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2020 GOOD SAM GUIDE TO TOWING

A SUPPLEMENT TO TRAILER LIFE

Perfect Match
Pairing Trailers and Fifth-Wheels with the Right Tow Vehicles

Tow Like a Pro
Best Practices for Towing Safely

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PHOTOS: SHAWN SPENCE, BRUCE W. SMITH, MANUFACTURERS

Perfect Match

How to choose the right tow vehicle and trailer for safe and enjoyable towing experiences

Whether you're entering the RV lifestyle or are a seasoned veteran, choosing a new — or new to you — trailer and tow vehicle can be a challenge. There are so many choices out there in travel trailers and fifth-wheels, and in tow vehicles ranging from small SUVs that can tow 3,500 pounds to diesel-powered heavy-duty trucks that can pull literally 10 times that. So what's the best way to pair the right truck and trailer for your needs?

That depends on multiple factors. RVers shopping for a trailer can be broken down into three basic categories: Those who have a tow vehicle but not a trailer, those who are interested in or own a trailer and are looking for the right vehicle to tow it with, and those who don't have a tow vehicle or a trailer yet. Let's break those down.

You Have a Tow Vehicle

If you already own a vehicle that's suitable for towing, the odds are

you'd like to match it with a trailer rather than choosing an all-new tow vehicle. If that's the case, the first step is to determine the vehicle's tow rating, based on equipment and options. If you bought the vehicle new, you probably know how it is equipped; if not, or you bought the vehicle used, your local dealer should be able to help determine its tow rating based on the vehicle identification number (VIN).

You may also be able to enter the VIN number in an online search and find out how it is equipped. Owner's manuals are also available for free online, and older vehicle tow ratings can be researched by visiting the *Trailer Life* website, www.trailerlife.com, and downloading a free copy of the annual *Guide to Towing* for your vehicle's model year.

These guides break down each vehicle by all the equipment that affects a tow rating so you can find the exact rating for any given vehicle. An owner's manual will not always contain this kind of specific detail, although it may list the maximum tow rating available for the vehicle.

Once you've established the tow rating, you can begin shopping for a trailer. Whether you're looking at travel trailers or fifth-wheels, the most important consideration is how much it weighs. All trailers should have labels that display the gross vehicle weight rating (GVWR) and the cargo carrying capacity (CCC). Since it's highly unlikely that you'll be able to weigh the trailer before purchase, your best bet is to use the labels, and especially the yellow CCC label as your guide. If the trailer's GVWR is within the vehicle's maximum tow rating, you can be confident that you'll be in compliance as long as you don't overload the trailer. Remember that fuel weight is included in the CCC calculation, but water (in the freshwater tank and the water heater) is considered cargo. The label should tell you the weight of the water the unit can carry, but if not, simply add the capacity of the freshwater tank and water heater, and multiply the sum by 8.33 (pounds per gallon).

The other consideration is the tow vehicle's payload rating (GVWR minus vehicle curb weight), which is the maximum allowable weight for both cargo and passengers. The payload capacity of the vehicle can be found on the Tire and Loading Information decal inside the doorjamb or edge of the driver's door, or in the vehicle owner's manual. The owner's manual may not have specifics for each vehicle configuration, so it's always best to take the tow vehicle to a public scale to learn its true weight.

Consider that a travel trailer places around 10 percent of its weight on the vehicle's hitch, while a fifth-wheel will put around 20 percent of its weight in the bed of the truck (pin weight). Calculate that figure (based on potential loading, water-tank size/placement, LP-gas and battery weights), including passengers and typical cargo, and make sure the payload rating isn't exceeded.

WHETHER YOU'RE LOOKING AT TRAVEL TRAILERS OR FIFTH-WHEELS,

Payload capacity can be found on the Tire and Loading Information label on the driver's doorjamb.

TIRE AND LOADING INFORMATION

SEATING CAPACITY	TOTAL: 5	FRONT: 2	REAR: 3

The combined weight of occupants and cargo should never exceed : 385 kg or 850 lbs.

TIRE	SIZE	COLD TIRE PRESSURE
FRONT	235/45R18 94V	235 KPA, 34 PSI
REAR	235/45R18 94V	235 KPA, 34 PSI
SPARE	NONE	NONE

SEE OWNER'S MANUAL FOR ADDITIONAL INFORMATION

The gross axle weight rating (GAWR), the maximum weight the axle is designed to carry, must also be considered when matching a tow vehicle to the trailer. Keeping tabs on the rear-axle weight and payload is important, and adding a lot of heavy cargo in the back of the tow vehicle can create rear-axle overloading. A couple of motorcycles, tools and a generator, in addition to the trailer's hitch weight and passengers, could put the truck in an overweight condition.

With a fifth-wheel, GAWR and payload ratings are a greater concern, especially with larger fifth-wheels, simply because more weight is shouldered by the truck. When towing a travel trailer, hitch weight can be effectively reduced with the use of a weight-distributing hitch. If the trailer you're considering won't violate the tow rating, payload, GAWR or GVWR of the tow vehicle, you're good to go.

You've Found Your Dream Trailer

Oh, how we can get carried away walking through the rows of gleaming trailers at a dealer's lot or an RV show! You went in thinking of a simple travel trailer, and before you knew it, you were standing before a 35-foot fifth-wheel with three slideouts and full-body paint, ready to sign some paperwork. Hold on just a second. Aside from considering your budget (and your marriage), it's important to think about what kind of vehicle you'll need to tow that dream RV.

Purchasing the trailer first gives you the freedom to get everything you want without worrying about how much it weighs — for the most

THE MOST IMPORTANT CONSIDERATION IS HOW MUCH IT WEIGHS.

SINGLE OR DUAL REAR WHEELS?

A dually used to be the obvious choice if you planned to tow a large fifth-wheel. But now that single-rear-wheel (SRW) three-quarter and one-ton trucks can tow well over 20,000 pounds, do you really need one?

As long as the SRW truck in question has adequate capacity to tow the trailer, then technically, no. However, there's more to consider than just the tow rating. A dually's extra set of rear wheels gives the truck substantially higher payload and axle capacity, keeps the truck more stable in sidewinds or when being passed by semitrucks, and provides a better safety margin in the event of a rear-tire blowout. A dually pickup is usually required if you'll be buying a large slide-in truck camper, with its higher center of gravity, as the rear axle's wider track provides more side-to-side roll resistance and stability. Choosing a dual-rear-wheel (DRW) option doesn't add much to the price tag, but it can impact insurance rates and license fees.

On the other hand, a dually is wider and more difficult to park (especially in the city), takes up more room in the driveway or garage, and requires extra caution when rounding tight corners to prevent damage to the extended rear-fender dimensions. Because of the additional rolling resistance created by the extra tires, a dually will typically get poorer mileage when driving solo (differences in towing mileage will generally be marginal), and that extra rubber will also mean additional cost when it's time for new treads. Lastly, vehicle registration and tolls are quite a bit higher with a dually than an SRW truck.

part. Before you sign on the dotted line, however, it's important to take into consideration what tow vehicle will be required to pull that new trailer. If you're comfortable driving a heavy-duty truck or dually as the second family vehicle, and the purchase price and cost of ownership are of no concern, then the sky's the limit. Otherwise, think about the kind of tow vehicle you can afford and would be happy driving before making your final decision.

That being said, the tow rating of the vehicle you're considering should be the primary consideration. If the new trailer has a GVWR of 20,000 pounds, you'll want a vehicle that can tow at least that much. Auto dealers are usually more concerned with making a sale than anything else, and many salespeople don't know much about towing or weight ratings. They may also try to sell you what they have on the lot, rather than order a vehicle that's more up to your required specifications, so do your own research and don't compromise for the sake of convenience.

Look no further than the tow ratings in this very booklet to find out which 2020 vehicles can handle the job, and when you're shopping, check out the GVWR, GAWR, gross combined weight rating (or GCWR, the maximum allowable weight of the truck and trailer) and payload of the vehicle you're considering to make sure that everything's up to the task. Usually, a vehicle that has a sufficient tow rating will also have enough capacity in these other areas, but not always. For example, a half-ton truck may be rated to tow more than 12,000 pounds, but a fifth-wheel weighing that much may exceed the payload and/or rear GAWR.

Paying attention to GVWR and payload ratings is especially important if you plan to haul a slide-in truck camper in the future. Camper manufacturers also post weight figures for their products, normally including calculations for the weight of fresh water and LP-gas and sometimes optional accessories, so you can make an informed decision about a suitable matchup. (For more on

camper-hauling truck selection, see the sidebar on page 8.)

Once you're sure you've found a capable tow vehicle, take some time to consider the options. Leather and dual-zone climate control are nice, but that's not what we're talking about here. If a towing package is optional, get it. It's usually not a lot more money, and it includes equipment that will make the tow vehicle more capable of handling the weight. Towing packages vary, so be sure to ask what it includes. For example, some packages don't provide towing mirrors, which makes no sense.

Newer tow vehicles, especially with heavy-duty designations, often have useful options that make towing easier, including camera packages, hitch-guidance systems, integrated tow-brake systems and other features. If you're shopping for a truck that can tow a fifth-wheel, you might consider one that is fifth-wheel prepped with a puck mounting system, which allows you to easily install and remove the hitch in minutes. Some manufacturers even make the hitch itself available, but we recommend doing some research and finding the best hitch for your needs, as a variety of designs and weight ratings are available.

You Don't Have a Tow Vehicle or Trailer Yet

Unlike the previous scenarios, the first consideration here should be your budget and how you want to allocate it. For some buyers, the trailer is the priority, and just about anything that can tow it safely will be just fine. For others, the tow vehicle will also be a second family vehicle, and the trailer will be used only a few times a year. In the latter case, a buyer might be happy with a nice tow vehicle and a simpler trailer more suitable for short-term trips.

Towing a smaller, lighter travel trailer gives you more tow-vehicle options, from light pickups to sporty SUVs like the new Ford Explorer ST.

Which should you choose first? From a practical standpoint , you will probably spend a lot more time in the tow vehicle than the trailer, and it will be doing all the work, so it makes sense to get what you really want and need. On the other hand, if you know what you simply must have in a trailer (for example, a toy hauler large enough for a side-by-side), buy it first and then choose the right truck to haul it.

Other Considerations

It's smart to think about how (and where) you plan to use your new combo, and how it will be stored. If you're going to be pulling a toy hauler or traveling during the winter months, a four-wheel-drive vehicle will be a good decision and won't add much to the price tag (though some insurance companies will charge a higher premium for a four-wheel-drive, so check with the carrier first).

If you want to have the freedom to camp anywhere, don't choose a trailer longer than 20 feet or so. Not all campsites, for example, may be able to accommodate longer trailers, which may be difficult to maneuver on tight access roads.

Lastly, think about storage. Will you keep the trailer at your house? Then don't even bother looking at something that won't fit in your garage, driveway or side yard. If you plan on storing the trailer off-site, check the rates at local storage facilities and decide whether you want outdoor storage, or if indoor storage is something you prefer and can afford. TL

Going off the grid? A number of tow-vehicle choices can take you almost anywhere, among them the all-new Jeep Gladiator.

How to Use This Guide

Choosing the right vehicle to tow a trailer or haul a truck camper is an important process, but it can be confusing. This guide helps potential buyers determine the capability of the vehicle they are considering by listing the factors that influence the tow rating, such as the engine and transmission type, drive configuration (two-wheel drive, four-wheel drive, all-wheel drive), body and cab configuration, and equipment.

Each vehicle model is listed in alphabetical order and/or numerical order (where it makes sense), followed by the engine configuration and assigned towing weight limit. You'll note that many ratings are followed by letters or a combination of letters and numbers that indicate what equipment is required to achieve that rating (i.e. a specific gear ratio, transmission, towing package, etc). The legend that precedes the tow ratings will help you break down abbreviations and footnotes.

In some instances, the subhead will contain two different vehicles (for instance, Chevrolet Silverado and GMC Sierra, both manufactured by General Motors), separated by a slash. If the rating for each is different, the weights will be separated by a corresponding slash in the Tow Limit column. If they're the same, only one weight rating will be shown.

Likewise, some manufacturers separate weights depending on whether the truck in question is towing with a weight-carrying hitch or a weight-distributing hitch, or whether a conventional (travel trailer) or fifth-wheel hitch is being used. In these cases, the weights for each category will also be separated by a slash in the Tow Limit column if they are different. If they are the same, only one weight rating will be shown.

Some manufacturers are more detailed than others, which is why we can't list every rating for every configuration. For example, a given tow rating may change by 100 pounds or so if a different wheel-and-tire package is selected. In these instances, only the highest rating of a given configuration will be shown. Other manufacturers list only maximum tow ratings for each model and won't break down how ratings will be affected based on vehicle configuration or equipment (no matter how many times or how nicely we ask them).

In any case, it's a good idea to use this guide to find out what is available, then work with the dealer to make sure you get the exact model you are looking for. Smaller changes like a more upscale trim level won't change the tow rating a great deal, but the final drive ratio (aka gear ratio) can have a major impact on the tow rating, as can an available towing or payload package. Choose wisely, and when in doubt, always go with a higher tow rating than you may need — it will make it easier on the vehicle, and your psyche.


2020 TOW RATINGS

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2020 TOW RATINGS

LEGEND

CONFIGURATIONS

AWD	All-Wheel Drive
FWD	Front-Wheel Drive
RWD	Rear-Wheel Drive
CC	Crew Cab
DC	Double Cab
Ext	Extended Cab
QC	Quad Cab
SB	Shortbed (less than 6 feet)
Std Bed	Standard Bed (approximately 6 feet)
LB	Longbed (8 feet)
DRW	Dual Rear Wheels
SRW	Single Rear Wheels
CV	Cargo Van
CrV	Crew Van
PV	Passenger Van
RWB	Regular Wheelbase
SWB	Short Wheelbase
LWB	Long Wheelbase
LR	Low Roof
MR	Medium Roof
HR	High Roof

ENGINES

I-4	Inline Four Cylinder
I-6	Inline Six Cylinder
H-4	Horizontal Four Cylinder
HEV	Hybrid Electric Vehicle
HO	High Output
TD	Turbo Diesel
TC	Turbocharged
SC	Supercharged

TRANSMISSIONS

a	Automatic Transmission
a6	Automatic Transmission, 6 Speeds
a8	Automatic Transmission, 8 Speeds
a10	Automatic Transmission, 10 speeds
m	Manual Transmission

FINAL DRIVE RATIOS

c	3.15:1
d	3.21:1
f	3.31:1
h	3.55:1
i	3.73:1
j	3.92:1
k	4.10:1
l	4.30:1

PACKAGES

p	Payload or Other Package Required
t	Towing Package Required

OTHER

NA	Not Applicable or Not Available
Forward Slash (/)	Either/Or
Comma (,)	More than 1 Footnote Applies

VEHICLE	ENGINE	TOW LIMIT (lbs.)
ACURA		
MDX	3.5L V-6	3,500
MDX SH-AWD	3.5L V-6	5,000
AUDI		
e-tron	Electric	4,000 t
Q5	2.0L I-4 TC	4,400 t
SQ5	3.0L V-6 TC	4,400 t
Q7	2.0L I-4 TC	4,400 t
Q7	3.0L V-6 SC	7,700 t
Q8	3.0L V-6 TC	7,700 t
BMW		
X1	2.0L I-4 TC	3,968
X2	2.0L I-4 TC	3,500
X3	All	4,400
X4	All	4,400
X5	3.0L V-6 TC	6,603
X5	4.4L V-8 TC	7,200*
X6	3.0L V-6 TC	7,500
X6	4.4L V-8 TC	6,000
X7	3.0L V-6 TC	5,400
X7	4.4L V-8 TC	5,950

*With dealer-installed Class III hitch

BUICK		
Enclave FWD/AWD	3.6L V-6	5,000 t
CADILLAC		
Escalade 2WD	6.2L V-8	8,300
Escalade AWD	6.2L V-8	8,100
Escalade ESV 2WD	6.2L V-8	8,100
Escalade ESV AWD	6.2L V-8	7,900
XT5 FWD/AWD	3.6L V-6	3,500 t
CHEVROLET/GMC		
CHEVROLET BLAZER		
Blazer AWD	3.6L V-6	4,500 t
CHEVROLET COLORADO/GMC CANYON		
Colorado/Canyon Ext Cab 2WD/4WD	2.5L I-4	3,500
Colorado/Canyon Ext Cab 2WD/4WD	2.8L TD	7,700
Colorado/Canyon Ext Cab 2WD/4WD	3.6L V-6	7,000
Colorado/Canyon CC SB 2WD	2.5L I-4	3,500
Colorado/Canyon CC SB 2WD	2.8L TD	7,700
Colorado/Canyon CC SB 2WD	3.6L V-6	7,000
Colorado/Canyon CC SB 4WD	2.8L TD	7,600
Colorado/Canyon CC SB 4WD	3.6L V-6	7,000
Colorado/Canyon CC Std Bed 2WD	2.8L TD	7,700

2020 TOW RATINGS

Colorado/Canyon CC Std Bed 2WD	3.6L V-6	7,000
Colorado/Canyon CC Std Bed 4WD	2.8L TD	7,600
Colorado/Canyon CC Std Bed 4WD	3.6L V-6	7,000

CHEVROLET EQUINOX/GMC TERRAIN

Equinox/Terrain FWD/AWD	2.0L I-4 TC	3,500 t

CHEVROLET EXPRESS/GMC SAVANA

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

CHEVROLET SILVERADO/GMC SIERRA 1500 REGULAR CAB

1500 Reg Cab LB 2WD	4.3L V-6	7,900
1500 Reg Cab LB 2WD	5.3L V-8	10,000
1500 Reg Cab LB 4WD	4.3L V-6	7,700
1500 Reg Cab LB 4WD	5.3L V-8	9,800

CHEVROLET SILVERADO/GMC SIERRA 1500 DOUBLE CAB

1500 DC 2WD	4.3L V-6	7,700
1500 DC 2WD	2.7L I-4 TC	7,000/6,900
1500 DC 2WD	5.3L V-8	9,800 a6
1500 DC 2WD	5.3L V-8	9,900/9,600 a8
1500 DC 2WD	5.3L V-8	11,600/11,300 a8,t
1500 DC 2WD	3.0L V-6 TD	7,600
1500 DC 4WD	4.3L V-6	7,500
1500 DC 4WD	4.3L V-6	7,400*
1500 DC 4WD	2.7L I-4 TC	6,700
1500 DC 4WD	5.3L V-8	9,600 a6
1500 DC 4WD	5.3L V-8	9,500 a6*
1500 DC 4WD	5.3L V-8	9,700/9,600 a8
1500 DC 4WD	5.3L V-8	9,500/9,300 a8*
1500 DC 4WD	5.3L V-8	11,400/11,100 a8,t
1500 DC 4WD	6.2L V-8	9,300
1500 DC 4WD	6.2L V-8	12,100 t
1500 DC 4WD	6.2L V-8	13,400 t,p**
1500 DC 4WD	3.0L V-6 TD	9,300/9,100

*Silverado Trail Boss model. **Silverado RST model

CHEVROLET SILVERADO/GMC SIERRA 1500 CREW CAB

1500 CC SB 2WD	4.3L V-6	7,700
1500 CC SB 2WD	2.7L I-4 TC	6,800
1500 CC SB 2WD	5.3L V-8	9,700 a6
1500 CC SB 2WD	5.3L V-8	9,800/9,600 a8
1500 CC SB 2WD	5.3L V-8	11,500/11,300 a8,t
1500 CC SB 2WD	3.0L V-6 TD	7,600/7,400
1500 CC SB 4WD	4.3L V-6	7,500
1500 CC SB 4WD	4.3L V-6	7,400*
1500 CC SB 4WD	2.7L I-4 TC	6,600
1500 CC SB 4WD	5.3L V-8	9,500/9,600 a6
1500 CC SB 4WD	5.3L V-8	9,600/9,200 a8
1500 CC SB 4WD	5.3L V-8	9,300 a8*
1500 CC SB 4WD	5.3L V-8	9,800**
1500 CC SB 4WD	5.3L V-8	11,300/11,100 a8,t
1500 CC SB 4WD	6.2L V-8	9,200/8,800
1500 CC SB 4WD	6.2L V-8	9,200**
1500 CC SB 4WD	6.2L V-8	12,000 t
1500 CC SB 4WD	3.0L V-6 TD	9,300/9,000
1500 CC Std Bed 2WD	4.3L V-6	7,600
1500 CC Std Bed 2WD	2.7L I-4 TC	6,800
1500 CC Std Bed 2WD	5.3L V-8	9,600 a6
1500 CC Std Bed 2WD	5.3L V-8	9,700 a8
1500 CC Std Bed 2WD	5.3L V-8	11,400 a8,t
1500 CC Std Bed 2WD	6.2L V-8	9,100
1500 CC Std Bed 2WD	6.2L V-8	11,900 t
1500 CC Std Bed 2WD	3.0L V-6 TD	7,500
1500 CC Std Bed 4WD	4.3L V-6	7,400
1500 CC Std Bed 4WD	4.3L V-6	7,300*
1500 CC Std Bed 4WD	2.7L I-4 TC	6,600
1500 CC Std Bed 4WD	5.3L V-8	9,500 a6
1500 CC Std Bed 4WD	5.3L V-8	9,400 a6*
1500 CC Std Bed 4WD	5.3L V-8	9,500/9,200 a8
1500 CC Std Bed 4WD	5.3L V-8	11,300/11,100 a8,t
1500 CC Std Bed 4WD	6.2L V-8	9,100/9,000
1500 CC Std Bed 4WD	6.2L V-8	9,200**
1500 CC Std Bed 4WD	6.2L V-8	11,900/12,000 t
1500 CC Std Bed 4WD	3.0L V-6 TD	9,200/9,000

*Silverado Trail Boss model. **Sierra AT4 model

Note: Ratings for Sierra Denali models may vary slightly. See dealer for details.

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

2500 Reg Cab LB 2WD	6.6L V-8	14,500/17,370
2500 Reg Cab LB 2WD	6.6L V-8 TD	14,500/18,510
2500 Reg Cab LB 4WD	6.6L V-8	14,500/17,060
2500 Reg Cab LB 4WD	6.6L V-8 TD	14,500/18,190
2500 DC Std Bed 2WD	6.6L V-8	14,500/17,050
2500 DC Std Bed 2WD	6.6L V-8 TD	14,500/18,200
2500 DC Std Bed 4WD	6.6L V-8	14,500/16,740
2500 DC Std Bed 4WD	6.6L V-8 TD	14,500/17,890
2500 DC LB 2WD	6.6L V-8	14,500/16,930
2500 DC LB 2WD	6.6L V-8 TD	14,500/18,040
2500 DC LB 4WD	6.6L V-8	14,500/16,740

2500 DC LB 4WD	6.6L V-8 TD	14,500/17,750
2500 CC Std Bed 2WD	6.6L V-8	14,500/16,940
2500 CC Std Bed 2WD	6.6L V-8 TD	14,500/18,500
2500 CC Std Bed 4WD	6.6L V-8	14,500/16,650
2500 CC Std Bed 4WD	6.6L V-8 TD	14,500/18,500
2500 CC LB 2WD	6.6L V-8	14,500/16,840
2500 CC LB 2WD	6.6L V-8 TD	14,500/18,500
2500 CC LB 4WD	6.6L V-8	14,500/16,650
2500 CC LB 4WD	6.6L V-8 TD	14,500/18,500

Note: Ratings for Sierra Denali HD models may vary slightly. See dealer for details.

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

3500 Reg Cab SRW 2WD	6.6L V-8	14,500/17,200
3500 Reg Cab SRW 2WD	6.6L V-8 TD	14,500/21,500
3500 Reg Cab SRW 4WD	6.6L V-8	14,500/16,950
3500 Reg Cab SRW 4WD	6.6L V-8 TD	14,500/21,500
3500 Reg Cab DRW 2WD	6.6L V-8	16,800
3500 Reg Cab DRW 2WD	6.6L V-8 TD	20,000/35,500*
3500 Reg Cab DRW 4WD	6.6L V-8	16,800/16,710
3500 Reg Cab DRW 4WD	6.6L V-8 TD	20,000/31,760
3500 DC LB SRW 2WD	6.6L V-8	14,500/16,700
3500 DC LB SRW 2WD	6.6L V-8 TD	14,500/21,490
3500 DC LB SRW 4WD	6.6L V-8	14,500/16,500
3500 DC LB SRW 4WD	6.6L V-8 TD	14,500/21,210
3500 DC LB DRW 2WD	6.6L V-8	16,400
3500 DC LB DRW 2WD	6.6L V-8 TD	16,300/31,500
3500 DC LB DRW 4WD	6.6L V-8	16,390/16,270
3500 DC LB DRW 4WD	6.6L V-8 TD	20,000/31,340
3500 CC Std Bed SRW 2WD	6.6L V-8	14,500/16,700
3500 CC Std Bed SRW 2WD	6.6L V-8 TD	20,000/21,500
3500 CC Std Bed SRW 4WD	6.6L V-8	14,500/16,530
3500 CC Std Bed SRW 4WD	6.6L V-8 TD	20,000/21,300
3500 CC LB SRW 2WD	6.6L V-8	14,500/16,700
3500 CC LB SRW 2WD	6.6L V-8 TD	20,000/21,300
3500 CC LB SRW 4WD	6.6L V-8	14,500/16,410
3500 CC LB SRW 4WD	6.6L V-8 TD	20,000/21,040
3500 CC LB DRW 2WD	6.6L V-8	16,300/16,200
3500 CC LB DRW 2WD	6.6L V-8 TD	20,000/31,400
3500 CC LB DRW 4WD	6.6L V-8	16,300/16,180
3500 CC LB DRW 4WD	6.6L V-8 TD	20,000/31,180

*When equipped with gooseneck hitch. Rating is 32,000 lbs. with fifth-wheel hitch.

Note: Ratings for Sierra Denali HD models may vary slightly. See dealer for details.

CHEVROLET TAHOE/GMC YUKON, CHEVROLET SUBURBAN/GMC YUKON XL

Tahoe/Yukon 2WD	5.3L V-8	6,600
Tahoe/Yukon 2WD	5.3L V-8	8,600 t
Tahoe/Yukon 4WD	5.3L V-8	6,400
Tahoe/Yukon 4WD	5.3L V-8	8,400 t
Tahoe/Yukon 2WD	6.2L V-8	8,400
Tahoe/Yukon 4WD	6.2L V-8	8,100
Suburban/Yukon XL 2WD	5.3L V-8	6,300
Suburban/Yukon XL 2WD	5.3L V-8	8,300 t
Suburban/Yukon XL 4WD	5.3L V-8	6,000
Suburban/Yukon XL 4WD	5.3L V-8	8,000 t
Suburban/Yukon XL 2WD	6.2L V-8	8,100
Suburban/Yukon XL 4WD	6.2L V-8	7,900

Note: Ratings for Yukon Denali models may vary slightly. See deailer for details.

CHEVROLET TRAVERSE/GMC ACADIA

Traverse/Acadia	3.6L V-6	5,000 t/4,000 t

CHRYSLER

Pacifica	3.6L V-6	3,600
Voyager	3.6L V-6	3,600

DODGE

Durango RWD	3.6L V-6	6,200 t
Durango RWD	5.7L V-8	7,400 t
Durango AWD	3.6L V-6	6,200 t
Durango AWD	5.7L V-8	7,200 t
Durango AWD	6.4L V-8	8,700 t

FORD

ECOSPORT, EDGE, ESCAPE, EXPLORER, EXPEDITION

EcoSport 4WD	2.0L I-4	2,000
Edge AWD	2.0L I-4 TC	3,500 t
Edge ST	2.7L V-6 TC	3,500
Escape FWD/AWD	All except Hybrid	2,000
Escape FWD/AWD	2.0L I-4 TC	3,500 t
Explorer RWD	2.3L I-4 TC	3,000
Explorer RWD	2.3L I-4 TC	5,300 t
Explorer 4WD	3.0L V-6 TC	5,600
Explorer 4WD	3.3L V-6	3,000
Explorer 4WD	3.3L V-6	5,600 t
Explorer Hybrid RWD/4WD	3.3L HEV V-6	3,000
Explorer Hybrid RWD/4WD	3.3L HEV V-6	5,000 t
Expedition 2WD	3.5L V-6 TC	6,000 c/f
Expedition 2WD	3.5L V-6 TC	9,300 i,t
Expedition 4WD	3.5L V-6 TC	6,000 f/i
Expedition 4WD	3.5L V-6 TC	9,000 i,t
Expedition Max 2WD	3.5L V-6 TC	6,300
Expedition Max 2WD	3.5L V-6 TC	9,000 t
Expedition Max 4WD	3.5L V-6 TC	6,000 f/i
Expedition Max 4WD	3.5L V-6 TC	9,000 i,t

F-150 REGULAR CAB CONVENTIONAL/FIFTH-WHEEL TOWING

F-150 Reg Cab Std Bed 2WD	3.3L V-6	5,100/5,000 h
F-150 Reg Cab Std Bed 2WD	3.3L V-6	7,700/7,600 i
F-150 Reg Cab Std Bed 2WD	5.0L V-8	8,400 c/f
F-150 Reg Cab Std Bed 2WD	5.0L V-8	9,200 h
F-150 Reg Cab Std Bed 2WD	2.7L V-6 TC	7,600 f
F-150 Reg Cab Std Bed 2WD	2.7L V-6 TC	8,500 i
F-150 Reg Cab Std Bed 4WD	3.3L V-6	5,000 h
F-150 Reg Cab Std Bed 4WD	3.3L V-6	7,500 i
F-150 Reg Cab Std Bed 4WD	5.0L V-8	8,300 f/i
F-150 Reg Cab Std Bed 4WD	5.0L V-8	9,700/9,400 i

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

F-150 SUPERCAB CONVENTIONAL/FIFTH-WHEEL TOWING

F-150 SuperCab Std Bed 2WD	3.3L V-6	5,000 h
F-150 SuperCab Std Bed 2WD	3.3L V-6	7,400 i
F-150 SuperCab Std Bed 2WD	5.0L V-8	9,200/9,100 c/f
F-150 SuperCab Std Bed 2WD	5.0L V-8	10,200/10,100 h
F-150 SuperCab Std Bed 2WD	3.0L V-6 TD	10,100 f/9,300 f/h
F-150 SuperCab Std Bed 2WD	3.0L V-6 TD	11,500 h
F-150 SuperCab Std Bed 2WD	2.7L V-6 TC	7,700 h
F-150 SuperCab Std Bed 2WD	2.7L V-6 TC	8,300/8,200 i,p
F-150 SuperCab Std Bed 2WD	3.5L V-6 TC	10,500/10,000 c/h
F-150 SuperCab Std Bed 2WD	3.5L V-6 TC	11,800 h,t/NA
F-150 SuperCab Std Bed 4WD	3.3L V-6	7,400/7,300 i
F-150 SuperCab Std Bed 4WD	5.0L V-8	9,100 f/h
F-150 SuperCab Std Bed 4WD	5.0L V-8	11,300/11,000 i
F-150 SuperCab Std Bed 4WD	3.0L V-6 TD	10,200/8,200 f/h
F-150 SuperCab Std Bed 4WD	3.0L V-6 TD	11,300 h/NA
F-150 SuperCab Std Bed 4WD	2.7L V-6 TC	7,600 h
F-150 SuperCab Std Bed 4WD	2.7L V-6 TC	8,000/7,900 i
F-150 SuperCab Std Bed 4WD	2.7L V-6 TC	9,000 i,p
F-150 SuperCab Std Bed 4WD	3.5L V-6 TC	10,500/9,800 f/h
F-150 SuperCab Std Bed 4WD	3.5L V-6 TC	11,500 h,t/NA
F-150 SuperCab Raptor 4WD	3.5L V-6 TC	6,000 k/NA
F-150 SuperCab LB 2WD	5.0L V-8	9,100 c/f
F-150 SuperCab LB 2WD	5.0L V-8	10,100 h
F-150 SuperCab LB 2WD	5.0L V-8	11,000/10,900 i,p
F-150 SuperCab LB 2WD	2.7L V-6 TC	7,500/7,400 h
F-150 SuperCab LB 2WD	2.7L V-6 TC	8,200/8,000 i
F-150 SuperCab LB 2WD	2.7L V-6 TC	9,000 i,p
F-150 SuperCab LB 2WD	3.5L V-6 TC	10,400 c/h
F-150 SuperCab LB 2WD	3.5L V-6 TC	11,600 h/i,t/11,500 i,p,t
F-150 SuperCab LB 4WD	5.0L V-8	9,000/8,900 f
F-150 SuperCab LB 4WD	5.0L V-8	9,100 h
F-150 SuperCab LB 4WD	5.0L V-8	10,700/10,600 i
F-150 SuperCab LB 4WD	5.0L V-8	11,200 i,p/NA
F-150 SuperCab LB 4WD	3.5L V-6 TC	10,500/9,100 f/h
F-150 SuperCab LB 4WD	3.5L V-6 TC	11,400 h,t/11,300 i,p,t

F-150 SUPERCREW CONVENTIONAL/FIFTH-WHEEL TOWING

F-150 SuperCrew SB 2WD	3.3L V-6	5,000 h
F-150 SuperCrew SB 2WD	3.3L V-6	7,400 i
F-150 SuperCrew SB 2WD	5.0L V-8	9,100/9,000 c/f
F-150 SuperCrew SB 2WD	5.0L V-8	10,100/10,000 h
F-150 SuperCrew SB 2WD	3.0L V-6 TD	10,200 f/9,000 f/h
F-150 SuperCrew SB 2WD	3.0L V-6 TD	11,200 h/NA
F-150 SuperCrew SB 2WD	2.7L V-6 TC	7,700 h/7,700 h/i
F-150 SuperCrew SB 2WD	2.7L V-6 TC	8,200/8,100 i,p
F-150 SuperCrew SB 2WD	3.5L V-6 TC	10,500/9,200 c/h
F-150 SuperCrew SB 2WD	3.5L V-6 TC	11,000 h*/NA
F-150 SuperCrew SB 2WD	3.5L V-6 TC	12,500 h,t/NA
F-150 SuperCrew SB 4WD	3.3L V-6	7,400/7,300 i
F-150 SuperCrew SB 4WD	5.0L V-8	9,000 f
F-150 SuperCrew SB 4WD	5.0L V-8	9,100 h
F-150 SuperCrew SB 4WD	5.0L V-8	10,900/10,500 i
F-150 SuperCrew SB 4WD	3.0L V-6 TD	10,300/8,000 f/h
F-150 SuperCrew SB 4WD	3.0L V-6 TD	11,300 h**/NA
F-150 SuperCrew SB 4WD	2.7L V-6 TC	7,600/7,500 h
F-150 SuperCrew SB 4WD	2.7L V-6 TC	8,000/7,600 i
F-150 SuperCrew SB 4WD	2.7L V-6 TC	8,900 i,p
F-150 SuperCrew SB 4WD	3.5L V-6 TC	10,500/8,600 f/h
F-150 SuperCrew SB 4WD	3.5L V-6 TC	12,500 h,t/NA
F-150 SuperCrew Raptor 4WD	3.5L V-6 TC	8,000 k/NA
F-150 SuperCrew Std Bed 2WD	5.0L V-8	9,100/9,000 c/f
F-150 SuperCrew Std Bed 2WD	5.0L V-8	10,100/10,000 h
F-150 SuperCrew Std Bed 2WD	5.0L V-8	10,900 i,p
F-150 SuperCrew Std Bed 2WD	3.0L V-6 TD	11,400 h/8,600 f/h
F-150 SuperCrew Std Bed 2WD	2.7L V-6 TC	7,700/7,600 h
F-150 SuperCrew Std Bed 2WD	2.7L V-6 TC	8,200/8,000 i
F-150 SuperCrew Std Bed 2WD	2.7L V-6 TC	9,000/8,900 i,p
F-150 SuperCrew Std Bed 2WD	3.5L V-6 TC	10,500 c/h
F-150 SuperCrew Std Bed 2WD	3.5L V-6 TC	13,200 h,t/NA
F-150 SuperCrew Std Bed 2WD	3.5L V-6 TC	11,500 i,p,t
F-150 SuperCrew Std Bed 4WD	5.0L V-8	9,000/8,900 f
F-150 SuperCrew Std Bed 4WD	5.0L V-8	9,100/9,000 h
F-150 SuperCrew Std Bed 4WD	5.0L V-8	11,500 i/10,700 i,p
F-150 SuperCrew Std Bed 4WD	3.0L V-6 TD	10,300/8,000 f/h
F-150 SuperCrew Std Bed 4WD	3.0L V-6 TD	11,300 h,t/NA
F-150 SuperCrew Std Bed 4WD	3.5L V-6 TC	10,500/9,000 f/h
F-150 SuperCrew Std Bed 4WD	3.5L V-6 TC	12,700 h,t/11,300 i,p,t

*Limited model only. **Electronic shift-on-the-fly transmission

F-250 REGULAR CAB CONVENTIONAL TOWING, WEIGHT CARRYING/WEIGHT DISTRIBUTING

F-250 Reg Cab 2WD	6.2L V-8	13,000/13,300 i
F-250 Reg Cab 2WD	6.2L V-8	13,000/14,000 l
F-250 Reg Cab 2WD	6.7L V-8 TD	14,000/15,000 f
F-250 Reg Cab 2WD	6.7L V-8 TD	14,000/15,200 f/h,t
F-250 Reg Cab 2WD	7.3L V-8	13,000/14,000 h/l,t
F-250 Reg Cab 4WD	6.2L V-8	12,900 i

F-250 Reg Cab 4WD	6.2L V-8	14,000/15,000 l
F-250 Reg Cab 4WD	6.7L V-8 TD	14,000/15,000 f/h,t
F-250 Reg Cab 4WD	7.3L V-8	14,000/15,000 h/l,t

F-250 SUPERCAB CONVENTIONAL TOWING, WEIGHT CARRYING/WEIGHT DISTRIBUTING

F-250 SuperCab Std Bed 2WD	6.2L V-8	13,000 i
F-250 SuperCab Std Bed 2WD	6.2L V-8	13,000/14,000 l
F-250 SuperCab Std Bed 2WD	6.7L V-8 TD	14,000/15,000 f
F-250 SuperCab Std Bed 2WD	6.7L V-8 TD	14,000/15,200 f/h,t
F-250 SuperCab Std Bed 2WD	7.3L V-8	13,000/14,000 h/l,t
F-250 SuperCab Std Bed 4WD	6.2L V-8	12,600 i
F-250 SuperCab Std Bed 4WD	6.2L V-8	14,000/15,000 l
F-250 SuperCab Std Bed 4WD	6.7L V-8 TD	14,000/15,000 f/h,t
F-250 SuperCab Std Bed 4WD	7.3L V-8	14,000/14,800 h
F-250 SuperCab Std Bed 4WD	7.3L V-8	14,000/15,000 l,t
F-250 SuperCab LB 2WD	6.2L V-8	12,900 i
F-250 SuperCab LB 2WD	6.2L V-8	14,000/15,000 l
F-250 SuperCab LB 2WD	6.7L V-8 TD	15,000 f
F-250 SuperCab LB 2WD	6.7L V-8 TD	15,200 f/h,t
F-250 SuperCab LB 2WD	7.3L V-8 TD	14,000/15,000 h/l,t
F-250 SuperCab LB 4WD	6.2L V-8	12,500 i
F-250 SuperCab LB 4WD	6.2L V-8	15,000 l
F-250 SuperCab LB 4WD	6.7L V-8 TD	15,000 h
F-250 SuperCab LB 4WD	6.7L V-8 TD	20,000 f/h,t
F-250 SuperCab LB 4WD	7.3L V-8	14,700 h
F-250 SuperCab LB 4WD	7.3L V-8	15,000 l

F-250 CREW CAB CONVENTIONAL TOWING, WEIGHT CARRYING/WEIGHT DISTRIBUTING

F-250 CC Std Bed 2WD	6.2L V-8	12,900 i
F-250 CC Std Bed 2WD	6.2L V-8	14,000/15,000 l
F-250 CC Std Bed 2WD	6.7L V-8 TD	15,000 f
F-250 CC Std Bed 2WD	6.7L V-8 TD	15,200 f,t/15,200 h,t
F-250 CC Std Bed 2WD	7.3L V-8	14,000 h/15,000 h/l,t
F-250 CC Std Bed 4WD	6.2L V-8	12,500 i
F-250 CC Std Bed 4WD	6.2L V-8	15,000 l
F-250 CC Std Bed 4WD	6.7L V-8 TD	15,000 f
F-250 CC Std Bed 4WD	6.7L V-8 TD	20,000 f/h,t
F-250 CC Std Bed Tremor 4WD	6.7L V-8 TD	15,000 f/h,t
F-250 CC Std Bed 4WD	7.3L V-8	14,700 h
F-250 CC Std Bed 4WD	7.3L V-8	15,000 l,t
F-250 CC LB 2WD	6.2L V-8	12,700 i
F-250 CC LB 2WD	6.2L V-8	15,000 l
F-250 CC LB 2WD	6.7L V-8 TD	15,900 f,p
F-250 CC LB 2WD	6.7L V-8 TD	18,200 f/h,t
F-250 CC LB 2WD	7.3L V-8	14,900 h
F-250 CC LB 2WD	7.3L V-8	15,000 l,t
F-250 CC LB 4WD	6.2L V-8	12,300 i
F-250 CC LB 4WD	6.2L V-8	14,800 l
F-250 CC LB 4WD	6.7L V-8 TD	15,400 f,p
F-250 CC LB 4WD	6.7L V-8 TD	20,000 f/h,t
F-250 CC LB 4WD	7.3L V-8	14,500 h
F-250 CC LB 4WD	7.3L V-8	15,000 l,t

F-250 REGULAR CAB FIFTH-WHEEL/GOOSENECK TOWING

F-250 Reg Cab 2WD	6.2L V-8	13,000 i
F-250 Reg Cab 2WD	6.2L V-8	15,800 l
F-250 Reg Cab 2WD	6.7L V-8 TD	16,400 f
F-250 Reg Cab 2WD	6.7L V-8 TD	22,800 f,t*
F-250 Reg Cab 2WD	7.3L V-8	15,400 h
F-250 Reg Cab 2WD	7.3L V-8	19,600 l,p,t*
F-250 Reg Cab 4WD	6.2L V-8	12,800 i
F-250 Reg Cab 4WD	6.2L V-8	15,300 l
F-250 Reg Cab 4WD	6.7L V-8 TD	16,000 f
F-250 Reg Cab 4WD	6.7L V-8 TD	21,800 f,t*
F-250 Reg Cab 4WD	7.3L V-8	15,000 h
F-250 Reg Cab 4WD	7.3L V-8	19,200 l,p,t*

F-250 SUPERCAB FIFTH-WHEEL/GOOSENECK TOWING

F-250 SuperCab Std Bed 2WD	6.2L V-8	13,000 i
F-250 SuperCab Std Bed 2WD	6.2L V-8	15,000 l
F-250 SuperCab Std Bed 2WD	6.7L V-8 TD	16,200 f
F-250 SuperCab Std Bed 2WD	6.7L V-8 TD	22,000 f,t*
F-250 SuperCab Std Bed 2WD	7.3L V-8	15,200 h
F-250 SuperCab Std Bed 2WD	7.3L V-8	19,400 l,p,t*
F-250 SuperCab Std Bed 4WD	6.2L V-8	12,500 i
F-250 SuperCab Std Bed 4WD	6.2L V-8	15,100 l
F-250 SuperCab Std Bed 4WD	6.7L V-8 TD	15,500 f
F-250 SuperCab Std Bed 4WD	6.7L V-8 TD	20,100 f/h,t*
F-250 SuperCab Std Bed 4WD	7.3L V-8	14,700 h
F-250 SuperCab Std Bed 4WD	7.3L V-8	18,900 l,p,t*
F-250 SuperCab LB 2WD	6.2L V-8	12,900 i
F-250 SuperCab LB 2WD	6.2L V-8	15,400 l
F-250 SuperCab LB 2WD	6.7L V-8 TD	16,000 f
F-250 SuperCab LB 2WD	6.7L V-8 TD	21,900 f/h,t*
F-250 SuperCab LB 2WD	7.3L V-8	15,100 h
F-250 SuperCab LB 2WD	7.3L V-8	19,300 l,p,t*
F-250 SuperCab LB 4WD	6.2L V-8	12,500 i
F-250 SuperCab LB 4WD	6.2L V-8	15,000 l
F-250 SuperCab LB 4WD	6.7L V-8 TD	14,700 f
F-250 SuperCab LB 4WD	6.7L V-8 TD	19,100 f/h,t*
F-250 SuperCab LB 4WD	7.3L V-8	14,700 h
F-250 SuperCab LB 4WD	7.3L V-8	18,700 l,p,t*

F-250 CREW CAB FIFTH-WHEEL/GOOSENECK TOWING

F-250 CC Std Bed 2WD	6.2L V-8	12,900 i
F-250 CC Std Bed 2WD	6.2L V-8	15,400 l
F-250 CC Std Bed 2WD	6.7L V-8 TD	16,100 f
F-250 CC Std Bed 2WD	6.7L V-8 TD	21,700 f/h,t*
F-250 CC Std Bed 2WD	7.3L V-8	15,100 h
F-250 CC Std Bed 2WD	7.3L V-8	19,300 l,p,t*
F-250 CC Std Bed 4WD	6.2L V-8	12,500 i
F-250 CC Std Bed 4WD	6.2L V-8	15,000 l
F-250 CC Std Bed 4WD	6.7L V-8 TD	14,700 f
F-250 CC Std Bed 4WD	6.7L V-8 TD	19,100 f/h,t*
F-250 CC Std Bed Tremor 4WD	6.7L V-8 TD	12,100 f
F-250 CC Std Bed Tremor 4WD	6.7L V-8 TD	18,100 h*
F-250 CC Std Bed 4WD	7.3L V-8	14,700 h

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F-250 CC Std Bed 4WD	7.3L V-8	17,500 l
F-250 CC Std Bed 4WD	7.3L V-8	18,700 l,p,t*
F-250 CC LB 2WD	6.2L V-8	12,700 i
F-250 CC LB 2WD	6.2L V-8	15,200 l
F-250 CC LB 2WD	6.7L V-8 TD	15,800 f
F-250 CC LB 2WD	6.7L V-8 TD	20,400 f/h,t*
F-250 CC LB 2WD	7.3L V-8	14,800 h
F-250 CC LB 2WD	7.3L V-8	19,000 l,p,t*
F-250 CC LB 4WD	6.2L V-8	12,200 i
F-250 CC LB 4WD	6.2L V-8	14,700 l
F-250 CC LB 4WD	6.7L V-8 TD	12,900 f
F-250 CC LB 4WD	6.7L V-8 TD	17,300 f/h,t
F-250 CC LB 4WD	7.3L V-8	14,400 h
F-250 CC LB 4WD	7.3L V-8	17,000 l,p,t

*Gooseneck tow rating shown. Fifth-wheel tow rating limited to fifth-wheel hitch rating of 18,000 lbs.

F-350 REGULAR CAB CONVENTIONAL TOWING, WEIGHT CARRYING/WEIGHT DISTRIBUTING

F-350 Reg Cab 2WD	6.2L V-8	13,000/13,200 i
F-350 Reg Cab 2WD	6.2L V-8	13,000/14,000 l
F-350 Reg Cab 2WD	6.7L V-8 TD	14,000/15,000 f/h
F-350 Reg Cab 2WD	7.3L V-8	13,000/14,000 i/l
F-350 Reg Cab 4WD	6.2L V-8	12,700 i
F-350 Reg Cab 4WD	6.2L V-8	14,000/15,000 l
F-350 Reg Cab 4WD	6.7L V-8 TD	14,000/15,000 f/h
F-350 Reg Cab 4WD	7.3L V-8	14,000/15,000 i/l

F-350 SUPERCAB CONVENTIONAL TOWING, WEIGHT CARRYING/WEIGHT DISTRIBUTING

F-350 SuperCab Std Bed 2WD	6.2L V-8	12,800 i
F-350 SuperCab Std Bed 2WD	6.2L V-8	13,000/14,000 l
F-350 SuperCab Std Bed 2WD	6.7L V-8 TD	14,000/15,000 f/h
F-350 SuperCab Std Bed 2WD	7.3L V-8	13,000/14,000 i/l
F-350 SuperCab Std Bed 4WD	6.2L V-8	12,400 i
F-350 SuperCab Std Bed 4WD	6.2L V-8	14,000/15,000 l
F-350 SuperCab Std Bed 4WD	6.7L V-8 TD	14,000/15,000 f/h
F-350 SuperCab Std Bed 4WD	7.3L V-8	14,000/15,000 i/l
F-350 SuperCab LB 2WD	6.2L V-8	12,700 i
F-350 SuperCab LB 2WD	6.2L V-8	15,000 l
F-350 SuperCab LB 2WD	6.7L V-8 TD	15,000 f/h
F-350 SuperCab LB 2WD	7.3L V-8	15,000 i/l
F-350 SuperCab LB 4WD	6.2L V-8	12,300 i,p
F-350 SuperCab LB 4WD	6.2L V-8	15,000 l
F-350 SuperCab LB 4WD	6.7L V-8 TD	20,000 f/h
F-350 SuperCab LB 4WD	7.3L V-8	15,000 i/l

F-350 CREW CAB CONVENTIONAL TOWING, WEIGHT CARRYING/WEIGHT DISTRIBUTING

F-350 CC Std Bed 2WD	6.2L V-8	12,700 i
F-350 CC Std Bed 2WD	6.2L V-8	15,000 l
F-350 CC Std Bed 2WD	6.7L V-8 TD	15,000 f/h
F-350 CC Std Bed 2WD	7.3L V-8	15,000 i/l
F-350 CC Std Bed 4WD	6.2L V-8	12,400 i
F-350 CC Std Bed 4WD	6.2L V-8	14,000/15,000 l
F-350 CC Std Bed 4WD	6.7L V-8 TD	14,000/15,000 f/h
F-350 CC Std Bed 4WD	7.3L V-8	14,000/15,000 i/l
F-350 CC LB 2WD	6.2L V-8	12,500 i
F-350 CC LB 2WD	6.2L V-8	15,000 l
F-350 CC LB 2WD	6.7L V-8 TD	18,200 f/h
F-350 CC LB 2WD	7.3L V-8	15,000 i/l
F-350 CC LB 4WD	6.2L V-8	12,000 i
F-350 CC LB 4WD	6.2L V-8	15,000 l
F-350 CC LB 4WD	6.7L V-8 TD	20,000 f/h
F-350 CC LB 4WD	7.3L V-8	15,000 i/l

F-350 REGULAR CAB SRW FIFTH-WHEEL/GOOSENECK TOWING

F-350 Reg Cab 2WD	6.2L V-8	13,100/13,000 i
F-350 Reg Cab 2WD	6.2L V-8	16,600/16,500 l
F-350 Reg Cab 2WD	6.7L V-8 TD	22,800/19,200 f/h,p*
F-350 Reg Cab 2WD	7.3L V-8	17,000 i
F-350 Reg Cab 2WD	7.3L V-8	21,000 l*
F-350 Reg Cab 4WD	6.2L V-8	12,500 i
F-350 Reg Cab 4WD	6.2L V-8	16,100 l
F-350 Reg Cab 4WD	6.7L V-8 TD	22,400 f/h,p*
F-350 Reg Cab 4WD	7.3L V-8	16,600 i
F-350 Reg Cab 4WD	7.3L V-8	20,600 l,p*

F-350 SUPERCAB SRW FIFTH-WHEEL/GOOSENECK TOWING

F-350 SuperCab Std Bed 2WD	6.2L V-8	12,800/12,700 i
F-350 SuperCab Std Bed 2WD	6.2L V-8	16,300/16,200 l
F-350 SuperCab Std Bed 2WD	6.7L V-8 TD	22,600/22,100 f/h*
F-350 SuperCab Std Bed 2WD	7.3L V-8	16,800/16,700 i
F-350 SuperCab Std Bed 2WD	7.3L V-8	20,800/20,700 l*
F-350 SuperCab Std Bed 4WD	6.2L V-8	12,400/12,300 i
F-350 SuperCab Std Bed 4WD	6.2L V-8	15,900/15,800 l
F-350 SuperCab Std Bed 4WD	6.7L V-8 TD	22,200/22,100 f/h*
F-350 SuperCab Std Bed 4WD	7.3L V-8	16,300 i
F-350 SuperCab Std Bed 4WD	7.3L V-8	20,300/19,200 l
F-350 SuperCab LB 2WD	6.2L V-8	12,700/12,600 i
F-350 SuperCab LB 2WD	6.2L V-8	16,200/16,100 l
F-350 SuperCab LB 2WD	6.7L V-8 TD	22,500/22,400 f/h*
F-350 SuperCab LB 2WD	7.3L V-8	16,700/16,600 i
F-350 SuperCab LB 2WD	7.3L V-8	20,700/20,600 l
F-350 SuperCab LB 4WD	6.2L V-8	12,300/12,200 i
F-350 SuperCab LB 4WD	6.2L V-8	15,800/15,700 l
F-350 SuperCab LB 4WD	6.7L V-8 TD	23,300/22,100 f/h*
F-350 SuperCab LB 4WD	7.3L V-8	16,200 i
F-350 SuperCab LB 4WD	7.3L V-8	20,200/18,500 l,p*

F-350 CREW CAB SRW FIFTH-WHEEL/GOOSENECK TOWING

F-350 CC Std Bed 2WD	6.2L V-8	12,500 i
F-350 CC Std Bed 2WD	6.2L V-8	16,100 l
F-350 CC Std Bed 2WD	6.7L V-8 TD	22,400/21,500 f/h*
F-350 CC Std Bed 2WD	7.3L V-8	16,600 i
F-350 CC Std Bed 2WD	7.3L V-8	20,600 l*

F-350 CC Std Bed 4WD	6.2L V-8	12,200 i
F-350 CC Std Bed 4WD	6.2L V-8	15,700 l
F-350 CC Std Bed 4WD	6.7L V-8 TD	22,000 f/h*
F-350 CC Std Bed Tremor 4WD	6.7L V-8 TD	21,900 f/h*
F-350 CC Std Bed 4WD	7.3L V-8	16,200/16,100 i
F-350 CC Std Bed 4WD	7.3L V-8	20,200/20,100 l*
F-350 CC LB 2WD	6.2L V-8	12,400 i
F-350 CC LB 2WD	6.2L V-8	15,900 l
F-350 CC LB 2WD	6.7L V-8 TD	22,200/22,100 f/h*
F-350 CC LB 2WD	7.3L V-8	16,400/16,300 i
F-350 CC LB 2WD	7.3L V-8	20,400/20,300 l*
F-350 CC LB 4WD	6.2L V-8	12,000/11,900 i
F-350 CC LB 4WD	6.2L V-8	15,500/15,400 l
F-350 CC LB 4WD	6.7L V-8 TD	21,700/21,300 f/h*
F-350 CC LB 4WD	7.3L V-8	16,000/15,900 i
F-350 CC LB 4WD	7.3L V-8	20,000/19,900

*Gooseneck tow rating shown. Fifth-wheel tow rating limited to fifth-wheel hitch rating of 18,000 lbs.

F-350/F-450 REGULAR CAB DRW CONVENTIONAL TOWING, WEIGHT CARRYING/WEIGHT DISTRIBUTING

F-350 Reg Cab 2WD	6.2L V-8	13,300 i
F-350 Reg Cab 2WD	6.2L V-8	16,700 l
F-350 Reg Cab 2WD	6.7L V-8 TD	18,000/21,000 h/k
F-350 Reg Cab 2WD	7.3L V-8	17,000/17,200 i
F-350 Reg Cab 2WD	7.3L V-8	17,000/21,000 l
F-450 Reg Cab 2WD	6.7L V-8 TD	21,200 l
F-350 Reg Cab 4WD	6.2L V-8	12,800 i
F-350 Reg Cab 4WD	6.2L V-8	16,300 l
F-350 Reg Cab 4WD	6.7L V-8 TD	18,000/20,000 h/k
F-350 Reg Cab 4WD	7.3L V-8	16,800 i
F-350 Reg Cab 4WD	7.3L V-8	18,000/20,000 l
F-450 Reg Cab 4WD	6.7L V-8 TD	21,200 l

F-350 SUPERCAB DRW CONVENTIONAL TOWING, WEIGHT CARRYING/WEIGHT DISTRIBUTING

F-350 SuperCab 2WD	6.2L V-8	12,700 i
F-350 SuperCab 2WD	6.2L V-8	16,200 l
F-350 SuperCab 2WD	6.7L V-8 TD	18,000/21,200 h/k
F-350 SuperCab 2WD	7.3L V-8	16,700 i
F-350 SuperCab 2WD	7.3L V-8	18,000 l
F-350 SuperCab 4WD	6.2L V-8	12,300 i
F-350 SuperCab 4WD	6.2L V-8	15,800 l
F-350 SuperCab 4WD	6.7L V-8 TD	19,000/21,000 h/k
F-350 SuperCab 4WD	7.3L V-8	16,300 i
F-350 SuperCab 4WD	7.3L V-8	18,000/20,000 l

F-350/F-450 CREW CAB DRW CONVENTIONAL TOWING, WEIGHT CARRYING/WEIGHT DISTRIBUTING

F-350 CC 2WD	6.2L V-8	12,500 i
F-350 CC 2WD	6.2L V-8	16,000 l
F-350 CC 2WD	6.7L V-8 TD	19,000/21,200 h/k
F-350 CC 2WD	7.3L V-8	16,500 i
F-350 CC 2WD	7.3L V-8	19,000/20,500 l
F-450 CC 2WD	6.7L V-8 TD	24,200 l
F-350 CC 4WD	6.2L V-8	12,100 i
F-350 CC 4WD	6.2L V-8	15,600 l
F-350 CC 4WD	6.7L V-8 TD	21,200 h/k
F-350 CC 4WD	7.3L V-8	16,100 i
F-350 CC 4WD	7.3L V-8	19,000/20,100 l
F-450 CC 4WD	6.7L V-8 TD	24,200 l

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

F-350 Reg Cab 2WD	6.2L V-8	13,100/13,000 i
F-350 Reg Cab 2WD	6.2L V-8	16,600/16,500 l
F-350 Reg Cab 2WD	6.7L V-8 TD	22,800/19,200 f/h,p*
F-350 Reg Cab 2WD	7.3L V-8	17,000 i
F-350 Reg Cab 2WD	7.3L V-8	21,000 l*
F-350 Reg Cab 4WD	6.2L V-8	12,500 i
F-350 Reg Cab 4WD	6.2L V-8	16,100 l
F-350 Reg Cab 4WD	6.7L V-8 TD	22,400 f/h,p*
F-350 Reg Cab 4WD	7.3L V-8	16,600 i
F-350 Reg Cab 4WD	7.3L V-8	20,600 l,p*
F-350 Reg Cab 4WD	6.7L V-8 TD	32,000 h
F-350 Reg Cab 4WD	6.7L V-8 TD	35,400 k*
F-350 Reg Cab 4WD	7.3L V-8	16,700 i
F-350 Reg Cab 4WD	7.3L V-8	20,700 l
F-450 Reg Cab 4WD	6.7L V-8 TD	36,400 l*

F-350 SUPERCAB DRW FIFTH-WHEEL/GOOSENECK TOWING

F-350 SuperCab 2WD	6.2L V-8	12,700 i
F-350 SuperCab 2WD	6.2L V-8	16,200 l
F-350 SuperCab 2WD	6.7L V-8 TD	32,000 h
F-350 SuperCab 2WD	6.7L V-8 TD	35,400 k*
F-350 SuperCab 2WD	7.3L V-8	16,700 i
F-350 SuperCab 2WD	7.3L V-8	20,700 l
F-350 SuperCab 4WD	6.2L V-8	12,300 i
F-350 SuperCab 4WD	6.2L V-8	15,800 l
F-350 SuperCab 4WD	6.7L V-8 TD	31,600 h
F-350 SuperCab 4WD	6.7L V-8 TD	35,000 k*
F-350 SuperCab 4WD	7.3L V-8	16,300 i
F-350 SuperCab 4WD	7.3L V-8	20,300 l

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

F-350 CC 2WD	6.2L V-8	12,500 i
F-350 CC 2WD	6.2L V-8	16,000 l
F-350 CC 2WD	6.7L V-8 TD	31,800 h
F-350 CC 2WD	6.7L V-8 TD	35,200 k*
F-350 CC 2WD	7.3L V-8	16,500 i
F-350 CC 2WD	7.3L V-8	20,500 l
F-450 CC 2WD	6.7L V-8 TD	34,600 l*
F-350 CC 4WD	6.2L V-8	12,000 i
F-350 CC 4WD	6.2L V-8	15,500 l
F-350 CC 4WD	6.7L V-8 TD	31,300 h

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F-350 CC 4WD	6.7L V-8 TD	34,700 k*
F-350 CC 4WD	7.3L V-8	16,000 i
F-350 CC 4WD	7.3L V-8	20,000 l
F-450 CC 4WD	6.7L V-8 TD	32,600 l*

*Gooseneck tow rating shown. Fifth-wheel tow rating limited to fifth-wheel hitch rating of 32,500 lbs.

Note: F-150/F-250/F-350/F-450 towing capability will be reduced based on trim series, option content and payload. See dealer for details. Maximum loaded trailer weight assumes a towing vehicle with any mandatory options, no cargo, tongue load of 10% (conventional trailer) or kingpin weight of 15% (fifth-wheel trailer), and driver and passenger (150 lbs. each). Weight of additional options, passengers, cargo and hitch must be deducted from this weight.

FUSION

Fusion FWD/AWD	2.0L I-4 TC	2,000

RANGER

Ranger	2.3L I-4 TC	3,500
Ranger	2.3L I-4 TC	7,500 t

TRANSIT CARGO VAN LOW ROOF

Transit CV RWB LR RWD	3.5L V-6	5,300 i
Transit CV RWB LR RWD	3.5L V-6	6,400 k
Transit CV RWB LR RWD	3.5L V-6 TC	5,600 f
Transit CV RWB LR RWD	3.5L V-6 TC	6,900 i
Transit CV RWB LR RWD	2.0L I-4 TD	4,800 f*
Transit CV RWB LR RWD	2.0L I-4 TD	7,500 i*
Transit CV RWB LR AWD	3.5L V-6	5,000 i
Transit CV RWB LR AWD	3.5L V-6	6,100 k
Transit CV RWB LR AWD	3.5L V-6 TC	5,300 f
Transit CV RWB LR AWD	3.5L V-6 TC	6,600 i
Transit CV LWB LR RWD	3.5L V-6	5,100 i
Transit CV LWB LR RWD	3.5L V-6	6,200 k
Transit CV LWB LR RWD	3.5L V-6 TC	5,500 f
Transit CV LWB LR RWD	3.5L V-6 TC	6,800 i
Transit CV LWB LR RWD	2.0L I-4 TD	4,700 f
Transit CV LWB LR RWD	2.0L I-4 TD	7,500 i
Transit CV LWB LR AWD	3.5L V-6	4,900 i*
Transit CV LWB LR AWD	3.5L V-6	6,000 k*
Transit CV LWB LR AWD	3.5L V-6 TC	5,200 f*
Transit CV LWB LR AWD	3.5L V-6 TC	6,500 i

TRANSIT CARGO VAN MEDIUM ROOF

Transit CV RWB MR RWD	3.5L V-6	5,100 i
Transit CV RWB MR RWD	3.5L V-6	6,200 k
Transit CV RWB MR RWD	3.5L V-6 TC	5,400 f
Transit CV RWB MR RWD	3.5L V-6 TC	6,700 i
Transit CV RWB MR AWD	3.5L V-6	4,900 i
Transit CV RWB MR AWD	3.5L V-6	6,000 k
Transit CV RWB MR AWD	3.5L V-6 TC	5,200 f
Transit CV RWB MR AWD	3.5L V-6 TC	6,500 i
Transit CV LWB MR RWD	3.5L V-6	5,000 i
Transit CV LWB MR RWD	3.5L V-6	6,100 k
Transit CV LWB MR RWD	3.5L V-6 TC	5,300 f
Transit CV LWB MR RWD	3.5L V-6 TC	6,600 i
Transit CV LWB MR RWD	2.0L I-4 TD	4,600 f
Transit CV LWB MR RWD	2.0L I-4 TD	7,400 i
Transit CV LWB MR AWD	3.5L V-6	4,800 i
Transit CV LWB MR AWD	3.5L V-6	5,900 k
Transit CV LWB MR AWD	3.5L V-6 TC	5,100 f
Transit CV LWB MR AWD	3.5L V-6 TC	6,400 i

TRANSIT CARGO VAN HIGH ROOF

Transit CV LWB HR RWD	3.5L V-6	4,900 i
Transit CV LWB HR RWD	3.5L V-6	6,000 k
Transit CV LWB HR RWD	3.5L V-6 TC	5,200 f
Transit CV LWB HR RWD	3.5L V-6 TC	6,500 i
Transit CV LWB HR RWD	2.0L I-4 TD	4,400 f*
Transit CV LWB HR RWD	2.0L I-4 TD	7,200 i*
Transit CV LWB HR AWD	3.5L V-6	4,700 i
Transit CV LWB HR AWD	3.5L V-6	5,800 k
Transit CV LWB HR AWD	3.5L V-6 TC	5,000 f*
Transit CV LWB HR AWD	3.5L V-6 TC	6,300 i
Transit CV LWB HR Ext RWD	3.5L V-6	4,700 i
Transit CV LWB HR Ext RWD	3.5L V-6	5,800 k
Transit CV LWB HR Ext RWD	3.5L V-6 TC	5,000 f
Transit CV LWB HR Ext RWD	3.5L V-6 TC	6,300 i
Transit CV LWB HR Ext RWD	3.5L V-6 TC	6,500 i*
Transit CV LWB HR Ext RWD	2.0L I-4 TD	4,200 f
Transit CV LWB HR Ext RWD	2.0L I-4 TD	7,000 i
Transit CV LWB HR Ext AWD	3.5L V-6	4,700 i
Transit CV LWB HR Ext AWD	3.5L V-6	5,800 k
Transit CV LWB HR Ext AWD	3.5L V-6 TC	4,800 f
Transit CV LWB HR Ext AWD	3.5L V-6 TC	6,100 i

*250 models only

TRANSIT CONNECT

Transit Connect Van/Wagon	2.0L I-4	2,000 t

TRANSIT CREW VAN LOW ROOF

Transit CrV RWB LR RWD	3.5L V-6	4,900 i
Transit CrV RWB LR RWD	3.5L V-6	6,000 k
Transit CrV RWB LR RWD	3.5L V-6 TC	5,200 f
Transit CrV RWB LR RWD	3.5L V-6 TC	6,500 i
Transit CrV RWB LR AWD	3.5L V-6	4,700 i
Transit CrV RWB LR AWD	3.5L V-6	5,800 k
Transit CrV RWB LR AWD	3.5L V-6 TC	5,000 f
Transit CrV RWB LR AWD	3.5L V-6 TC	6,300 i
Transit CrV LWB LR RWD	3.5L V-6	4,800 i
Transit CrV LWB LR RWD	3.5L V-6	5,900 k
Transit CrV LWB LR RWD	3.5L V-6 TC	6,400 i
Transit CrV LWB LR RWD	2.0L I-4 TD	7,100 i*
Transit CrV LWB LR AWD	3.5L V-6	4,500 i
Transit CrV LWB LR AWD	3.5L V-6	5,700 k
Transit CrV LWB LR AWD	3.5L V-6 TC	6,200 i

TRANSIT CREW VAN MEDIUM ROOF

Transit CrV RWB MR RWD	3.5L V-6	4,800 i
Transit CrV RWB MR RWD	3.5L V-6	5,900 k
Transit CrV RWB MR RWD	3.5L V-6 TC	5,100 f
Transit CrV RWB MR RWD	3.5L V-6 TC	6,400 i
Transit CrV RWB MR AWD	3.5L V-6	4,600 i
Transit CrV RWB MR AWD	3.5L V-6	5,700 k
Transit CrV RWB MR AWD	3.5L V-6 TC	4,900 f
Transit CrV RWB MR AWD	3.5L V-6 TC	6,200 i
Transit CrV LWB MR RWD	3.5L V-6	4,700 i
Transit CrV LWB MR RWD	3.5L V-6	5,800 k
Transit CrV LWB MR RWD	2.0L I-4 TD	7,000 i*
Transit CrV LWB MR AWD	3.5L V-6	4,400 i
Transit CrV LWB MR AWD	3.5L V-6	5,500 k
Transit CrV LWB MR AWD	3.5L V-6 TC	6,100 i

TRANSIT CREW VAN HIGH ROOF

Transit CrV 150/250 LWB HR RWD	3.5L V-6	4,600 i
Transit CrV 150/250 LWB HR RWD	3.5L V-6	5,700 k
Transit CrV 150/250 LWB HR RWD	3.5L V-6 TC	6,200 i
Transit CrV 150/250 LWB HR RWD	2.0L I-4 TD	6,900 i*
Transit CrV 150/250 LWB HR AWD	3.5L V-6	4,300 i
Transit CrV 150/250 LWB HR AWD	3.5L V-6	5,400 k
Transit CrV 150/250 LWB HR AWD	3.5L V-6 TC	6,000 i
Transit CrV 350 LWB HR RWD	3.5L V-6	4,600 i
Transit CrV 350 LWB HR RWD	3.5L V-6	5,700 k
Transit CrV 350 LWB HR AWD	3.5L V-6	4,300 i
Transit CrV 350 LWB HR AWD	3.5L V-6	5,400 k
Transit CrV 350 HR Ext RWD	3.5L V-6	5,300 k
Transit CrV 350 HR Ext RWD	3.5L V-6 TC	6,200 i
Transit CrV 350 HR Ext AWD	3.5L V-6	5,000 k
Transit CrV 350 HR Ext AWD	3.5L V-6 TC	5,900 i

*Not available on 150 models

TRANSIT PASSENGER VAN LOW ROOF

Transit PV 150 RWB LR RWD	3.5L V-6	4,600 i
Transit PV 150 RWB LR AWD	3.5L V-6	4,400 i
Transit PV 350 LWB LR RWD	3.5L V-6	4,200 i
Transit PV 350 LWB LR RWD	3.5L V-6	4,500 k
Transit PV 350 LWB LR RWD	3.5L V-6 TC	4,500 f
Transit PV 350 LWB LR RWD	3.5L V-6 TC	4,400 i
Transit PV 350 LWB LR RWD	2.0L I-4 TD	3,700 f
Transit PV 350 LWB LR RWD	2.0L I-4 TD	4,200 i
Transit PV 350 LWB LR AWD	3.5L V-6	4,000 i
Transit PV 350 LWB LR AWD	3.5L V-6	4,300 k
Transit PV 350 LWB LR AWD	3.5L V-6 TC	4,300 f
Transit PV 350 LWB LR AWD	3.5L V-6 TC	4,200 i

TRANSIT PASSENGER VAN MEDIUM ROOF

Transit PV 150 RWD MR AWD	3.5L V-6	4,200 i
Transit PV 350 LWB MR RWD	3.5L V-6	4,100 i
Transit PV 350 LWB MR RWD	3.5L V-6	4,400 k
Transit PV 350 LWB MR RWD	3.5L V-6 TC	4,400 f
Transit PV 350 LWB MR RWD	3.5L V-6 TC	4,300 i
Transit PV 350 LWB MR RWD	2.0L I-4 TD	3,600 f
Transit PV 350 LWB MR RWD	2.0L I-4 TD	4,100 i
Transit PV 350 LWB MR AWD	3.5L V-6	3,800 i
Transit PV 350 LWB MR AWD	3.5L V-6	4,100 k
Transit PV 350 LWB MR AWD	3.5L V-6 TC	4,200 f
Transit PV 350 LWB MR AWD	3.5L V-6 TC	4,100 i

TRANSIT PASSENGER VAN HIGH ROOF

Transit PV 350 LWB HR RWD	3.5L V-6	3,900 i
Transit PV 350 LWB HR RWD	3.5L V-6	4,200 k
Transit PV 350 LWB HR RWD	3.5L V-6 TC	4,300 f
Transit PV 350 LWB HR RWD	3.5L V-6 TC	4,200 i
Transit PV 350 LWB HR RWD	2.0L I-4 TD	3,400 f
Transit PV 350 LWB HR RWD	2.0L I-4 TD	3,900 i
Transit PV 350 LWB HR AWD	3.5L V-6	3,700 i
Transit PV 350 LWB HR AWD	3.5L V-6	4,000 k
Transit PV 350 LWB HR AWD	3.5L V-6 TC	4,000 f
Transit PV 350 LWB HR AWD	3.5L V-6 TC	3,900 i
Transit PV 350 HR Ext RWD	3.5L V-6	3,400 i
Transit PV 350 HR Ext RWD	3.5L V-6	3,700 k
Transit PV 350 HR Ext RWD	3.5L V-6 TC	3,600 i
Transit PV 350 HR Ext RWD	2.0L I-4 TD	3,400 i
Transit PV 350 HIR Ext AWD	3.5L V-6 TC	3,300 i

HONDA

Odyssey	3.5L V-6	3,500 t
Passport 2WD	3.5L V-6	3,500 t
Passport AWD	3.5L V-6	5,000 t
Pilot 2WD	3.5L V-6	3,500 t
Pilot AWD	3.5L V-6	5,000 t
Ridgeline 2WD	3.5L V-6	3,500 t
Ridgeline AWD	3.5L V-6	5,000 t

HYUNDAI

Palisade	3.8L V-6	5,000
Santa Fe	2.4L I-4	2,000
Santa Fe Sport	2.0L I-4 TC	3,500
Santa Fe XL	3.3L V-6	5,000
Tucson	2.4L I-4	2,000

INFINITI

QX50 AWD	2.0L I-4 TC	3,000 t
QX60	3.5L V-6	5,000
QX80	5.6L V-8	8,500

JEEP

Cherokee	2.0L I-4 TC	2,000
Cherokee	2.0L I-4 TC	4,000 t
Cherokee	2.4L I-4	2,000 t
Cherokee	3.2L V-6	2,000
Cherokee	3.2L V-6	4,500 t

2020 TOW RATINGS

Compass 4WD	2.4L I-4	2,000
Gladiator Overland	3.6L V-6	4,000 m6,i
Gladiator Overland	3.6L V-6	6,000 a8,i
Gladiator Rubicon	3.6L V-6	4,500 m6,k
Gladiator Rubicon	3.6L V-6	7,000 a8,k
Gladiator Sport	3.6L V-6	4,000 m6,i
Gladiator Sport	3.6L V-6	4,500 a8,i
Gladiator Sport	3.6L V-6	6,000 a8,k
Gladiator Sport	3.6L V-6	7,650 a8,k t
Grand Cherokee 2WD/4WD	3.6L V-6	6,200
Grand Cherokee 4WD	5.7L V-8	7,200
Grand Cherokee 4WD	6.4L V-8	7,200
Grand Cherokee 4WD	6.2L V-8 SC	7,200
Renegade 4WD	2.4L I-4	2,000
Wrangler	2.0L I-4 TC	2,000
Wrangler	2.0L I-4 TC	4,000 t
Wrangler	2.4L I-4	2,000 t
Wrangler	3.2L V-6	2,000
Wrangler	3.2L V-6	4,500 t

KIA

Sedona	3.3L V-6	3,500
Sorento FWD/AWD	2.4L I-4	2,000
Sorento FWD	3.3L V-6	3,500
Sorrento AWD	3.3L V-6	5,000
Sportage FWD/AWD	All	2,000
Telluride FWD/AWD	3.8L V-6	5,000

LAND ROVER

Land Rover Defender	All	8,201
Land Rover Discovery	3.0L V-6 TD	7,716
Land Rover Discovery	3.0L V-6	8,201
Land Rover Discovery Sport	2.0L I-4 TC	4,409
Range Rover	All	7,716
Range Rover Evoque	2.0L I-4 TC	3,306
Range Rover PHEV	2.0L I-4 TC	5,511
Range Rover Sport	3.0L V-6 TD	7,716
Range Rover Sport	3.0L V-6	7,716
Range Rover Sport HSE Dynamic	5.0L V-8 SC	7,716
Range Rover Sport PHEV	2.0L I-4 TC	5,511
Range Rover Sport SVR	5.0L V-8 SC	6,613
Range Rover Velar	All	5,291

LEXUS

NX 300	2.0L I-4 TC	2,000
RX 350	3.5L V-6	3,500
RX 450h AWD Hybrid	3.5L V-6	3,500
GX 460	4.6L V-8	6,500
LX 570	5.7L V-8	7,000

LINCOLN

Aviator RWD/AWD	3.5L V-6 TC	5,600
Aviator AWD	3.5L V-6 TC	6,700 t
Aviator Grand Touring Hybrid	3.5L V-6 TC	5,600
Corsair	All	3,000
Navigator 2WD	3.5L V-6 TC	6,200
Navigator 2WD	3.5L V-6 TC	8,700 t
Navigator 4WD	3.5L V-6 TC	6,200
Navigator 4WD	3.5L V-6 TC	8,300 t
Navigator L 2WD	3.5L V-6 TC	6,600
Navigator L 2WD	3.5L V-6 TC	8,400 t
Navigator L 4WD	3.5L V-6 TC	6,600
Navigator L 4WD	3.5L V-6 TC	8,100 t

MAZDA

CX5	2.5L I-4	2,000
CX5	2.5L I-4 TC	2,000
CX9	2.5L I-4 TC	3,500

MERCEDES-BENZ

GLC Coupe	All	3,500
GLC SUV	All	3,500
GLE Coupe	All	7,200
GLE SUV AMG	All	7,200
GLE 350 SUV RWD	3.5L V-6	6,600
GLE 350 4Matic SUV AWD	3.5L V-6	7,200
GLS SUV	All	7,500
G-Class SUV	All	7,000
Sprinter SRW	All	5,000*
Sprinter DRW	All	7,500*

*Maximum tow rating shown. See dealer for rating of specific model/configuration.

MITSUBISHI

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

NISSAN

Armada	5.6L V-6	8,500
Nissan NV CV	4.0L V-6	6,900 t
Nissan NV CV	5.6L V-8	9,400 t
Nissan NV PV	4.0L V-6	6,200 t
Nissan NV PV	5.6L V-8	8,700 t
Pathfinder	3.5L V-6	6,000

FRONTIER

Frontier S CC 2WD	4.0L V-6	6,640 m
Frontier S CC 2WD	4.0L V-6	6,620 a
Frontier SV CC 2WD	4.0L V-6	6,640
Frontier SV CC LWB 2WD	4.0L V-6	6,500
Frontier S CC 4WD	4.0L V-6	6,370
Frontier SV CC 4WD	4.0L V-6	6,380
Frontier SV CC LWB 4WD	4.0L V-6	6,250
Frontier DR CC 2WD	4.0L V-6	6,620
Frontier SL CC 2WD	4.0L V-6	6,480
Frontier SL CC 5' Bed 4WD	4.0L V-6	6,240
Frontier SL CC 6'1" Bed 4WD	4.0L V-6	6,110
Frontier Pro-4X CC 4WD	4.0L V-6	6,320 m

Frontier Pro-4X CC 4WD	4.0L V-6	6,290 a
Frontier S/SV King Cab 2WD	2.5L I-4	3,790 a
Frontier S/SV King Cab 2WD	2.5L I-4	3,800 m
Frontier SV King Cab 2WD	4.0L V-6	6,720
Frontier SV King Cab 4WD	4.0L V-6	6,510
Frontier DR King Cab 2WD	4.0L V-6	6,690
Frontier Pro-4X King Cab 4WD	4.0L V-6	6,450

TITAN

Titan	5.6L V-8	9,370 t*
Titan XD	5.6L V-8	11,000 t*

*Max ratings shown. Comprehensive ratings not available at press time.

PORSCHE

Cayenne	All	7,700
Macan	All	4,409

RAM

RAM 1500 QUAD CAB

1500 QC Std Bed 2WD	3.6L V-6	6,720 d*
1500 QC Std Bed 2WD	3.6L V-6	7,710 h
1500 QC Std Bed 2WD	3.0L V-6 TD	8,370 d
1500 QC Std Bed 2WD	3.0L V-6 TD	10,070 j
1500 QC Std Bed 2WD	3.0L V-6 TD	12,560 j,t
1500 QC Std Bed 2WD	5.7L V-8	8,520 d
1500 QC Std Bed 2WD	5.7L V-8	11,620 j
1500 QC Std Bed 2WD	5.7L V-8	12,750 j,t
1500 QC Std Bed 4WD	3.6L V-6	7,460 h
1500 QC Std Bed 4WD	3.0L V-6 TD	8,160 d
1500 QC Std Bed 4WD	3.0L V-6 TD	9,860 j
1500 QC Std Bed 4WD	5.7L V-8	8,310 d
1500 QC Std Bed 4WD	5.7L V-8	11,410 j,t

*High Fuel Efficiency (HFE) model

RAM 1500 CREW CAB

1500 CC SB 2WD	3.6L V-6	6,620 d
1500 CC SB 2WD	3.6L V-6	7,620 h
1500 CC SB 2WD	3.0L V-6 TD	8,210 d
1500 CC SB 2WD	3.0L V-6 TD	9,910 j
1500 CC SB 2WD	5.7L V-8	8,440 d
1500 CC SB 2WD	5.7L V-8	11,540 j,t
1500 CC SB 4WD	3.6L V-6	6,410 d
1500 CC SB 4WD	3.6L V-6	7,410 h
1500 CC SB 4WD	3.0L V-6 TD	8,010 d
1500 CC SB 4WD	3.0L V-6 TD	9,710 j
1500 CC SB 4WD	5.7L V-8	8,190 d
1500 CC SB 4WD	5.7L V-8	11,290 j,t
1500 CC Std Bed 2WD	3.6L V-6	6,580 d
1500 CC Std Bed 2WD	3.6L V-6	7,580 h
1500 CC Std Bed 2WD	3.0L V-6 TD	8,250 d
1500 CC Std Bed 2WD	3.0L V-6 TD	9,950 j
1500 CC Std Bed 2WD	5.7L V-8	8,390 d
1500 CC Std Bed 2WD	5.7L V-8	11,490 j,t
1500 CC Std Bed 4WD	3.6L V-6	6,390 d
1500 CC Std Bed 4WD	3.6L V-6	7,390 h
1500 CC Std Bed 4WD	3.0L V-6 TD	7,850 d
1500 CC Std Bed 4WD	3.0L V-6 TD	9,550 j
1500 CC Std Bed 4WD	5.7L V-8	8,200 d
1500 CC Std Bed 4WD	5.7L V-8	11,300 j

Note: Ratings shown are maximum weights for Tradesman model. Higher trim grades may have a reduced tow rating. See dealer for details.

RAM 2500 REGULAR CAB

2500 Reg Cab 2WD	6.4L V-8	15,080 a8,i
2500 Reg Cab 2WD	6.4L V-8	17,580 a8,k
2500 Reg Cab 2WD	6.7L I-6 TD	19,780 a6,i
2500 Reg Cab 4WD	6.4L V-8	14,710 a8,i
2500 Reg Cab 4WD	6.4L V-8	17,210 a8,k
2500 Reg Cab 4WD	6.7L I-6 TD	19,350 a6,i

RAM 2500 CREW CAB

2500 CC SB 2WD	6.4L V-8	14,680 a8,i
2500 CC SB 2WD	6.4L V-8	17,180 a8,k
2500 CC SB 2WD	6.7L I-6 TD	19,370 a6,i
2500 CC SB 4WD	6.4L V-8	14,410 a8,i
2500 CC SB 4WD	6.4L V-8	16,910 a8,k
2500 CC SB 4WD	6.4L V-8	10,620 a8,k*
2500 CC SB 4WD	6.7L I-6 TD	19,040 a6,i
2500 CC LB 2WD	6.4L V-8	14,580 a8,i
2500 CC LB 2WD	6.4L V-8	17,080 a8,k
2500 CC LB 2WD	6.7L I-6 TD	19,200 a6,i
2500 CC LB 4WD	6.4L V-8	14,220 a8,i
2500 CC LB 4WD	6.4L V-8	16,720 a8,k
2500 CC LB 4WD	6.7L I-6 TD	17,390 a6,i

* Power Wagon model

RAM 2500 MEGA CAB

2500 Mega Cab 4WD	6.4L V-8	14,000 a8,i
2500 Mega Cab 4WD	6.4L V-8	16,500 a8,k
2500 Mega Cab 4WD	6.7L I-6 TD	16,520 a6,i

RAM 3500 REGULAR CAB

3500 Reg Cab SRW 2WD	6.4L V-8	14,990 a8,i
3500 Reg Cab SRW 2WD	6.4L V-8	18,210 a8,k
3500 Reg Cab SRW 2WD	6.7L I-6 TD	21,030 a6,i
3500 Reg Cab SRW 2WD	6.7L I-6 TD HO	26,990 a6,i
3500 Reg Cab SRW 4WD	6.4L V-8	14,630 a8,i
3500 Reg Cab SRW 4WD	6.4L V-8	17,130 a8,k
3500 Reg Cab SRW 4WD	6.7L I-6 TD	20,220 a6,i
3500 Reg Cab SRW 4WD	6.7L I-6 TD	22,220 a6,k
3500 Reg Cab SRW 4WD	6.7L I-6 TD HO	26,440 a6,i
3500 Reg Cab DRW 2WD	6.4L V-8	14,710 a8,i
3500 Reg Cab DRW 2WD	6.4L V-8	18,210 a8,k
3500 Reg Cab DRW 2WD	6.7L I-6 TD	20,740 a6,i
3500 Reg Cab DRW 2WD	6.7L I-6 TD	22,740 a6,k
3500 Reg Cab DRW 2WD	6.7L I-6 TD HO	33,700 a6,i

2020 TOW RATINGS

3500 Reg Cab DRW 2WD	6.7L I-6 TD HO	35,100 a6,k
3500 Reg Cab DRW 4WD	6.4L V-8	14,310 a8,i
3500 Reg Cab DRW 4WD	6.4L V-8	17,810 a8,k
3500 Reg Cab DRW 4WD	6.7L I-6 TD	20,220 a6,i
3500 Reg Cab DRW 4WD	6.7L I-6 TD	22,220 a6,k
3500 Reg Cab DRW 4WD	6.7L I-6 TD HO	33,290 a6,i
3500 Reg Cab DRW 4WD	6.7L I-6 TD HO	34,690 a6,k

RAM 3500 CREW CAB

3500 CC SB SRW 2WD	6.4L V-8	14,630 a8,i
3500 CC SB SRW 2WD	6.4L V-8	17,130 a8,k
3500 CC SB SRW 2WD	6.7L I-6 TD	20,590 a6,i
3500 CC SB SRW 2WD	6.7L I-6 TD HO	24,320 a6,i
3500 CC SB SRW 4WD	6.4L V-8	14,300 a8,i
3500 CC SB SRW 4WD	6.4L V-8	16,800 a8,k
3500 CC SB SRW 4WD	6.7L I-6 TD	20,370 a6,i
3500 CC SB SRW 4WD	6.7L I-6 TD HO	24,490 a6,i
3500 CC LB SRW 2WD	6.4L V-8	14,460 a8,i
3500 CC LB SRW 2WD	6.4L V-8	16,690 a8,k
3500 CC LB SRW 2WD	6.7L I-6 TD	20,450 a6,i
3500 CC LB SRW 2WD	6.7L I-6 TD HO	25,650 a6,i
3500 CC LB SRW 4WD	6.4L V-8	13,710 a8,i
3500 CC LB SRW 4WD	6.4L V-8	17,210 a8,k
3500 CC LB SRW 4WD	6.7L I-6 TD	20,110 a6,i
3500 CC LB SRW 4WD	6.7L I-6 TD HO	25,150 a6,i
3500 CC LB DRW 2WD	6.4L V-8	14,080 a8,i
3500 CC LB DRW 2WD	6.4L V-8	17,580 a8,i
3500 CC LB DRW 2WD	6.7L I-6 TD	20,000 a6,i
3500 CC LB DRW 2WD	6.7L I-6 TD	22,000 a6,k
3500 CC LB DRW 2WD	6.7L I-6 TD HO	33,080 a6,i
3500 CC LB DRW 2WD	6.7L I-6 TD HO	34,480 a6,k
3500 CC LB DRW 4WD	6.4L V-8	13,710 a8,i
3500 CC LB DRW 4WD	6.4L V-8	17,210 a8,k
3500 CC LB DRW 4WD	6.7L I-6 TD	19,670 a6,i
3500 CC LB DRW 4WD	6.7L I-6 TD	21,670 a6,k
3500 CC LB DRW 4WD	6.7L I-6 TD HO	32,370 a6,i
3500 CC LB DRW 4WD	6.7L I-6 TD HO	34,130 a6,k

RAM 3500 MEGA CAB

3500 Mega Cab SRW 4WD	6.4L V-8	14,050 a8,i
3500 Mega Cab SRW 4WD	6.4L V-8	16,550 a8,k
3500 Mega Cab SRW 4WD	6.7L I-6 TD	19,860 a6,i
3500 Mega Cab SRW 4WD	6.7L I-6 TD HO	24,060 a6,i
3500 Mega Cab DRW 4WD	6.4L V-8	13,660 a8,i
3500 Mega Cab DRW 4WD	6.4L V-8	17,160 a8,k
3500 Mega Cab DRW 4WD	6.7L I-6 TD	19,500 a6,i
3500 Mega Cab DRW 4WD	6.7L I-6 TD	21,500 a6,k
3500 Mega Cab DRW 4WD	6.7L I-6 TD HO	32,550 a6,i
3500 Mega Cab DRW 4WD	6.7L I-6 TD HO	33,020 a6,k

RAM PROMASTER

ProMaster CV	All	6,800 t
ProMaster City CV	2.4L I-4	2,000

SUBARU

Ascent	2.4L H-4 TC	2,000
Ascent	2.4L H-4 TC	5,000 t
Outback	2.5L H-4	2,700
Outback	2.4L H-4 TC	3,500

TOYOTA

4Runner	4.0L V-6	5,000
Highlander	3.5L V-6	5,000
Highlander Hybrid	3.5L V-6	3,500
Land Cruiser	5.7L V-8	8,100
Sienna	3.5L V-6	3,500
Sequoia SR5 2WD	5.7L V-8	7,400
Sequoia SR5 4WD	5.7L V-8	7,100
Sequoia TRD Sport 2WD	5.7L V-8	7,400
Sequoia TRD Sport 4WD	5.7L V-8	7,100
Sequoia Limited 2WD	5.7L V-8	7,400
Sequoia Limited 4WD	5.7L V-8	7,100
Sequoia Platinum 2WD	5.7L V-8	7,200
Sequoia Platinum 4WD	5.7L V-8	7,000
TRD Pro 4WD	5.7L V-8	7,100

TACOMA

Tacoma Access Cab 2WD	2.7L I-4	3,500
Tacoma Access Cab 2WD	3.5L V-6	6,800 t
Tacoma Access Cab 4WD	2.7L I-4	3,500
Tacoma Access Cab 4WD	3.5L V-6	6,500 t
Tacoma DC 2WD	2.7L I-4	3,500
Tacoma DC SB 2WD	3.5L V-6	6,700 t
Tacoma DC LB 2WD	3.5L V-6	6,600 t
Tacoma DC 4WD	3.5L V-6	6,400 t

TUNDRA

Tundra DC 2WD	5.7L V-8	10,200
Tundra DC 4WD	5.7L V-8	10,000
Tundra CrewMax 2WD	5.7L V-8	10,100
Tundra CrewMax 4WD	5.7L V-8	9,800

Note: Maximum ratings shown. Ratings may vary depending on specific model and equipment selected. See dealer for details.

VOLKSWAGEN

Atlas	2.0L I-4 TC	2,000
Atlas	3.6L V-6	5,000 t

VOLVO

S60	All	2,000
S90	All	2,000
V60	All	2,000
V90 T5 FWD	All	2,000
V90 T6 AWD	All	3,500
XC60	All	3,500
XC90 FWD	All	4,000
XC90 AWD	All	5,000

Tow Like a Pro

Understanding towing equipment and features, as well as practicing proven driving techniques, leads to stress-free travels

Next to emptying the holding tanks, hitching up and towing are probably the least favorite subjects for anyone planning to tow a travel trailer. First, you're bombarded with many different hitch designs and features from which to choose. Once the purchase is made, you need to learn the safe and proper way to hitch the trailer to the tow vehicle. With time on the road, towing is smooth and worry-free, but towing a trailer can be a stressful experience for those who are new to the lifestyle.

Fear not. Like any new activity, it gets easier when you understand the equipment and have a little practice using it. Let's start with the equipment, then move on to proven techniques that will have you towing like a pro in no time.

Class Act

The first thing you need to know before towing anything is the type of hitch receiver your vehicle has, if any. If the vehicle was never intended for towing, it won't be equipped with a hitch receiver, but some vehicles offer one only when a tow package is available. If this is the case, the appropriate hitch receiver can often be added at a qualified RV center, but make sure it's the same rating as the one offered at the factory level.

Hitch receivers are categorized in classes, with the smallest, light-duty receivers in Class I, and the largest and strongest in Class V. The following is a breakdown of each hitch class and its characteristics.

Class I: Weight-carrying, rated up to 2,000 pounds gross trailer weight (GTW) with a maximum hitch weight (also known as tongue weight) of 200 pounds. A Class I receiver usually has a 1¼-inch square opening.

Class II: Weight-carrying, rated up to 3,500 pounds GTW with a maximum hitch weight of 300 pounds. A Class II receiver usually has a 1¼-inch square opening.

Class III: Weight-carrying and/or weight-distributing, depending on the vehicle and hitch specifications. Weight-carrying designs are rated up to 6,000 pounds GTW with a maximum hitch weight of 600 pounds. Weight-distributing designs are rated up to 10,000 pounds GTW with a maximum hitch weight of 1,000 pounds. A Class III receiver has a 2-inch square opening.

Class IV: Weight-carrying and/or weight-distributing, depending on the vehicle and hitch specifications. Weight-carrying designs are rated up to 10,000 pounds GTW with a maximum hitch weight of 1,000 pounds. Weight-distributing designs are rated up to 14,000 pounds GTW with a maximum hitch weight of 1,400 pounds. A Class IV receiver usually has a 2-inch square opening.

Class V: Weight-carrying and/or weight-distributing, depending on the vehicle and hitch specifications. Weight-carrying designs are rated up to 12,000 pounds GTW with a maximum hitch weight of 1,200 pounds. Weight-distributing designs are rated up to 17,000 pounds GTW with a maximum hitch weight of 1,700 pounds. A Class V receiver has a 2½-

A) The Andersen weight-distributing hitch uses chains instead of steel bars to provide tension, along with a tapered ball shank and a proprietary friction sleeve to provide an anti-sway element.

B) The Hensley Arrow effectively eliminates sway by removing the pivot point at the hitch ball, creating a solid connection between the tow vehicle and the trailer through a unique hitch-box linkage system and solid-steel spring bars attached to the A-frame of the trailer. The Arrow keeps the trailer and tow vehicle in a straight line, allowing the trailer to turn or swivel only from forces applied by the tow vehicle.

C) The Camco Eaz-Lift R3 and R6 are user-friendly weight-distributing hitches that employ a mono trunnion with inverted bent-bar design, which means the bars load from the top, making setup easier. A collar with brake-pad material clamps down around the center spindle of the hitch for constant but adjustable sway control with the turn of a bolt on the R3 model. The R6 adds adaptive sway control, which can be activated/deactivated with the turn of an Allen head bolt.

D) The original Equal-i-zer hitch from Progress Manufacturing is a good example of a proven weight-distributing trunnion design with built-in sway control, incorporating linear friction on the hitch bars themselves, as well as two points of rotational friction at the patented hitch head.

PHOTOS: SHAWN SPENCE, MANUFACTURERS

or 3-inch square opening.

Note that the ball mount and the hitch ball both need to be rated for the hitch class to safely handle the load. Also note that some of the hitch classes have the same size receiver opening but are rated differently. When in doubt, take a close look at the receiver; it should have a stamp or label on it that details its capacity.

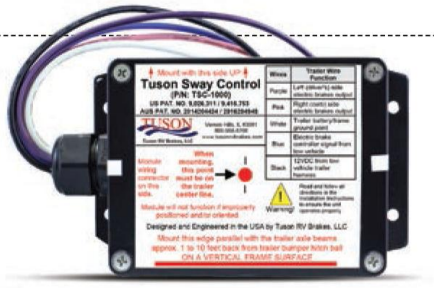
You'll note that smaller, lighter hitches are weight-carrying, meaning all of the trailer's hitch weight is carried by the hitch itself. These hitches usually attach to the bumper or vehicle frame. Larger hitches are weight-distributing (WD) and use hitch bars (also called spring bars) to distribute some of the hitch weight to the front axle of the tow vehicle and the trailer axle(s), and always attach to the tow vehicle frame. Smaller WD hitches are also available for today's crop of ultralight trailers.

Consider that the car, truck or SUV and the trailer are two separate vehicles that are joined together via the hitch. The spring bars in a WD-hitch platform function like a bridge between the two that effectively distributes weight from the trailer-hitch coupler across the tow vehicle's frame to the front axle and trailer axle(s), hence the term "weight-distributing."

The hitch head has sockets into which one end of the bars are inserted, while the other ends attach to the trailer's A-frame, typically via chains or some other flexible fastener or bracket. The chains (for the purpose of this example) can be adjusted to move the ends upward or downward, to increase or reduce tension, respectively. In this way, the appropriate amount of tension can be created to keep the trailer and tow vehicle level when hitched up. An adjustable ball mount allows the user to modify the hitch-ball height, which is important if the tow vehicle is higher or lower than the trailer's A-frame coupler. When correctly adjusted, the tow vehicle will no longer be "nose up," because the weight has been effectively distributed.

Achieving a level ride height on the tow vehicle is important for a few reasons: it improves steering and control, reduces fuel consumption and prevents the headlights from blinding other drivers at night. A reputable RV dealer or service center should be able to correctly install and adjust the hitch the first time, after which adjustment shouldn't be required unless more weight is added to the trailer or tow vehicle. In this case, it may be necessary to add more tension to the bars to maintain a level ride height.

Initial dealer hitch adjustment notwithstanding, after a few miles on the road you'll find that you may feel



The Tuson Sway Control (TSC) from Tuson RV Brakes monitors trailer yaw (sway) by continuously measuring the angle and radial acceleration of the trailer, rapidly identifying dangerous trailer-sway conditions. When acceptable sway thresholds are exceeded, the TSC rapidly applies the trailer brakes independently (left side, right side) to create a corrective torque that directly counteracts the trailer sway and forces the trailer back toward the center line of the tow vehicle.

more comfortable making small follow-up adjustments to the spring-bar tension or even the hitch-head height to produce the ideal towing performance.

Not surprisingly, there are more than a few WD-hitch designs. A traditional "trunnion" hitch incorporates square, solid-steel bars that taper at the trailer's end. Other systems incorporate hollow tubes instead of bars, which may be inserted on the bottom (typical) or top of the ball mount. At least one other design does away with bars altogether in favor of chains that are tightened or loosened to increase tension.

When shopping for a hitch system, keep in mind that they are rated for the GTW as well as the hitch weight, so it's important to know these figures ahead of time. It's also a good idea to buy from a known and reputable manufacturer instead of purchasing one of the cheap imported knockoffs now on the market.

Sway Control

Trailer sway is quite possibly the most feared situation in towing. The trailer begins to oscillate from side to side, exerting its forces on the tow vehicle, which can result in a loss of control. Trailer sway can be caused by a number of factors. Longer trailers have more surface area for the wind or a pressure wave from a passing truck to push against. Trailers built with lightweight materials for easier towing are even more easily influenced by these forces. Correct weight distribution is important, as well as proper loading of the trailer; insufficient weight on the hitch increases the likelihood of sway.

Even when all the correct conditions have been met, you may still experience trailer sway that is sufficient to cause concern. In these instances, you'll want some kind of sway-control device, and there are many to choose from. If you're new to RVing and are just beginning to shop for equipment, you might consider a hitch

Best Towing Practices

There's a first time for everything, and that goes for towing a trailer. Here are some tips for a stress-free journey

GREASY IS EASY: A little grease will help the hitch ball go into the coupler more smoothly and prevent galling of the ball and/or coupler. You don't have to go crazy; just enough to coat the ball is plenty. Grease designed for hitch balls is available at most auto-parts and RV-supply stores.

PLAY BALL: When hitching a travel trailer, don't assume that the hitch ball is in the coupler. Pull the coupler handle all the way back and lower the coupler onto the ball. You should be able to feel the coupler slide into place with a satisfying *clunk*. If not, try to push the handle back down into the locking position. If it won't budge, the ball isn't all the way in. When in doubt, lower the A-frame jack to the ground for safety and peer at the underside of the coupler. If the ball clamp isn't secured underneath the ball, lift the coupler off the ball and try again. If it still won't go, try moving the tow vehicle forward or back a tiny bit with the A-frame jack close to the ground in case you go too far; often all it takes is releasing the parking brake, placing the vehicle in Drive or Reverse, and taking your foot off the brake for just a moment to produce this small movement. You'll feel the coupler fall into place. Make sure you can lock the coupler completely, and insert a coupler lock or pin to secure it.

SAFETY FIRST: Unless you have a newer truck with a trailer-light safety-check feature built in, have a friend or your significant other verify that the running lights, brake lights and turn signals work in unison with the tow vehicle once the power cable is plugged in. Even with the safety-check feature, do a manual light observation to be sure. Pull ahead safely and activate the brake controller manually to make sure the trailer brakes are working.

CROSS THE CHAINS: Safety chains prevent the trailer from going off on its own should the coupler come off the ball, but the coupler may still strike the roadway with a sickening *bang*, followed by the unmistakable sound of scraping metal. To help prevent this, cross the safety chains to form an X underneath the coupler by connecting the right chain from the trailer to the left loop of the receiver, and vice versa. This will form a cradle that will keep the coupler off the road, provided there's not too much

system that incorporates sway control, as some WD hitches do. If you already own a hitch, add-on systems are available. These are sometimes friction-type sway-control systems that make it more difficult for sway to begin, but they aren't designed to stop it once it starts.

If you want to practically eliminate sway (there will always be some, but imperceptible sway is as good as none), then you might consider a complete hitch system designed for this purpose or an add-on electronic sway-control system. They're not cheap, but both have been proven to be extremely effective.

If, in the meantime, you encounter significant trailer sway, release the throttle and apply the trailer-brake control — *not* the vehicle brakes. The trailer-brake control will apply the brakes in the trailer only, forcing it to pull straight again and slowing the tow vehicle and trailer at the same time.

Trailer-Brake Controllers

Many newer tow vehicles incorporate an integrated trailer-brake controller, which is a great convenience. If your tow vehicle does not have one, a number of aftermarket products are available that are easy to install and adjust, and will slow the trailer safely and reliably.

A trailer-brake controller is necessary because just about every trailer has an electric brake system that operates independently from the tow vehicle. Although there are many brands and designs available, trailer-brake controllers can be broken down into two categories: time-delay and proportional.

Time-delay brake controllers begin to activate the trailer's brakes once the vehicle's brakes are applied, increasing braking force over a fixed amount of time known as "ramping up." They're relatively inexpensive and will do the job, but you'll always experience some "tug" from the trailer as its brakes are applied, and there is no provision, other than manual application via the hand lever, for fast, extra-strong braking during an emergency brake application.

If you have a few extra dollars to spend, a proportional brake controller is the best bet. These controllers incorporate an accelerometer, so almost the instant the tow vehicle's brakes are applied, the trailer brakes will be as well. And, instead of being time-delayed, proportional controllers apply the trailer's brakes in proportion to the brake force being applied in the tow vehicle. The harder you brake, the harder the trailer will brake.

slack in the chains. The chains should not have a deep loop hanging close to the ground, and if you use an aftermarket gadget to keep the chains from dragging, you have them too loose. There is not that much relative fore-and-aft chain-length variation in a turn, so adjust them so they have a modest droop, and their ability to catch and hold the trailer A-frame will be greatly enhanced.

REMEMBER THIS MANTRA: Side mirrors are your friends. Even if your tow vehicle has cameras to monitor the surroundings, get in the habit of checking the sideview mirrors almost constantly. They'll help you stay in your lane, determine if the trailer is swaying and keep tabs on vehicles that may be alongside. They're also invaluable when making a turn and backing into an RV site. Keeping an eye on the sideview mirror respective of the turn (left turn, left mirror, for example) will not only help you keep the trailer in the lane but will also prevent the trailer from striking a curb, pole or other obstruction.

SWING WIDE, SWEET CHARIOT: Remember, there's a trailer back there, and it needs room to complete the turn. As you get used to your new combination, how wide you need to turn will become second nature, but until then (say it with us), your mirrors are your friends.

NO RUSH: Feeling rushed makes you nervous. Nervousness leads to costly mistakes. Slow down, focus and pay attention when hitching to avoid missing any important safety steps. Take your time whenever towing, especially when navigating through city and campground streets. There may be people behind you who are getting impatient, but they won't be the ones paying for damage if you make a hasty decision. On the highway, always be courteous and pull over (when it's safe to do so) if there's a car that wants to get by. Allow plenty of room between your tow vehicle and the vehicle in front of you so passing motorists can do so safely. It will reduce stress for everyone.

THE WHEEL DEAL: Confused on which way to turn the wheel when trying to back a trailer using your mirrors? You are definitely not alone. Here's a tip from commercial trucking schools that will help: Turn the bottom of the steering wheel in the direction you want the rear of the trailer to go. It works. (You're welcome.) TL

Saddle Up

Fifth-wheel trailers hitch up and handle differently than travel trailers. Here's what to know before you tow

If you have ever shopped for an RV, the odds are that you've considered travel trailers versus fifth-wheels and wondered what the differences are. Fifth-wheels typically represent a larger investment both in the trailer and the tow vehicle, so it's a good idea to learn as much as you can before making a purchase and understand what is involved in hitching, towing and backing.

There are a lot of theories (and inaccurate statements) swirling around the internet about where the term "fifth-wheel" came from. As best as we can determine, the first fifth-wheel trailer made its appearance around 1917 and was designed by motorcycle and aviation engineer Glenn Curtiss. It was so named because the trailer's hitch attached to the spare or "fifth-wheel" in the trunk of the car (remember, trucks were chiefly for commercial use back then). The original rim was removed, and the spare tire was mounted on a special cast-aluminum rim with a hitch receiver in its center. The spare tire, meanwhile, provided a cushion of air for the trailer's hitch to ride upon, a concept that has grown quite popular with today's crop of fifth-wheel hitches (the air cushion part, of course, not the spare tire).

Prepping the Truck

It wasn't that long ago that, if you wanted a fifth-wheel hitch, it required a significant investment. Unlike a travel trailer hitch, which simply mounts to a receiver already on the tow vehicle, a fifth-wheel hitch required that a structure first be fabricated and attached to the truck's frame to mount the hitch system. In addition to the cost of the hitch hardware, significant labor charges often were involved.

Add to the cost the concern about whether the technician did the job correctly. Prior to the availability of factory-built parts, consider that the type of materials, their thickness, fastener choice(s) and what fabrication techniques to use were guesstimates, not proven techniques established through computer-aided design and finite element analysis. As a result, there was a lot of room for error, which could result in frame damage or outright failure.

Finally, the Big Three recognized that preparing a truck for fifth-wheel towing was not only inconvenient for customers but costly — and not necessarily safe if brackets were not installed to specs. As a result, fifth-wheel "hitch-ready" packages began making an appearance, whereby the frame was already

PHOTOS: SHAWN SPENCE, MANUFACTURERS

prepped to handle the weight and forces generated by a fifth-wheel.

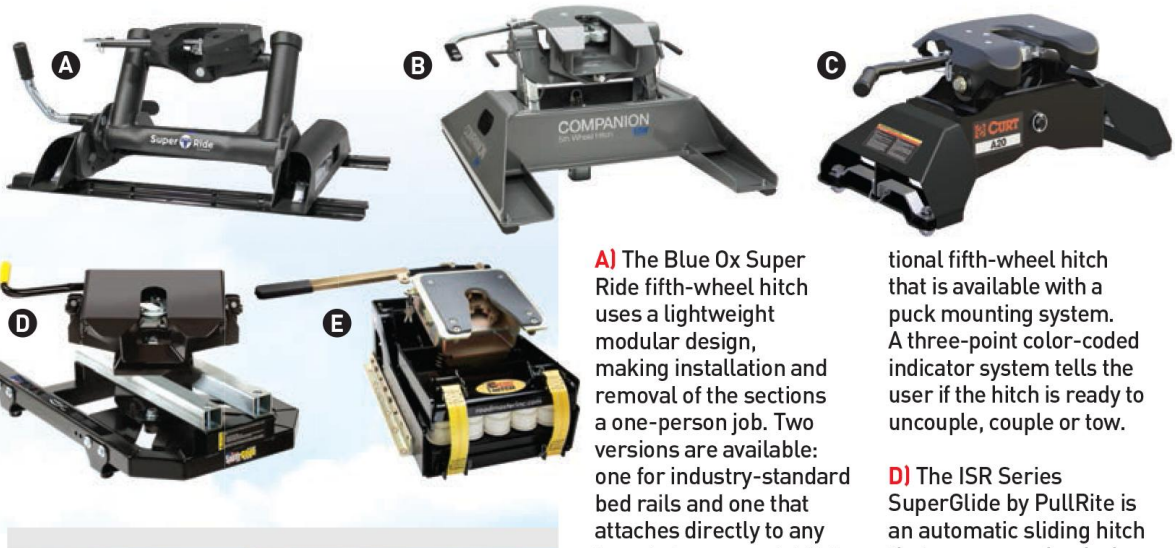
Just as importantly, manufacturers started offering so-called puck mounting systems, with the holes already drilled in the bed and sockets incorporated into the frame rails designed to accept unique fasteners. With these systems, it's simply a matter of installing the hitch in the sockets, locking the fasteners in place and heading down the road.

If you anticipate purchasing a new truck to haul your fifth-wheel, it will be worth your while to opt for a fifth-wheel-ready model. If you're prepping a truck without a factory-installed system, be sure to conduct your own research into qualified RV centers near you, and check their track record through online reviews. Your hitch manufacturer may also be able to recommend a reputable installation center.

Hitch Types

Some truck manufacturers also offer models already outfitted with a fifth-wheel hitch, which may be a consideration if you just want to be able to connect your trailer and go. However, it's a good idea to browse a variety of hitch systems for a few reasons.

If you're on a budget or plan to tow infrequently, or both, you may want to get the most inexpensive hitch that will safely do the job and not "over buy." If you plan to tow frequently, will be towing a heavier trailer designed for full-time use or you just like your machinery to operate smoothly, a hitch with airbags, shocks or some other suspension system will cost significantly more but will make for smoother operation and a more comfortable ride. There are other considerations as well. For example, some hitch assemblies are lighter than others, and some are designed to be



A) The Blue Ox Super Ride fifth-wheel hitch uses a lightweight modular design, making installation and removal of the sections a one-person job. Two versions are available: one for industry-standard bed rails and one that attaches directly to any brand of gooseneck hitch with a 2⁵⁄₁₆-inch ball.

B) The Companion from B&W is one of the original fifth-wheel hitches designed for easy installation and removal, owing to a unique mounting system that incorporates a receiver in the bed that the single post of the Companion slides into. Traditional bed mounting rails are not required, leaving a flat load space when the hitch is removed.

C) The Curt A20 20,000-pound-rated hitch is a good example of a traditional fifth-wheel hitch that is available with a puck mounting system. A three-point color-coded indicator system tells the user if the hitch is ready to uncouple, couple or tow.

D) The ISR Series SuperGlide by PullRite is an automatic sliding hitch that uses a mechanical cam action to slide the trailer back during sharp turns, preventing the trailer's front cap from making contact with the truck cab.

E) Comfort Ride hitches by Roadmaster employ easily adjustable proprietary cellular technology instead of airbags to dampen undesirable bumps and clunks. The hitches are available in model 184 with an 18,000-pound capacity, model 245 with a 24,000-pound capacity and the 308 HD with a massive 30,000-pound capacity.

assembled and disassembled in sections, making installation and removal easier (or at least possible) for one person.

Unlike travel trailer hitches, which are broken out into classes, fifth-wheel hitches are simply designated by the maximum weight of the trailer (gross trailer weight, or GTW) they are designed to tow. A 16,000-pound (or 16K) hitch is rated for up to 16,000 pounds GTW, for example, and a 20K hitch is designed for a GTW of up to 20,000 pounds. Because you won't necessarily know the weight of your trailer when it's full of freshwater, LP-gas and supplies, it's a good idea to base any hitch purchase on the trailer's gross vehicle weight rating (GVWR) and always "buy up." For example, if your trailer has a GVWR of 18,000 pounds, search for a 20K hitch.

Fifth-wheels are often pulled by full-size, heavy-duty (three-quarter- or one-ton) trucks with 8-foot beds and have adequate room for the front of the trailer (called the "cap") to clear the cab of the truck when navigating a sharp turn (around 90 degrees). However, the popularity of trucks with shorter beds means that a fifth-wheel can also be towed by a heavy-duty truck with a 6-foot bed if you use the right equipment.

Manually operated "slider" hitches allow the driver to slide the hitch rearward for extra clearance before negotiating a sharp turn, which will do the job — as long as you don't forget to do it. *Ever*. A better bet is an automatic sliding hitch, which slides rearward when the truck and trailer begin a turn. It's more expensive but far more convenient, and much cheaper than repairing your truck and trailer after the front cap and cab crash into one another.

IT'S A GOOD IDEA TO BASE YOUR HITCH PURCHASE ON THE TRAILER'S GROSS VEHICLE WEIGHT RATING AND ALWAYS "BUY UP."

Another option is an extension that bolts to the existing pin box. With one of these systems, the pin is prevented from turning in the fifth-wheel-hitch saddle. Instead, the extension incorporates a rotating turret that moves the pivot point approximately 22 inches rearward. Essentially, it offers the same benefit as an automatic sliding fifth-wheel hitch, which is to provide the necessary cap-to-cab clearance in a turn. It's just a different way of doing things and costs about the same.

Like hitches, these pin-box extensions are also available in different weight ratings, even with a suspension system of some kind to absorb road shock. Just make sure that the hitch you own or are considering for purchase is compatible with a pin-box extension, because not all of them are.

Whichever you choose, pin boxes on the trailer and fifth-wheel hitches are adjustable for height, which can be particularly important when towing with taller heavy-duty trucks. If the trailer is at too much of a pitch when connected, it can limit the amount of clearance between the bottom of the trailer's front section and the bed rail of the truck, which can cause interference problems on steep driveways or other road undulations, and lead to costly damage.

A level truck and trailer is the goal, and often adjusting the pin box or hitch height will help you achieve it. If, on the other hand, the truck is still too tall for the trailer (i.e., a lifted four-wheel-drive vehicle towing a toy hauler), there are other options. The truck can be lowered through different wheel and tire combinations, suspension adjustments or both, or the trailer can be raised.

Suspension "flip kits" place the trailer's leaf springs above the axle tubes instead of below it, netting a lift of several inches. There are other trailer-raising methods you can find by way of a web search or checking the *Trailer Life* website's RV Clinic pages. And contrary to common belief, raising the trailer a few inches won't make the trailer top heavy or appreciably change its handling characteristics. It will, however, raise the overall height of the trailer, which can make for overhead clearance issues and position the entry steps higher off the ground.

Weight Considerations

As noted in "Perfect Match" on page 5, weight is an important consideration with a fifth-wheel, perhaps more so than with a travel trailer. A fifth-wheel typically places twice the hitch weight (percentage wise) on the rear of the tow vehicle as a travel trailer does, or roughly 20 percent. So, in addition to making sure the tow vehicle has an adequate tow rating for the trailer, it must also have an adequate payload rating (the weight of all cargo and passengers) and gross axle weight rating (GAWR) to manage that weight.

This brings up the subject of towing a fifth-wheel with a half-ton truck. For years, it was considered a difficult match because, while a half-ton truck might have had an adequate tow

rating for the trailer in question, payload and GAWR often weren't up to the task, especially considering extra passengers and cargo. However, many of today's half-ton trucks have ratings that are equal to older three-quarter-ton trucks and have similar GAWR and payload ratings as well. RV manufacturers are producing a bigger variety of smaller-sized fifth-wheel trailers suitable for towing with half-ton trucks, and that's improved the situation as well.

The bottom line is this: There are fifth-wheel trailers in a wide range of lengths and weights. If you choose one that is within the safe limits of your truck, then yes, you can tow a fifth-wheel with a half-ton. It's just a matter of careful consideration, understanding the numbers, performing some simple calculations and complying with the ratings.

Safe Handling

Fifth-wheel trailers are prized for their stable towing characteristics. Because the pivot point is in the bed of the truck, not at the bumper, the trailer can't exert the same degree of leverage on the tow vehicle, so the combination is much less susceptible to spooky handling due to wind and passing trucks. Trailer sway, which is a common problem in travel trailers, is also virtually nonexistent with a fifth-wheel.

However, the forward pivot point of a fifth-wheel also means the trailer reacts more slowly to inputs from the tow vehicle, which is an important consideration when rounding corners or backing into campsites and parking spaces. Where a travel trailer begins to move the instant the rear of the truck moves right or left, a fifth-wheel reacts much more slowly. That means you'll need to turn the steering wheel more and faster to complete a turn than with a travel trailer, and you'll need to understand the different physics involved with the hitch pivot point and such.

If you're new to towing a fifth-wheel, our advice is to spend some time in an empty parking lot with some plastic cones (or other markers) and practice cornering. Arrange them into a spot roughly the size of a campsite and become familiar with the amount of effort it takes to back in. This is important not just for campsites (because you won't always be able to book a pull-through spot in your travels), but also for gas stations and other unexpected situations. Once you get the hang of your combination, you'll show up to your campsite or RV park looking like a seasoned pro.

Hitching Up

If you have a regular-cab truck, you can watch the hitching process as you back up, which you can't do guiding a ball under a travel trailer coupler, unless you have a camera system. An extended- or crew-cab truck makes this more difficult due to the back-window placement relative to the driver's position. The opening in the hitch saddle is designed to help guide the pin into place, but the closer to dead center and the right vertical placement, the better.

One thing both trailer types have in common with regard to hitching is a process. With a fifth-wheel, the first step is to lower the tailgate on the truck, hang the power cord where it won't be in the way, then slowly back up, guiding the pin toward the center of the opening in the hitch saddle. When close to the saddle, raise or lower the landing gear so that the height of the leading edge of the pin box is level with, or lower than, the hitch saddle (when it's level), depending on the hitch brand.

If you did it right the first time, the pin will find its home, and the jaws will close. This will allow the locking arm (handle) to automatically find its travel (hitched) position or be physically moved and secured, depending on the hitch brand and model.

Always confirm that the latching jaws are locked in place, with the arm in its proper position, before moving the truck. Prudent owners will also visually check to make sure the kingpin is locked in place before closing the tailgate and raising the landing gear. Some owners prefer to raise the landing gear slightly and move the truck forward while activating the trailer brakes to make sure the kingpin in locked. If the kingpin slips out in this scenario, the fifth-wheel will still be high enough to clear the truck-bed rails.

Forgetting to verify that the hitch jaws are locked can net disastrous consequences. The trailer will fall onto the truck, causing severe damage to both. If the hitch handle has a provision for a padlock or hitch pin to secure it in the locked position, use it. In any case, it's a good idea to get into the habit of checking the hitch jaws whenever you've been away from your rig; there are some real jokers out there who think it's a riot to unlock the hitch. Since different manufacturers' hitches have different operation and maintenance considerations, be sure to read and follow the hitch's instructions to the letter. TL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