leverage needed to distribute weight fore and aft.

Hitch Adjustment

After having a load-distributing hitch of proper weight rating installed, owners may take the rest for granted, which can be a costly error because an improperly adjusted load-distributing hitch can contribute to trailer sway, which is a very undesirable handling trait.

The keys to happy towing are proper ball height and proper load (tension) on the spring bars. When all aspects are correct, the tow vehicle and the trailer are at proper ride height, which in most cases is level. (One exception will be described later.) Proper hitch adjustment helps prevent rear-axle overloading and improves braking and steering response.

Evaluating the proper adjustment of a load-distributing hitch is relatively simple: The tow vehicle should maintain the same attitude before hitching that it does after hitching, measured at reference points at the front and rear bumpers. If it's level before hitching, it should be level afterward, although slightly lower due to the addition of hitch weight. Level attitude means adequate load is placed on the spring bars to distribute portions of the hitch weight equally to the front and rear axles. If the rear of the tow vehicle sags after hitching, then the spring-bar loading is not adequate.

The exception to level attitude: If the tow vehicle is a stiffly sprung pickup and the rear of the truck is higher than the front, that attitude should be maintained after hitching. Such trucks often will carry heavy loads without the need for weight-distributing hitches and without sagging. But care must be exercised here. Although the truck may not look like it's sagging visually, the hitch weight carried by the

rear axle may still create an unstable situation.

If the trailer is not level after spring bars have been adjusted to create the proper tow-vehicle attitude, the ball height should be corrected.

Trailer sway can be a problem if trailer balance or hitch adjustment are not correct because the trailer has steering leverage on the tow vehicle by virtue of being connected to the tow vehicle 3 or 4 feet behind the rear axle. With correct hitching, trailer balance may be a problem if the hitch weight is less than 10 percent of gross weight. It should be more than 10 percent for best stability.

Even with a well-balanced trailer and a properly adjusted hitch, use of a sway-control device is highly recommended. Often called sway bars (not to be confused with anti-roll bars fitted to axles of tow vehicles), sway-control devices are designed to damp rotation of the coupler on the hitch ball. They improve the handling characteristics of the trailer/tow vehicle combination whether the hitch method is weight-carrying or weight-distributing.

Sway-control devices are available in two different configurations, the most popular of which is one that employs a steel bar, attached to the ball mount, that is encased in a rail or tube attached to the trailer A-frame. Inside the rail or tube is friction material that is clamped against the steel bar (adjustable). Any pivoting of the trailer coupler on the bar causes the bar to slide within the rail, creating drag and damping sway. On larger trailers, it's often possible to use a pair of friction-type units for additional sway control.

One popular hitch (the Equal-i-zer) includes a friction feature in the hitch design (tips of spring bars create friction on trailer-frame brackets).

Cam-type sway units work by modifying the operation of the spring bars on a weight-distributing hitch. As the trailer turns, a cam increases the tension on one of the bars, creating a force that tends to pull the trailer back into a straight line. The harder the trailer turns, the stronger this self-centering force becomes. Since this scheme relies on spring-bar tension, it's generally most effective on trailers with relatively high hitch weights (e.g., trailers requiring considerable spring-bar tension).

The Hensley Arrow and Pulliam Enterprises'



PullRite hitch systems offer different approaches to controlling sway.

The Hensley unit prevents sway through use of trapezoidal hitch linkages that make the tow vehicle and trailer act as a single unit, with no pivoting of the coupler on the ball unless the tow vehicle turns. Thus, during typical highway travel the tow vehicle and trailer are connected as non-articulated vehicles, and tend to function as a single unit. Even so, there is no restriction on the tow vehicle's capability for turns.

The PullRite, in effect, moves the hitch pivot point to a location immediately aft of the tow vehicle's rear axle, dramatically reducing the leverage the trailer can exert on the tow vehicle.

Fifth-Wheel Hitches

Fifth-wheel towing is quite a different story. The trailer's kingpin serves as the pivot point for the fifth-wheel hitch, which is centered slightly ahead or above the truck's rear axle. The trailer's kingpin slides into the hitch head, where it is secured between latching jaws. This head is attached to a support base, which transfers the towing forces to the truck frame.

The design prevents the trailer from having any steering effect on the tow vehicle, and is what gives fifth-wheel trailers such good road manners. Wind gusts and road irregularities have little or no effect on tow-vehicle stability.

Most hitches are secured to the bed with a pair of mounting rails, while other designs (underbed systems) leave the truck bed flat after the hitch is removed. Most removable systems use permanently mounted rails with pins to secure the hitch head. The underbed style of fifth-wheel hitch mount is completely different in that the entire hitch mechanism is removed by simply pulling a lever in the wheel well.



Reese Plus fifth-wheel hitch

Some systems, where the hitch saddle and support base can be removed separately, make it easier on the back when lifting the hardware.

Many fifth-wheel heads are mounted so they tilt fore and aft; however, having only the fore-and-aft pivot restricts side-to-side movement.

Some hitches have heads that pivot in multiple directions, allowing the pinbox to move in any direction with respect to the pickup, while still maintaining a tight mechanical connection. This also makes it easier to hitch or unhitch the trailer on uneven ground.

Another strategy for improving trailer-truck flexibility involves the use of air springs as part of the hitch design. Typically, the hitch is suspended on multiple bladder-type air bags, which support most of the trailer's kingpin weight. Aside from providing considerable articulation, these bags are also capable of smoothing out much of the road shocks and vibration that would otherwise be transmitted from the trailer to the tow vehicle. Adjustments to the system can be accomplished by varying the amount of air pressure in the bags.

Shortbed pickups are now more popular than ever, particularly among extended-cab models. However, a short bed often causes complications when using the truck for towing a fifth-wheel because the proper hitch-mounting location is far enough forward to cause trailer-to-cab collisions during sharp turns. Installing an extended pinbox provides a workable solution with smaller trailers with modest pin weights. However, owners should first check with the pinbox manufacturer before adding any extension.

For larger units, one solution is a conventional hitch that can be manually unlocked and moved aft on a special set of rails before

making tight turns. PullRite offers a hitch that performs this motion automatically, returning to the forward-towing position after the turn is completed. Rearward travel can be as much as 22 inches for some models, which is generally adequate for accommodating 102-inch-wide trailers. Turns as tight as 90 degrees are possible in some cases.

Maximum weight ratings for fifth-wheel hitches range up to 25,500 pounds gross weight, with as much as 25 percent of it on the hitch (most fivers have 20 percent hitch weight or less), and it's best to choose a unit that not only will handle the trailer it will be used to tow, but also any possibility of a larger trailer, although a higher-rated hitch will cost more and will be slightly heavier.

In either case — be it conventional or fifth-wheel towing — the use of a properly rated hitch, adjusted correctly, will ensure a safe and pleasurable towing experience. **TG**

Sources

Automatic Equipment

Manufacturing, (888) 425-5382,
www.aemfg.com.

B&W Truck Beds Inc., (800) 248-6564, www.turnoverball.com.

Draw-Tite Hitches, (866) 308-9054,
www.drawtite-hitches.com.

Equal-i-zer Hitch, (800) 478-5578,
www.equalizerhitch.com.

Hensley Manufacturing. Inc., (800) 410-6580, www.hensleymfg.com.

MOR/ryde International, (574) 293-1581, www.morryde.com.

Pulliam Enterprises, (877) 785-5748,
www.pullrite.com.

RBW Industries Inc., (800) 451-7821,
www.rbwindustries.com.

Reese Division, Cequent Towing Products, (800) 326-1090,
www.reeseproducts.com.

Trailair, (800) 998-4238,
www.trailair.com.

TrailerSaver Air Ride Hitches, (800) 410-6580, www.trailersaver.com.

Towing-Packa

BY JEFF JOHNSTON

A new tow-vehicle buyer is presented with a dizzying array of options when choosing a tow vehicle, but there's one option that is essential: The towing package.

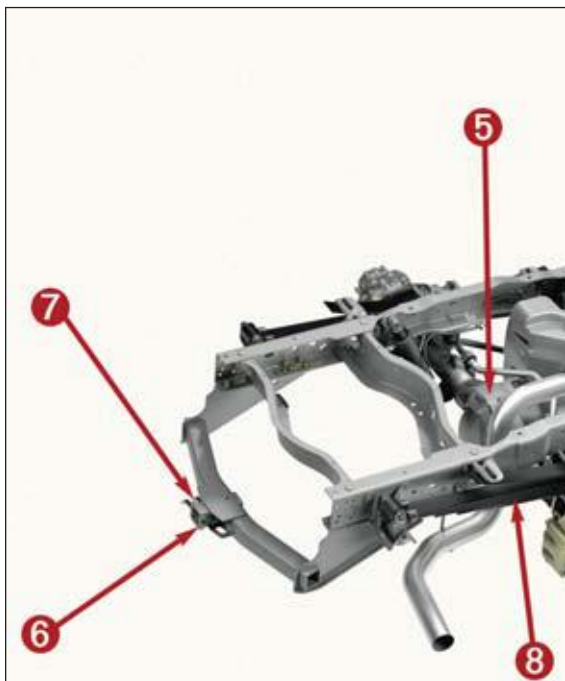
There are several good reasons for choosing factory-installed towing hardware. You have full warranty coverage on the equipment. It was designed by the best engineering minds at a major auto manufacturer, which is reassuring when considering the hardware is tying your truck and trailer safely together. You'll probably save money over the cost of aftermarket hardware. And perhaps best of all, use of the factory options means being ready for the road is a turnkey operation that calls for few or no trips to specialty shops after leaving the dealership.

In many cases, you don't have a choice. If the vehicle is to be rated for its highest towing capacity, the towing-package option is mandatory to give the tow vehicle its optimum performance potential. For less-strenuous duty, the towing package is optional.

Check the dealer literature to determine the content of the towing-package option. The following are some of the items you will likely encounter.

Towing Axle Ratio: Most packages include a lower (numerically higher) axle ratio; for example, a 3.73:1 or 4.10:1 instead of the 3.55:1 that comes with the stock vehicle. A lower ratio results in greater torque multiplication at the rear wheels, which means more power for towing. It also means the engine turns somewhat faster for a given road speed, but that's the tradeoff for improved towing performance.

Hitch Receiver: If the tow vehicle already has a receiver, all you need to select is the proper ball mount and the associated hardware, such as a load-distributing hitch. The receiver will be properly matched to the tow vehicle's trailer-towing rating, so you needn't worry about any hitch-overloading situations — as long as you pay attention to the numbers. You'll



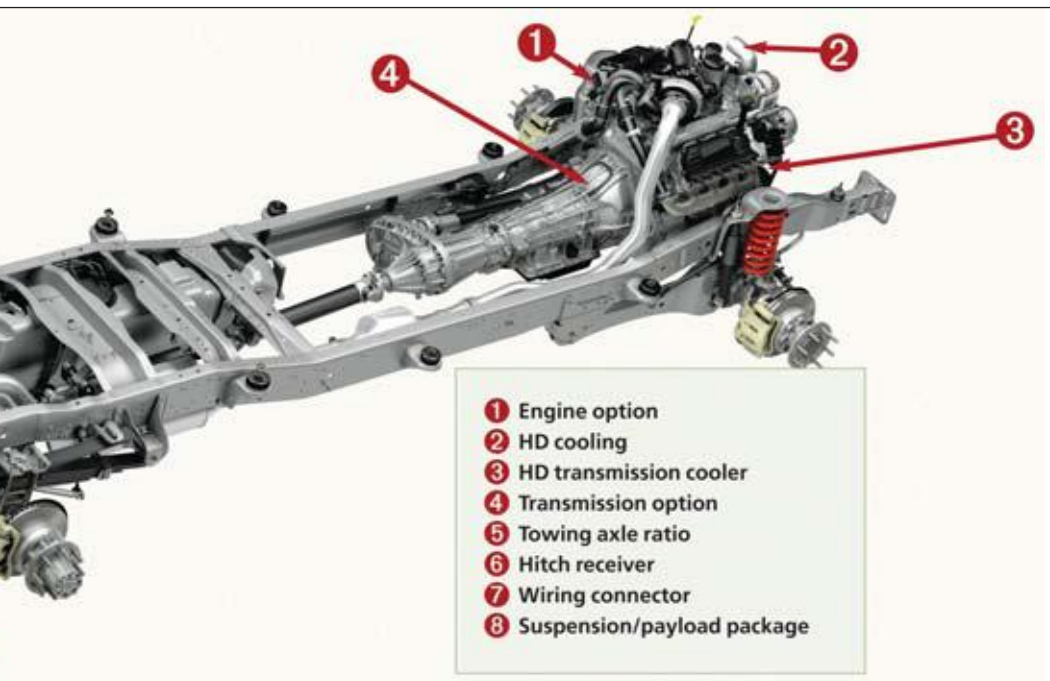
What's in a Towing Package?

Overall packages vary by model, but here are some components that may be included:

- Hitch receiver**
- 4- and/or 7-pin connector**
- Larger alternator**
- Larger battery**
- Larger radiator**
- Additional electric fan(s)**
- Transmission-fluid cooler**
- Engine-oil cooler**
- Rear anti-sway bar**
- Extendible mirrors**
- Vehicle Dynamic Control**
- Integrated brake controller**
- Brake controller pre-wire**
- Synthetic lubricants**
- Lower axle ratio**
- Re-valved shock absorbers**



ge Essentials



also avoid interference problems with the exhaust pipe(s), the fuel tank and the spare tire.

Wiring Package: The wiring package, at its simplest, is a group of color-coded pigtails near the back bumper that's ready for installation of the trailer-plug receptacle. It can also be as complete as a plug or two installed out back, a pre-wired pigtail for brake-control installation under the dash and full integration with the tow vehicle's electric system.

Alternator: It takes extra charging current to keep a trailer's battery(ies) charged in addition to handling the electrical-power needs of the tow vehicle. The battery itself may also be larger.

Heavy-Duty Suspension: The trailer and its hitch weight add load on the tow-vehicle suspension, so the normal reaction among dealership sales staff and buyers alike is to order the optional heavy-duty (HD) suspension, particularly when fifth-wheel towing is involved. In fact, when the trailer is a conventional ball-type trailer, it's often best not to order a heavy-spring option if there is a choice (if the towing package does not include HD suspension) for trucks rated 8,600 pounds and above because stiff ride and the tendency of the rear springs to do some or most of the work of the load-distributing hitch can be the result. A stiff ride is a very common complaint among owners of $\frac{3}{4}$ -ton and one-ton pickups not towing fifth-wheels.

A case can be made for not ordering an HD suspension even for fifth-wheel towing — except in very high pin-weight situations — opting instead to install auxiliary springs or air bags after delivery to support the pin weight (if necessary), which allows a more civilized ride on standard rear springs while not towing. It's necessary to compare the standard and optional rear-axle-weight ratings relative to the anticipated trailer pin weight. It's easy to upgrade rear suspensions after a truck is built, but nearly impossible to soften the ride of an over-sprung truck without replacing the suspension. SUVs have enough of their body weight on the rear axle, so that it's not an issue.

Brake Control: Ford's Super Duty was the original tow rig to offer a factory-installed brake controller. This unit works amazingly well. GM is offering the same for 2008 on select



Ford's electric folding mirrors require less space than conventional mirrors when folded, and offer a clear view of the side of the trailer when they're extended for towing.

vehicles. Otherwise, towing packages usually include a trailer-wiring harness with a circuit for an aftermarket brake-control unit — a very worthwhile component of the package.

Stability Control: More manufacturers are now offering electronic stability control.

Mirrors: Many towing packages offer mirrors designed to be extended outward while towing trailers.

Extra Cooling: The largest possible radiator, a larger transmission-oil cooler and often a power-steering-fluid cooler are essential parts of the usual HD cooling component of a towing package, and we advise that no tow vehicle should be ordered without them.

These components will not only help the tow vehicle avoid overheating any vital functional parts, but they will also lead to longer trouble-free component service life. **TG**



Controlling Trailer Brakes

Advances in technology help smooth out the process and improve safety and reliability

BY CHUCK HAMMOCK

Electric-brake systems have been employed for several decades on most trailers that have any significant weight. Each trailer with electric brakes, in turn, also requires that the tow vehicle be fitted with a brake controller.

For a number of years, brake-controller choices have been extensive — all aftermarket and all electronic — but Ford changed the game in 2005 with the first trailer-brake-control system included as an integral part of the tow vehicle's design. The trailer-brake controller is part of Ford's TowCommand System. Today, GM also offers a built-in control on select vehicles.

Until the advent of anti-lock brake systems (ABS), most brake controllers were tapped directly into the hydraulic lines of the tow vehicle's

on-board hydraulic-braking system. They were often described as hydraulic/electric brake controllers, as they converted hydraulic pressure in the tow vehicle's brake system to an electric signal used to activate the trailer's brakes directly proportional to hydraulic pressure in the vehicle's braking system.

A significant factor in elimination of this system was the advent of ABS because vehicle manufacturers' cautioned against tapping into the hydraulic system. The controllers displaced a small amount of brake fluid, and with ABS systems, brake-cylinder volume was more limited, so manufacturers warned not to add controllers that displaced more than 0.02 cubic inches. The tap-in could not occur downstream of the ABS mechanism, so the pressure was on to devise alternate systems.



Hensley TruControl brake controller

Electronics were the answer, and many different types of aftermarket brake controllers were developed — none tied in with the tow vehicle's hydraulic system, however. Even in the old days of hydraulic/electric controllers, all were sold in the aftermarket, until Ford became the first to offer a trailer-brake actuation system installed at the factory.

Ford's Braking System

As Ford was first to offer a factory-installed brake controller into the tow vehicle, let's look at the system. Ford's integrated controller electronically tracks hydraulic pressure inside the vehicle's master cylinder, and uses the pressure, along with vehicle speed, to modulate the amount of current produced for trailer brakes. Thus, the system accurately follows tow-vehicle braking — more at high speeds than low — even to the point of utilizing ABS. If the tow-vehicle wheels are slipping, ABS goes into action for the tow vehicle as well as the trailer. The Ford system doesn't give the trailer the same functions and characteristics of true ABS, but when the truck's ABS is activated, the trailer-brake application is reduced to avoid wheel lockup — just as with true ABS. A dash monitor indicates the level of trailer braking, and a manual override is provided so the trailer brakes can be applied independently of tow-vehicle brakes.

The system cannot be retrofitted to earlier Ford models, and aftermarket controllers still must be used for most other vehicles, so the demand for aftermarket controllers remains quite large. Accordingly, it's helpful to

understand what's out there, and how to make a good choice.

In essence, all electronic brake controllers fall into two general categories: timer-based brake controllers and inertia-based proportional brake controllers. All brake controllers generate an output signal to a trailer-brake system when a user first touches the tow vehicle's brake pedal or activates the brake controller's manual control — if so equipped. What happens next varies greatly, depending on whether you're using a timer-based or proportional brake controller.

While most manufacturers will identify their proportional brake controllers as such, you usually won't see the words "timer-based" in the literature for a nonproportional brake controller. Instead, marketers will sometimes advertise timer-based controllers as having the advantage of requiring no leveling, but even that idea is confusing. Several proportional brake controllers do not require leveling. Timer-based controllers are also touted as being microprocessor-operated, but all brake controllers contain a processor of some kind. Even the most sophisticated timer-based microprocessor doesn't determine how hard you are braking, only how long you've been braking. A good rule of thumb is that if it doesn't say the word "proportional" somewhere in the literature, it's probably a timer-based brake controller.

Timer-Based vs. Proportional

A timer-based brake controller has a timer that generates an output signal for your RV's



Tekonsha P3 brake controller

brakes that increases with the amount of time you keep your foot on the brake pedal. It doesn't know whether you're braking gently on a gradual downhill grade, or if you're in a panic stop. The rate of increase in output (the slope of the voltage ramp) has no bearing on pedal effort, but can usually be adjusted for braking aggressiveness.

An inertia-based proportional controller generates an output that is, as the name suggests, directly proportional to your braking needs. Most proportional brake controllers measure the tow vehicle's rate of deceleration by means of a pendulum. The quicker you slow, the further the pendulum is displaced, via inertia, from its at-rest position. This creates an electric signal to your trailer's brakes that is proportional to your deceleration rate.

Tekonsha and its sister companies use a series of LEDs and photoelectric detectors in their proportional controllers to determine the position of the displaced pendulum, and therefore determine the deceleration rate. Hayes-Lemmerz uses the Hall effect, a well-known physics principal involving moving magnets, to determine the pendulum's position.

All pendulum controllers are subject to some inaccuracies, as the pendulum can tilt slightly forward or backward on steep grades. Most such controllers employ a damping device to stabilize the sensor against vibrations, and the damper helps reduce the effect of the fore-or-aft-tilt problem.

The pendulum's position is adjusted through the level-control knob. This allows the

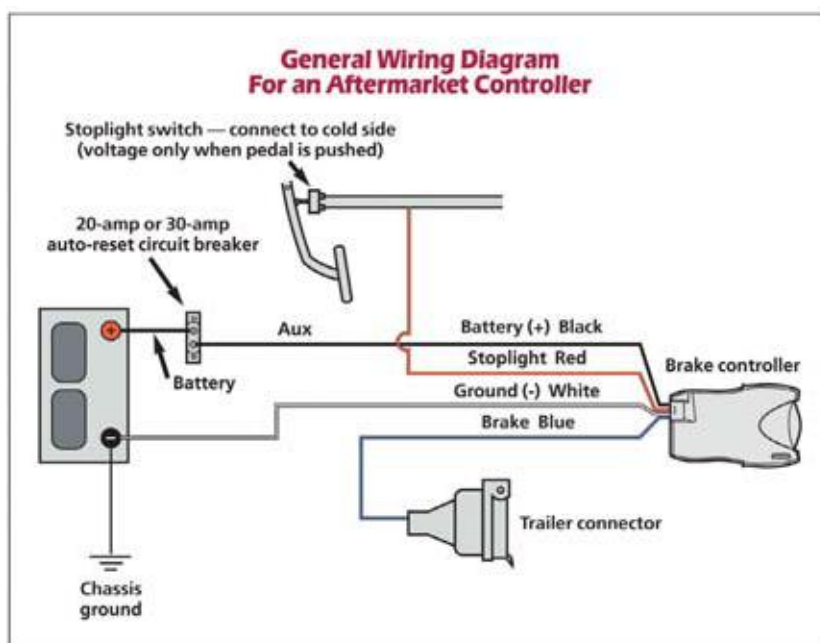
pendulum to be oriented to a true vertical resting position to compensate for the angle of the brake-controller body (the "leveling" referred to in some timer-based-controller advertising). The level adjustment also allows the driver to pitch the pendulum slightly forward or aft of its normal resting position to set up the trailer so its braking is aggressive or delayed.

Most drivers prefer some braking effect from the trailer's brakes on the initial touch of the brake pedal, and adjust the brake controller accordingly to provide this so-called threshold voltage. This adjustment produces some output (typically 2 volts), without the initial time period having passed or deceleration having occurred in the two electric brake-controller types. This time period, or deceleration event, is normally needed to activate the timer-based controller or the proportional pendulum-based controller, respectively.

Which is Which?

With dozens of different models of brake controllers on the market, many RVers may find the selection of the right controller difficult without some form of guidance. While budgetary considerations may force a user into one category of controller, this is a critical system where pinching pennies may not be advisable.

When faced with the need for a panic stop, most drivers want a controller that will respond in proportion to their braking needs at that moment. Keep in mind that a timer-based controller can't respond in this manner, as its output is fixed for a certain timed duration.



Wire Away

Critical to every successful brake-controller installation is the proper tow-vehicle wiring. While you should carefully follow the manufacturer's recommendations, there are certain common elements to almost every controller.

Among priorities is a reliable power source, which may include a vehicle manufacturer's built-in circuitry for an aftermarket brake controller. The main power line should be at least a 10 AWG wire from a circuit breaker at the fuse box, or the battery, to the brake controller's power-input connection (follow specific instructions for your controller). The circuit should continue from the controller, without any splices, and terminate at the seven-pin connector found at the rear of your tow vehicle. Most manufacturers advise against grounding the controller to the vehicle's firewall, but recommend routing a 10 AWG (or larger) separate ground wire directly to the battery; the controller may not function properly if the ground connection is not made directly to the battery terminal.

The other wiring connection is made to the brakelight circuit, downstream of the brakelight switch mounted to the brake-pedal assembly, so the controller senses when you've activated the brakes.

Later-model vehicles with tow packages have brake-control wiring bundled under the dash with a plug-in connector attached. A pigtail with the mating part of the connector is supplied with the vehicle, and is ready for connection to the brake control wiring. This setup avoids most of the complexity and possible mistakes with locating the correct wiring among that maze under the dash.

Among more recent developments, accelerometers are being used to measure braking force. Tekonsha has embraced this technology in its Prodigy brake controller, and U.S. Gear uses it in the company's system intended for vehicles towed behind motorhomes (dinghy vehicles). Likewise, Hensley Manufacturing uses accelerometers in its new high-tech Tru-Control trailer brake control.

Today's RVer has many choices in brake controllers from many manufacturers. It's important to be careful in choosing the controller that is right for your needs, and that's capable of handling the weight and number of axles on your trailer.

Be sure to follow your manufacturer's written instructions about every aspect of the brake controller's installation, operation, adjustment and maintenance for optimal performance. **TG**



Be Aware!

*Plenty of practice and defensive driving skills
lead to safe and enjoyable towing*

BY BRAD CLAYTON

Towing a trailer is certainly not difficult, but it does represent a step up in complexity from driving a solo vehicle, requiring new awareness of combined vehicle length, trailer width, braking distance, turning characteristics and several other vital factors that must be considered while towing a trailer.

Most of us drive trucks, SUVs or passenger cars daily, and graduate to RVs only occasionally. Thus, it's always necessary to make a mental transition and try to keep the size and handling

characteristics of the larger rig in mind.

Allowing solo-vehicle habits to take over may result in a tendency to make turns too tightly, run over curbs, hit stationary objects such as overhanging tree limbs or to follow too closely.

Eyes on the Road

The first towing precautions are those that precede towing — matching the tow vehicle and trailer correctly, adhering to weight limits

and making sure hitch selection and adjustment are correct, as described elsewhere in this guide. And it's also important to refresh defensive driving skills. From there, the real fun begins.

The combined length of tow vehicle and trailer, as well as the combined weight, must be in the forefront of your mind, right from the start. Maintaining extended following distances is one of the most important towing-related driving habits that initially is difficult to adhere to because we tend to fall into our typical driving habits.

Even though trailer brakes may be functional, braking distances almost always are extended. It's also important to make lane changes carefully and slowly, and to allow extended distances for passing. Good, solidly mounted extendible mirrors with large reflective areas — adjusted properly — are also essential.

Speedy traffic seems more tolerant of slow 18-wheelers than of slow RVs, which makes courtesy an important safety factor for RV owners because an irate driver trying to pass can be a serious safety threat; courtesy is not only the consideration of others, it's a safety issue. Frequent monitoring of rearview mirrors is necessary; when a vehicle is tailgating and trying to pass, we should help by driving slightly to the right to give the other driver a better view of the road ahead, even if a passing opportunity does not exist at the time. We should use turnouts whenever possible and avoid following another vehicle so closely that a vehicle overtaking from the rear cannot return to the proper lane.

Time for a Brake

While RV brakes are adequate for most situations, care is necessary to avoid overheating, which can lead to brake fade. If brake fade occurs, it will likely be on steep downgrades. If this happens, friction will raise the temperature of brake pads and linings to extremely high levels, resulting in temporary loss of braking.

The cure is prevention — downshifting to a gear range that is low enough to retard speed sufficiently that brakes need not be used more than occasionally. This way, enough braking performance is reserved to make an emer-

gency stop, should it become necessary.

When braking on a grade is necessary, apply the brakes intermittently, with moderate pressure, and release the pedal to allow the brakes to cool.

The action of electric trailer brakes should be apparent to the driver, and sufficient enough to handle the trailer's weight. The controller should be adjusted so that maximum braking action does not cause trailer-wheel lockup. Improper controller adjustment is a major cause of inadequate braking, so it's wise to study the manufacturer's instructions. Travel-trailer instability (fishtailing) should not occur in a well-balanced, well-hitched combination, but if it does, independent actuation of trailer brakes usually will bring the trailer back into line.

Back-Up Plans

All trailers require more space for turns, and travel trailers follow the tow-vehicle track more closely than do fifth-wheels, which track farther to the inside of a turn. There is need for continual awareness, which should eventually become second-nature after a modest amount of on-the-road experience.

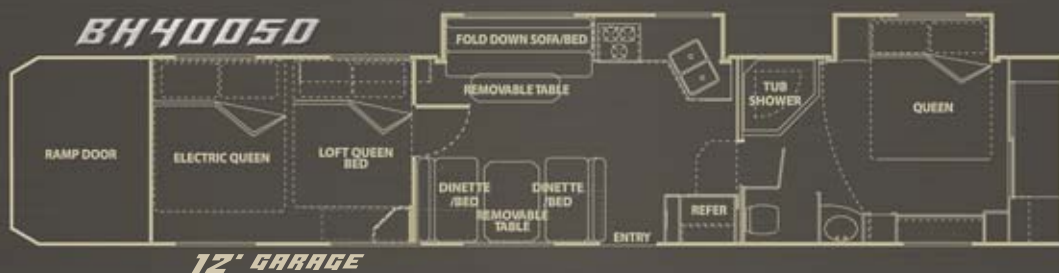
Fifth-wheel trailers are different to back than conventional trailers, and require more practice for someone accustomed to backing a conventional trailer. A well-used technique involves placing one's hand at the bottom of the steering wheel and moving it in the same direction the trailer is intended to go. It's more effective with travel trailers than with fifth-wheels, which often require more turning of the steering wheel. Hand-held two-way radios can allow an assistant to more effectively relay backing instructions to the driver.

Before each trip, it's essential to check the tires to assure that inflation pressures match those molded on tire sidewalls (cold), or that they are appropriate for your load (consult load/inflation tables). Also, be sure to inspect all vehicle fluids and make sure trailer-wheel lug nuts are tightened to factory specifications.

Trailer is a great way to explore the new horizons and a great way to check out the wonderful camping destinations that are available to owners of recreational trailers. But always keep in mind that defensive driving will pay off in safe travel. **TG**



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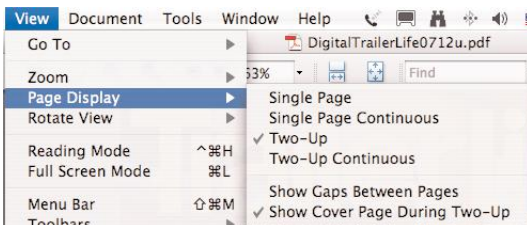
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