

2018

35TH ANNUAL TOW-VEHICLE RATINGS

GUIDE TO TOWING

A Supplement to
TRAILER LIFE



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For full-size trucks and SUVs, this year’s key words are Big, Fast, Light and Luxurious

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Safe towing starts with understanding hitches and proper setup



TRAILER LIFE
FOLLOW THE ROAD TO ADVENTURE

EDITORIAL

- Publisher** Ann Emerson
- Editor** Valerie Law
- Managing Editor** Donya Carlson
- Technical Editor** Chris Dougherty
- Consulting Editor** Chris Hemer
- Production Director** Bob Dawson
- Production Manager** Brenda Hutchinson
- Marketing Manager** Lorisa Pierson

CREATIVE

- Art Director** Rick Damien
- Photographer** Shawn Spence

ADVERTISING

- Vice President National Sales**
Terry Thompson, terry.thompson@goodsam.com
- Advertising Manager**
Katey Purgatorio, katey.purgatorio@goodsam.com
- Advertising Representatives**
Lou Cicirelli, lou.cicirelli@goodsam.com
Scott Oakes, scott.oakes@goodsam.com
Sue Seidnitz, sue.seidnitz@goodsam.com
Kim Whitaker, kim.whitaker@goodsam.com

TRAILER LIFE

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

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DURANGO

TOP TOW VEHICLES FOR

FOR FULL-SIZE TRUCKS AND SUVs, THIS YEAR'S KEY WORDS ARE BIG, FAST,

It used to be that we knew what to expect from the major manufacturers when it came to tow vehicles. The trucks would get more powerful and boast higher tow ratings, and SUVs would get bigger, heavier and more luxurious. And some of that is still true. But there are some interesting vehicles up for consideration this year, the likes of which we've never seen before. So fasten your seatbelts, because here comes 2018's most newsworthy tow vehicles.

FIAT CHRYSLER AUTOMOBILES

To those who believe performance ends where the third row begins, Dodge presents the Durango SRT. Packing a 6.4-liter, 475-horsepower Hemi engine, eight-speed automatic

transmission and all-wheel drive, the **Durango SRT** can reach 60 MPH in under five seconds and covers the quarter mile in under 13 seconds, according to Dodge. That's impressive — but those with a family to haul and a trailer to tow may be just as interested in the SRT's three-row seating and 8,700-pound tow rating. A new hood bristling with performance cues like a hood scoop and heat extractors is accompanied by a new front fascia and a lower valance housing a cold-air duct and LED fog lamps. Black 20-inch wheels wrapped in Pirelli P Zero tires hide 15-inch Brembo discs with six-piston calipers front and 13.8-inchers with four pistons rear. Eight driving modes, including Valet and Tow, help the Durango adapt to a variety of situations.



OR 2018

LIGHT AND LUXURIOUS

Ram has once again grabbed top honors in towing capability, with the most torque and highest fifth-wheel tow rating in the segment. Working closely with Cummins, a 30 LB-FT torque gain (for a total of 930) was made possible by higher turbo boost limits and an increased fuel-system flow rate. Combined with a new in-house-designed fifth-wheel hitch, the Ram 3500 dually can now tow a 30,000-pound fifth-wheel (31,210 gooseneck), making a larger Class 4 or 5 tow vehicle unnecessary. The hitch will be available as an upfit package for the Ram 3500 through Mopar (part number 82215769); MSRP is \$1,395.

In what appears to be an ongoing battle for Most Luxurious Pickup (or Longest Name) honors, Ram has entered the new **Laramie**



Longhorn Southfork Edition and **Heavy Duty Lone Star Silver Edition** to its lineup. As you might expect of a model with Longhorn in the name, the Southfork is swathed in plenty of cowhide — Canyon Brown and Light Frost Beige Natura Plus 100 percent full-grain leather, to be exact — complemented by leather-wrapped A- and B-pillar grab handles and a real walnut-trimmed steering wheel, by golly. Galvanized-appearance trim pieces dot the cabin, along with real ash-wood accents and Ruby Red stitchin’.

The Heavy Duty Lone Star Silver Edition joins the already popular Ram 1500 model of the same name and offers cloth and vinyl high-back bucket seats in Canyon Brown and Light Frost Beige or Black and Diesel Gray. And there’s lots of shiny stuff. We’re talkin’ a new luxury grille with chrome surround and chrome Wave Mesh inserts, plus bright belt moldings, chrome exterior side-view mirrors, chrome wheel-to-wheel side steps, polished 20-inch wheels and front tow hooks. The Laramie Longhorn Southfork Edition is available on Ram 1500/2500/3500 4x2 and 4x4 Crew Cab and Mega Cab, long or short box, while the Heavy-Duty Lone Star Silver Edition is available on Ram 2500/3500 4x2 and 4x4 Crew Cab.

Most. Powerful. SUV. Ever. Those are some pretty strong words, but the **Jeep Grand Cherokee Trackhawk** can back them up with even stronger numbers: 707 horsepower, 645 LB-FT of torque, zero to 60 in 3.5 seconds, quarter mile in 11.6 seconds, top speed of 180 MPH. As an RVer, this may not mean much to you, but we’d be remiss if we didn’t at least acknowledge a game-changing vehicle, especially one that is powered by a 6.2-liter supercharged Hemi V-8 and can still tow up to 7,400 pounds. The Trackhawk comes standard with an eight-speed automatic transmission and an AWD system featuring a five-drive-mode Selec-Track system. Hauling a trailer or hauling the mail, this SUV can do it all.

FORD AND LINCOLN

First, it was the F-150. Then the Super Duty. Now the 2018 **Ford Expedition** and **Lincoln Navigator** have gone on a diet, courtesy of an aluminum-alloy body riding atop a high-strength steel frame. As with previous generations, two wheelbase options are available (Expedition and Expedition Max; Navigator and Navigator L). Expedition trim levels include XLT, Limited and Platinum, and a new FX4 Off-Road Package available for the XLT includes upgraded shocks, a heavy-duty radiator, 18-inch Magnetic Metallic painted cast-aluminum wheels, an electronic limited-slip differential and underbody skid plates. The Navigator is offered in Premier, Select, Reserve and Black Label trim levels.

The only engine available in either model is the ubiquitous 3.5-liter EcoBoost V-6; however, power output varies depending on the model. For example, the more plebian Expedition gets a respectable 375 horsepower, while the Platinum trim is boosted to 400 horsepower, and the Navigator generates 450 horsepower. The engine features start/stop technology and is backed by a 10-speed automatic transmission for optimal fuel economy and a max tow rating of 9,300 pounds in the Expedition and 8,700 pounds in the Navigator. As you've likely come to expect from SUVs, rear-wheel drive is standard; four-wheel drive with Terrain Management System is optional, and a wide range of safety and luxury features are available at additional cost.

Back in the early '90s, Ford's tagline was

EXPEDITION



"The Best Never Rest." And Ford rarely has since then, constantly pushing the envelope to make sure its best-selling F-150 remains on top. This year, Ford has upped the ante across the lineup, with new features that include standard Auto Start/Stop for all engines, an all-new 3.3-liter V-6 with port and direct-injection technology and flex-fuel capability (late availability), and electronic six- and 10-speed automatic transmissions with selectable drive modes. Already in its second-generation, the 2.7-liter EcoBoost now has advanced dual-port and direct-injection technology, while the stalwart 5.0-liter V-8 brings significant upgrades, including advanced dual-port and direct-injection technology. Major exterior updates across the lineup include new grilles, bumpers, lighting, tailgate and wheels. The interior receives minor updates.

Not everyone who needs a truck will use it to haul rocks, dirt, hay and utility trailers. Some will haul gold-plated yachts and diamond-encrusted Rolls Royces (we jest, of course). For these customers — *ahem*, clients — Ford presents its **Super Duty Limited Series** and invites the well-heeled to shell out up to \$94,455 for



SUPER DUTY LIMITED



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a top-tier F-450 with all the trimmings. Ford's research suggests that more than 50 percent of Super Duty sales in 2017 consisted of high-end models like the Lariat, King Ranch and Platinum series, so why not gild the lily? Inside the Limited model are Custom Camelback two-tone leather seats, a leather-wrapped steering wheel, armrests and instrument panel, suede headliner, hand-finished dark ash wood trim and special badging.

In a nod to the luxury vehicles and sports cars its customers probably already have in their climate-controlled garages, each Limited also has a dedicated serial number laser-etched on the center console armrest. Outside, the Limited distinguishes itself from lesser models with a special twin-bar satin-chrome grille, quad-beam LED lights and satin-finished tailgate appliqué. Class-exclusive tech features include high-definition 360-degree cameras with Trailer Reverse Guidance, Blind Spot Information System (BLIS) with trailer coverage, adaptive cruise control, adaptive steering, and niceties such as a full panoramic moonroof, heated and ventilated seats and a heated steering wheel. The Super Duty Limited Crew Cab arrives this winter with Ford's 6.7-liter Power Stroke diesel V-8 across F-250, F-350 and F-450 single- and dual-rear-wheel configurations.

GENERAL MOTORS

Unlike the rough and tumble adventurous lifestyle an SUV would suggest, today's SUV buyer expects luxury, convenience and refinement. So GM is delivering with a significantly updated **Buick Enclave** that promises everything its customers expect. An all-new body structure includes a standard MacPherson strut front/five-link rear suspension tuned for ride comfort, and seven-passenger seating with more legroom than competitive offerings from Acura, Audi and Infiniti, according to Buick. It also boasts 10 percent more cubic feet of overall interior space (including the hidden underfloor storage) and 23.6 cubic feet of cargo space behind the third row.

Power to tow up to 5,000 pounds comes from a 310-horsepower, 3.6-liter V-6 with fuel-saving stop/start technology, mated to a nine-speed automatic transmission. As you would expect, the Enclave comes standard with front-wheel drive but is available with an "intelligent" AWD featuring an active twin-clutch rear differential. Standard safety equipment on



NAVIGATOR

all 2018 Enclaves includes a rear-vision camera, rear park assist and seven airbags. Among the available crash-avoidance technologies are forward collision alert, rear cross-traffic alert, lane-keep assist with lane-departure warning, a safety-alert seat, following-distance indicator and front park assist. Standard equipment on every 2018 Enclave includes keyless entry and push-button start, a hands-free power-programmable liftgate, tri-zone automatic climate control, universal home remote, six USB ports and OnStar 4G LTE Wi-Fi hotspot.

If you anticipate traveling where no man (or woman) has gone before, then consider the new **Chevy Colorado ZR2**. Designed with back-trail bashing in mind, the ZR2 rides 2 inches taller and has a front/rear track that's 3.5 inches wider than a standard Colorado. Model-specific gear includes class-exclusive front and rear electronic locking differentials, a segment-first off-road application of Multimatic Dynamic Suspensions Spool Valve (DSSVTM) damper technology, functional rock sliders and modified front bumpers (with integrated skid plate) for a better approach angle off road. Exclusive 17-by-8-inch aluminum wheels with 31-inch Goodyear Wrangler DuraTrac off-road tires and a more aggressive grille and hood (with a black insert) complete the alpha-male look. Powered by a 308-horsepower, 3.6-liter gas V-6 or a 186-horsepower, 2.8-liter turbodiesel inline four, the ZR2 tows up to 5,000 pounds.

Automotive history has shown that each new vehicle generation typically arrives heavier than the last. Safety features, as well as a growing list of creature comforts inevitably add heft, even

ENCLAVE





COLORADO ZR2

as manufacturers employ countermeasures such as lightweight body panels and aluminum underpinnings. Yet somehow, GM managed to shed a claimed 400 pounds from its **Chevy Equinox**, all while creating a confident design with an all-new interior. The Equinox is also equipped with some svelte new powerplants, including a standard 1.5-liter turbocharged inline four, and a 2.0-liter turbocharged inline four/nine-speed transaxle option that can tow up to 3,500 pounds. For the first time, the Equinox is also offered with a 1.6-liter turbodiesel that is expected to deliver a segment-topping 39 MPG, although it is rated to tow only 1,500 pounds. Offered in L, LS, LT and Premier trim levels with available AWD,

Equinox has new available safety features as well as a wide range of available options and connectivity technologies including 7- and 8-inch-diagonal MyLink infotainment systems and OnStar 4G LTE Wi-Fi hotspot. A close corporate cousin of the Equinox, the **GMC Terrain** receives the same powertrain updates and is available in SL, SLE, SLT and Denali models.

Over the decades, Chevrolet has introduced various trim levels and special packages to keep consumers interested in its cash cow, the full-size SUV. But none have been so focused on performance as the new **Rally Sport Truck Special Edition**, or RST for short. Available on both the **Suburban** and **Tahoe**, the RST packs



TAHOE RST

a 420-horsepower, 6.2-liter V-8, new 10-speed automatic transmission and magnetic ride control, a potent combination that is good for a tow rating of up to 8,400 pounds. In addition, the RST will get cosmetic upgrades inspired by the sport-truck crowd, including exclusive 22-inch wheels with Bridgestone rubber, body-colored grille surround/door handles, and blacked-out mirror caps, roof rails, window trim and badging. Available upgrades for the Tahoe and Suburban RST include a Borla performance exhaust system and a Brembo brake package that brings 16.1-inch front rotors clamped by six-piston calipers. Chevy estimates the RST (when applied to the smaller Tahoe, we're guessing) can reach 60 MPH in under six seconds.

Like its close cousin, the Enclave, the **Chevy Traverse** gets its fair share of updates this year. A new body has been sculpted to more closely resemble the Tahoe and Suburban, and it gets the 310-horsepower, 3.6-liter V-6 engine and nine-speed automatic, front-wheel drive or AWD. There are some notable differences, however; the Traverse is offered in several trim levels including LS, LT (cloth and leather) and Premier, as well as the new RS and High Country models, the former of which is available with a 2.0-liter turbocharged four-cylinder. The upscale High Country features premium content and technology, including unique interior trim with Loft Brown leather appointments and faux-suede microfiber accents, 20-inch polished wheels, High Country badging, D-Optic headlamps, standard twin-clutch AWD and power-fold third-row seats. Standard features across the lineup include active aero shutters (for improved aerodynamics), tri-zone climate control, MyLink audio system with Apple CarPlay/Android Auto compatibility, and OnStar 4G LTE Wi-Fi hotspot.



TOYOTA

For 2018, Toyota has made some comparatively small but important changes to its truck lineup. The full-size **Tundra** is now a V-8 only with a choice of Double Cab or Crew Max configurations; a regular cab model is no longer offered. The S, SR-5 and Platinum models receive minor styling updates, and a new TRD Sport package gets its own look with a body-color surround for the honeycomb-style grille, 20-inch silver-painted aluminum alloy wheels with black accents, and color-keyed mirrors, bumpers and hood scoop. More importantly, Toyota Safety Sense-P (TSS-P) is now standard across the Tundra lineup. It includes a Pre-Collision System with Pedestrian Detection function, Lane Departure Alert, Dynamic Radar Cruise Control and Automatic High Beams. TSS-P uses millimeter-wave radar and a monocular camera sensor designed to help detect a preceding pedestrian or vehicle. Once a pedestrian or vehicle is detected in front of the Tundra, TSS-P can automatically apply braking if necessary to help mitigate or avoid collisions in certain conditions.

The midsize **Tacoma** is essentially unchanged for 2018, save for the addition of TSS-P in this model as well. 🚚

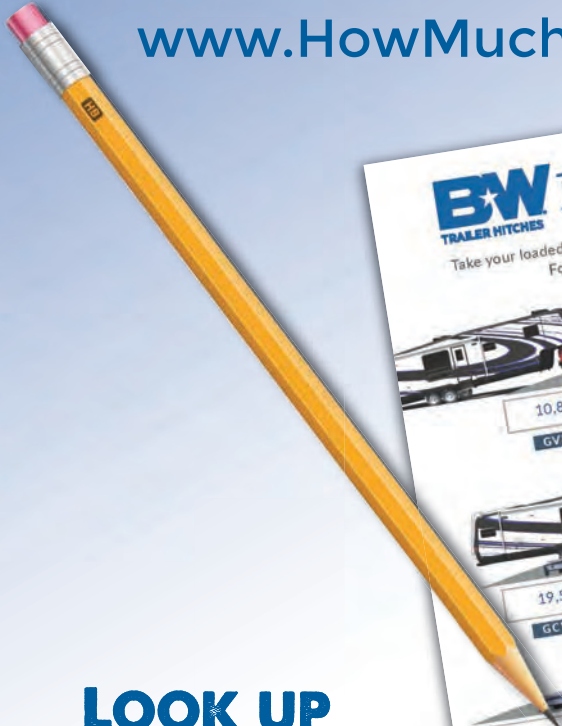
TUNDRA



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Take your loaded truck and loaded trailer to a scale at a truck stop, quarry, or material supply center. For a small fee you can weigh your tow vehicle and trailer on their scale.

1. Find your **GVW** (Gross Vehicle Weight). Weigh just your truck with a full tank of gas, all your passengers and items in the cab and truck bed with your trailer and attached, but not on the scale.

Do Not Exceed Your Truck Manufacturer's

2. Find your **GCW** (Gross Combined Weight). Weigh your fully loaded truck and trailer including all cargo, a full tank of gas, and passengers.

Do Not Exceed Your Truck Manufacturer's

* Transfer Manufacturer's Ratings from

3. Find your **Towing Weight**. Weigh your loaded truck without the trailer attached. This is your truck weight. Subtract your Truck Weight from your **GCW**. This is your towing weight.

4. Find your **VTW** (Ver also known as Tongue Weight). Subtract your Truck Weight from your **GVW**.

IMPORTANT! Even though you may be under your vehicle's Max Towing Rating, your Gross Vehicle Weight (GVW) goes up, [more passengers, more cargo], your ability to tow the Max Towing Rating may not be possible, but **THE GROSS COMBINED WEIGHT RATING (GCWR) MUST NOT BE EXCEEDED.**

10,800 **GVWR** * MUST BE MORE THAN your GVW

19,500 **GCWR** * MUST BE MORE THAN your GCW

your GVW - your Truck Weight = your Towing Weight

11,900 **MAX TOW RATING** * MUST BE MORE THAN your GVW

2,975 **VTWR** * MUST BE MORE THAN your VTW



» HOW TO USE THIS GUIDE

Matching new tow vehicles with travel trailers and fifth-wheels for safe and reliable towing is what this guide is all about. If you own or are considering buying a particular trailer, the guide can help you discover the 2018 vehicles that are rated to tow it. You can also start with the tow vehicle and use the guide to determine the maximum trailer weight when shopping for a new or used trailer.

Many tow-vehicle models come in a variety of configurations. Cab sizes, bed lengths, engine types, transmissions and axle ratios are a few key components that affect tow ratings. Other components such as wheels, tires, fluid coolers and suspension equipment factor in as well. Some options change rigidity or torque, while others impact gross vehicle weight and therefore affect the towing capacity.

This year's guide lists nearly 1,000 vehicle models in alphabetical order, organized by model type and configuration. Some models are offered in a large number of configurations. Ford's F-150, for example, has more than 80 separate listings. We make every effort to keep

the guide as consistent and concise as possible, but we still need to use unique footnotes to accurately explain the distinctions specified by manufacturers in their company towing guides. Note that manufacturers occasionally make midyear specification changes, so before signing on the dotted line, make sure to verify the capabilities of the vehicle you're purchasing.

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

Supported by SAE towing standards and rigorous real-world testing, today's tow vehicles really can perform as advertised when properly configured and equipped, but it never hurts to buy a vehicle that can go above and beyond your intended use.

2018 TOW RATINGS

2018 Double Cab		2018 Crew Cab		2018 Crew Cab	
1500 CC 2WD	3.3 V-6 5,000/1,000 (Lb/Ft)	1500 CC 3rd Bed 2WD	3.3 V-6 14,000/7,000 (Lb/Ft)	2500 CC 1st Bed 2WD	3.3 V-6 14,000/7,000 (Lb/Ft)
1500 CC 2WD	3.3 V-6 6,000/1,000 (Lb/Ft)	2500 CC 1st Bed 4WD	3.3 V-6 14,100/7,000 (Lb/Ft)	2500 CC 1st Bed 4WD	3.3 V-6 14,100/7,000 (Lb/Ft)
1500 CC 2WD	3.3 V-6 6,000/1,000 (Lb/Ft)	2500 CC 3rd Bed 2WD	3.3 V-6 11,500/1,000 (Lb/Ft)	2500 CC 3rd Bed 4WD	3.3 V-6 11,500/1,000 (Lb/Ft)
1500 CC 2WD	3.3 V-6 7,000/1,000 (Lb/Ft)	2500 CC 3rd Bed 4WD	3.3 V-6 11,500/1,000 (Lb/Ft)	2500 CC 3rd Bed 4WD	3.3 V-6 11,500/1,000 (Lb/Ft)
1500 CC 4WD	3.3 V-6 8,200/1,000 (Lb/Ft)	2500 CC 3rd Bed 4WD	3.3 V-6 11,500/1,000 (Lb/Ft)	2500 CC 3rd Bed 4WD	3.3 V-6 11,500/1,000 (Lb/Ft)
1500 CC 4WD	3.3 V-6 8,200/1,000 (Lb/Ft)	2500 CC 3rd Bed 4WD	3.3 V-6 11,500/1,000 (Lb/Ft)	2500 CC 3rd Bed 4WD	3.3 V-6 11,500/1,000 (Lb/Ft)
1500 CC 4WD	3.3 V-6 8,200/1,000 (Lb/Ft)	2500 CC 3rd Bed 4WD	3.3 V-6 11,500/1,000 (Lb/Ft)	2500 CC 3rd Bed 4WD	3.3 V-6 11,500/1,000 (Lb/Ft)
1500 CC 4WD	3.3 V-6 8,200/1,000 (Lb/Ft)	2500 CC 3rd Bed 4WD	3.3 V-6 11,500/1,000 (Lb/Ft)	2500 CC 3rd Bed 4WD	3.3 V-6 11,500/1,000 (Lb/Ft)
1500 CC 4WD	3.3 V-6 8,200/1,000 (Lb/Ft)	2500 CC 3rd Bed 4WD	3.3 V-6 11,500/1,000 (Lb/Ft)	2500 CC 3rd Bed 4WD	3.3 V-6 11,500/1,000 (Lb/Ft)
1500 CC 4WD	3.3 V-6 8,200/1,000 (Lb/Ft)	2500 CC 3rd Bed 4WD	3.3 V-6 11,500/1,000 (Lb/Ft)	2500 CC 3rd Bed 4WD	3.3 V-6 11,500/1,000 (Lb/Ft)

LEXUS		MAZDA		MERCEDES-BENZ	
LS500	3.3 V-6 12,000 (Lb)	TXL	3,000 (Lb)	GLC 300	3,000 (Lb)
LS500	3.3 V-6 12,000 (Lb)	GLI	3,700 (Lb)	GLC 350	3,000 (Lb)
LS500	3.3 V-6 12,000 (Lb)	GLI	3,700 (Lb)	GLC 350	3,000 (Lb)
LS500	3.3 V-6 12,000 (Lb)	GLI	3,700 (Lb)	GLC 350	3,000 (Lb)

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2018 TOW RATINGS

KEY TO CHARTS

VEHICLE

Reg Cab	Regular Cab
Ext Cab	Extended Cab
CC	Crew Cab
DC	Double Cab
SB	Shortbed
Std Bed	Standard Bed
LB	Longbed
CV	Cargo Van

PV	Passenger Van
SRW	Single Rear Wheel
DRW	Dual Rear Wheel
AWD	All-Wheel Drive
FWD	Front-Wheel Drive
RWD	Rear-Wheel Drive
2WD	Two-Wheel Drive
4WD	Four-Wheel Drive

SWB	Short Wheelbase
LWB	Long Wheelbase
EL	Extra Length
LR	Low Roof
MR	Medium Roof
HR	High Roof
EHR	Extra-High Roof

ENGINE

TD	Turbo Diesel
TC	Turbocharged
SC	Supercharged

GEAR RATIO

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

a	Automatic Transmission
a6	Automatic Transmission, 6 Speeds
a8	Automatic Transmission, 8 Speeds
a9	Automatic Transmission, 9 Speeds
a10	Automatic Transmission, 10 Speeds
m	Manual Transmission

m6	Manual Transmission, 6 Speeds
p	Cooling or Other Accessory Package Required
t	Tow Package/Upgraded Tow Package Required for Maximum Tow Capacity
/	Either/Or
,	More Than One Footnote Applies

VEHICLE ENGINE TOW LIMIT (lbs.)

ACURA		
MDX FWD	3.5L V-6	3,500 (t)
MDX SH AWD	3.5L V-6	3,500 (p,t)

AUDI		
Q5	2.0L I-4 TC	4,400 (t)
Q7	2.0L I-4 TC	4,400 (t)
Q7	3.0L V-6 SC	7,700 (t)

BMW		
X3	All	4,400
X4	All	3,500 (t)
X5	All	6,000 (t)
X6	All	6,000 (t)

FIAT CHRYSLER AUTOMOBILES

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

DODGE		
Dodge Durango RWD/AWD	3.6L V-6	6,200 (t)
Dodge Durango RWD	5.7L V-8	7,400 (t)
Dodge Durango AWD	5.7L V-8	7,200 (t)

Dodge Durango AWD	6.4L V-8	8,600 (t)
Dodge Grand Caravan	3.6L V-6	3,600 (t)
Dodge Journey FWD/AWD	3.6L V-6	2,500 (t)*

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

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

*Tow package required for some models, standard on others. See dealer for details.

**All Cherokee models equipped with aftermarket Class II hitch.

RAM		
Ram 1500 Bed Lengths: Shortbed 5'7"/Standard 6'4"/Longbed 8'		

2018 TOW RATINGS

Ram 1500 Regular Cab Standard Bed

Ram 1500 Reg Cab Std Bed 2WD	3.6L V-6	4,970 (a8,d)
Ram 1500 Reg Cab Std Bed 2WD	3.6L V-6	7,260 (a8,h)
Ram 1500 Reg Cab Std Bed 2WD	5.7L V-8	7,170 (a6,d)
Ram 1500 Reg Cab Std Bed 2WD	5.7L V-8	9,220 (a6,h)
Ram 1500 Reg Cab Std Bed 2WD	5.7L V-8	9,150 (a6,j)
Ram 1500 Reg Cab Std Bed 2WD	5.7L V-8	8,610 (a8,d)
Ram 1500 Reg Cab Std Bed 2WD	5.7L V-8	9,160 (a8,j)
Ram 1500 Reg Cab Std Bed 2WD R/T	5.7L V-8	5,030 (a8,j)
Ram 1500 Reg Cab Std Bed 4WD	3.6L V-6	4,750 (a8,d)
Ram 1500 Reg Cab Std Bed 4WD	3.6L V-6	7,050 (a8,h)
Ram 1500 Reg Cab Std Bed 4WD	5.7L V-8	9,030 (a6,h)
Ram 1500 Reg Cab Std Bed 4WD	5.7L V-8	8,960 (a6,j)
Ram 1500 Reg Cab Std Bed 4WD	5.7L V-8	8,380 (a8,d)
Ram 1500 Reg Cab Std Bed 4WD	5.7L V-8	8,930 (a8,j)

Ram 1500 Regular Cab Longbed

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

*GCWR 14,750 lbs.

Ram 1500 Quad Cab

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

Ram 1500 Quad Cab 4WD	3.0L V-6 TD	7,650 (a8,h/j)
Ram 1500 Quad Cab 4WD	3.0L V-6 TD	8,650 (a8,j)*

*GCWR 14,750 lbs.

Ram 1500 Crew Cab Shortbed

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

*GCWR 14,750 lbs.

Ram 1500 Crew Cab Standard Bed

Ram 1500 CC 2WD	5.7L V-8	6,710 (a6,d)
Ram 1500 CC 2WD	5.7L V-8	8,760 (a6,h)
Ram 1500 CC 2WD	5.7L V-8	10,310 (a6,j)
Ram 1500 CC 2WD	5.7L V-8	8,050 (a8,d)
Ram 1500 CC 2WD	5.7L V-8	10,200 (a8,j)
Ram 1500 CC 4WD	5.7L V-8	8,530 (a6,h)
Ram 1500 CC 4WD	5.7L V-8	10,080 (a6,j)
Ram 1500 CC 4WD	5.7L V-8	7,780 (a8,d)
Ram 1500 CC 4WD	5.7L V-8	9,830 (a8,j)
Ram 1500 CC 4WD	3.0L V-6 TD	7,540 (a8,h/j)
Ram 1500 CC 4WD	3.0L V-6 TD	8,340 (a8,j)*

*GCWR 14,550 lbs.

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

Ram 2500 Regular Cab Longbed

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

Ram 2500 Crew Cab Shortbed

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

Ram 2500 Crew Cab Longbed

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

Ram 2500 Mega Cab

Ram 2500 Mega Cab 2WD	5.7L V-8	11,040 (a6,i)
Ram 2500 Mega Cab 2WD	5.7L V-8	13,040 (a6,k)
Ram 2500 Mega Cab 2WD	6.4L V-8	12,520 (a6,i)
Ram 2500 Mega Cab 2WD	6.4L V-8	15,520 (a6,k)
Ram 2500 Mega Cab 2WD	6.7L I-6 TD	16,100 (m6,g)
Ram 2500 Mega Cab 2WD	6.7L I-6 TD	17,170 (a6,g)
Ram 2500 Mega Cab 4WD	5.7L V-8	10,780 (a6,i)
Ram 2500 Mega Cab 4WD	5.7L V-8	12,780 (a6,k)
Ram 2500 Mega Cab 4WD	6.4L V-8	12,240 (a6,i)
Ram 2500 Mega Cab 4WD	6.4L V-8	15,240 (a6,k)
Ram 2500 Mega Cab 4WD	6.7L I-6 TD	14,770 (m6,g)
Ram 2500 Mega Cab 4WD	6.7L I-6 TD	15,440 (a6,g)

Ram 3500 Regular Cab Longbed

Ram 3500 Reg Cab LB SRW 2WD	5.7L V-8	11,910 (a6,i)
Ram 3500 Reg Cab LB SRW 2WD	5.7L V-8	13,910 (a6,k)
Ram 3500 Reg Cab LB SRW 2WD	6.4L V-8	13,370 (a6,i)
Ram 3500 Reg Cab LB SRW 2WD	6.4L V-8	16,370 (a6,k)
Ram 3500 Reg Cab LB SRW 2WD	6.7L I-6 TD	16,870 (m6,g)
Ram 3500 Reg Cab LB SRW 2WD	6.7L I-6 TD	17,910 (a6,g)
Ram 3500 Reg Cab LB SRW 2WD	6.7L I-6 TD	17,770 (a6,g)*
Ram 3500 Reg Cab LB SRW 4WD	5.7L V-8	11,560 (a6,i)
Ram 3500 Reg Cab LB SRW 4WD	5.7L V-8	13,560 (a6,k)

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

Ram 3500 Crew Cab Shortbed

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

Ram 3500 Crew Cab Longbed

Ram 3500 CC LB SRW 2WD	5.7L V-8	11,410 (a6,i)
Ram 3500 CC LB SRW 2WD	5.7L V-8	13,410 (a6,k)
Ram 3500 CC LB SRW 2WD	6.4L V-8	12,830 (a6,i)
Ram 3500 CC LB SRW 2WD	6.4L V-8	15,830 (a6,k)
Ram 3500 CC LB SRW 2WD	6.7L I-6 TD	16,320 (m6,g)
Ram 3500 CC LB SRW 2WD	6.7L I-6 TD	17,360 (a6,g)
Ram 3500 CC LB SRW 2WD	6.7L I-6 TD	17,210 (a6,g)*
Ram 3500 CC LB SRW 4WD	5.7L V-8	11,020 (a6,i)
Ram 3500 CC LB SRW 4WD	5.7L V-8	13,020 (a6,k)
Ram 3500 CC LB SRW 4WD	6.4L V-8	12,470 (a6,i)
Ram 3500 CC LB SRW 4WD	6.4L V-8	15,470 (a6,k)
Ram 3500 CC LB SRW 4WD	6.7L I-6 TD	15,960 (m6,g)

2018 TOW RATINGS

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

Ram 3500 Mega Cab

Ram 3500 Mega Cab SRW 2WD	5.7L V-8	11,210 (a6,i)
Ram 3500 Mega Cab SRW 2WD	5.7L V-8	13,210 (a6,k)
Ram 3500 Mega Cab SRW 2WD	6.4L V-8	12,650 (a6,i)
Ram 3500 Mega Cab SRW 2WD	6.4L V-8	15,650 (a6,k)
Ram 3500 Mega Cab SRW 2WD	6.7L I-6 TD	16,100 (m6,g)
Ram 3500 Mega Cab SRW 2WD	6.7L I-6 TD	17,140 (a6,g)
Ram 3500 Mega Cab SRW 2WD	6.7L I-6 TD	16,990 (a6,g)*
Ram 3500 Mega Cab SRW 4WD	5.7L V-8	10,880 (a6,i)
Ram 3500 Mega Cab SRW 4WD	5.7L V-8	12,880 (a6,k)
Ram 3500 Mega Cab SRW 4WD	6.4L V-8	12,320 (a6,i)
Ram 3500 Mega Cab SRW 4WD	6.4L V-8	15,320 (a6,k)
Ram 3500 Mega Cab SRW 4WD	6.7L I-6 TD	15,710 (m6,g)
Ram 3500 Mega Cab SRW 4WD	6.7L I-6 TD	16,750 (a6,g)
Ram 3500 Mega Cab SRW 4WD	6.7L I-6 TD	16,600 (a6,g)*
Ram 3500 Mega Cab DRW 2WD	6.4L V-8	12,200 (a6,i)
Ram 3500 Mega Cab DRW 2WD	6.4L V-8	15,700 (a6,k)
Ram 3500 Mega Cab DRW 2WD	6.7L I-6 TD	15,710 (m6,g)
Ram 3500 Mega Cab DRW 2WD	6.7L I-6 TD	17,710 (m6,i)
Ram 3500 Mega Cab DRW 2WD	6.7L I-6 TD	16,750 (a6,g)
Ram 3500 Mega Cab DRW 2WD	6.7L I-6 TD	18,750 (a6,i)
Ram 3500 Mega Cab DRW 2WD	6.7L I-6 TD	21,750 (a6,k)
Ram 3500 Mega Cab DRW 2WD	6.7L I-6 TD	20,600 (a6,g)*
Ram 3500 Mega Cab DRW 2WD	6.7L I-6 TD	25,100 (a6,i)*
Ram 3500 Mega Cab DRW 2WD	6.7L I-6 TD	30,400 (a6,k)*
Ram 3500 Mega Cab DRW 4WD	6.4L V-8	11,970 (a6,i)
Ram 3500 Mega Cab DRW 4WD	6.4L V-8	15,470 (a6,k)
Ram 3500 Mega Cab DRW 4WD	6.7L I-6 TD	15,400 (m6,g)
Ram 3500 Mega Cab DRW 4WD	6.7L I-6 TD	17,400 (m6,i)
Ram 3500 Mega Cab DRW 4WD	6.7L I-6 TD	16,440 (a6,g)

Ram 3500 Mega Cab DRW 4WD	6.7L I-6 TD	18,440 (a6,i)
Ram 3500 Mega Cab DRW 4WD	6.7L I-6 TD	21,440 (a6,k)
Ram 3500 Mega Cab DRW 4WD	6.7L I-6 TD	20,300 (a6,g)*
Ram 3500 Mega Cab DRW 4WD	6.7L I-6 TD	24,800 (a6,i)*
Ram 3500 Mega Cab DRW 4WD	6.7L I-6 TD	30,100 (a6,k)*

*HO Cummins

FORD MOTOR COMPANY

EDGE, ESCAPE, EXPLORER, EXPEDITION, FLEX, FUSION, TRANSIT CONNECT

Edge FWD/AWD	2.0L I-4 TC	3,500 (t)
Edge AWD	2.7L V-6 TC	2,000 (t)**
Edge FWD/AWD	3.5L V-6	3,500 (t)
Escape FWD/4WD	1.5L I-4 TC	2,000 (t)
Escape FWD/4WD	2.0L I-4 TC	3,500 (t)
Explorer FWD	2.3L I-4 TC	2,000(t)***
Explorer FWD/4WD	2.3L I-4 TC	3,000 (t)
Explorer FWD/4WD	3.5L V-6	2,000(t)***
Explorer FWD/4WD	3.5L V-6	5,000 (t)*
Explorer FWD/4WD	3.5L V-6 TC	5,000 (t)*
Expedition 2WD	3.5L V-6 TC	6,100 (c,f)*
Expedition 2WD	3.5L V-6 TC	9,300 (i,t)*
Expedition 4WD	3.5L V-6 TC	5,900 (f)*#
Expedition 4WD	3.5L V-6 TC	6,100 (f)*##
Expedition 4WD	3.5L V-6 TC	9,300 (i,t)*
Expedition Max 2WD	3.5L V-6 TC	6,300 (f)*
Expedition Max 2WD	3.5L V-6 TC	9,000 (i,t)*
Expedition Max 4WD	3.5L V-6 TC	6,000 (f)*
Expedition Max 4WD	3.5L V-6 TC	9,000 (i,t)*
Flex FWD/AWD	3.5L V-6	4,500 (t)****
Flex AWD	3.5L V-6 TC	4,500 (t)
Fusion FWD/AWD	2.0L I-4 TC	2,000 (a,t)***
Transit Connect Van/Wagon	2.5L I-4	2,000 (a,t)

*Maximum loaded trailer weight requires weight-distributing hitch.

**Factory- or dealer-installed towing equipment not offered for this application.

***Factory-installed towing equipment not offered for this application; available only as aftermarket accessory. Fusion Hybrid and Energi not rated to tow a trailer.

****Requires weight-distributing hitch on FWD models.

#6CWR 12,100 lbs.

##6CWR 12,300 lbs.

F-150 CONVENTIONAL/FIFTH-WHEEL TOWING

Ford F-150 Bed Lengths: Shortbed 5.5'/Standard 6.5'/Longbed 8'

F-150 Regular Cab

F-150 Reg Cab SB 2WD	3.3L V-6	5,100/4,900 (h,t)
F-150 Reg Cab SB 2WD	3.3L V-6	7,700/7,500 (i,t)
F-150 Reg Cab SB 2WD	2.7L V-6 TC	7,600/7,500 (c/f,t)
F-150 Reg Cab SB 2WD	2.7L V-6 TC	8,500/8,400 (i,t)
F-150 Reg Cab SB 2WD	5.0L V-8	8,300/8,200 (c/f,t)
F-150 Reg Cab SB 2WD	5.0L V-8	9,100/9,000 (h,t)
F-150 Reg Cab SB 4WD	3.3L V-6	5,000/4,900 (h,t)
F-150 Reg Cab SB 4WD	3.3L V-6	7,500/7,400 (i,t)
F-150 Reg Cab SB 4WD	2.7L V-6 TC	7,600/7,500 (h,t)
F-150 Reg Cab SB 4WD	2.7L V-6 TC	8,400/8,300 (i,t)
F-150 Reg Cab SB 4WD	5.0L V-8	8,300/8,200 (f/h,t)

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

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

**GCWR 13,300 lbs.

F-150 SuperCab

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

F-150 SuperCab LB 4WD	5.0L V-8	9,000/8,900 (f,t)
F-150 SuperCab LB 4WD	5.0L V-8	9,100/9,000 (h,t)
F-150 SuperCab LB 4WD	5.0L V-8	10,700/10,600 (i,p,t)*
F-150 SuperCab LB 4WD	5.0L V-8	11,200/10,200 (i,t)
F-150 SuperCab LB 4WD	3.5L V-6 TC	10,700/10,100 (f/h,t)
F-150 SuperCab LB 4WD	3.5L V-6 TC	11,600/10,100 (h,t)
F-150 SuperCab LB 4WD	3.5L V-6 TC	11,600/11,500 (i,p,t)*

F-150 SuperCrew

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

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

**Requires 20" tires and wheels

SuperCrew shortbed trucks will accept a fifth-wheel hitch, but current fifth-wheel designs are not compatible with this model. Fifth-wheel towing requires trailer tow package or max trailer tow package. F-150 ratings may vary slightly depending on wheel and tire package, GCWR and other factors. Certain powertrain/axle combinations may not be available in all states. Consult Ford's 2018 RV & Trailer Towing Guide or dealer for details.

2018 TOW RATINGS

F-250 SRW CONVENTIONAL TOWING

WEIGHT-CARRYING/WEIGHT-DISTRIBUTING

Ford F-250/F-350/F-450 Bed Lengths: Shortbed 6.75'/Longbed 8'

F-250 Regular Cab

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

F-250 SuperCab

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

F-250 Crew Cab

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

*May require tow package depending on GCWR selected. Consult Ford's 2018 RV & Trailer Towing Guide or dealer for details.

GCWR exceptions (lbs.): ¹20,600, ²21,300, ³21,900, ⁴22,000, ⁵22,500, ⁶22,700,

⁷25,200, ⁸25,700.

F-250 SRW FIFTH-WHEEL TOWING

F-250 Regular Cab

F-250 Reg Cab LB 2WD	6.2L V-8	13,200 (i)
F-250 Reg Cab LB 2WD	6.2L V-8	15,700 (i)

F-250 Reg Cab LB 2WD	6.7L V-8 TD	16,400 (f/h)
F-250 Reg Cab LB 2WD	6.7L V-8 TD	18,000 (f/h,t)
F-250 Reg Cab LB 4WD	6.2L V-8	12,800 (i)
F-250 Reg Cab LB 4WD	6.2L V-8	15,300 (i)
F-250 Reg Cab LB 4WD	6.7L V-8 TD	16,000 (f/h)
F-250 Reg Cab LB 4WD	6.7L V-8 TD	16,400 (f/h,t)

F-250 SuperCab

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

F-250 Crew Cab

F-250 CC SB 2WD	6.2L V-8	12,900 (i)
F-250 CC SB 2WD	6.2L V-8	15,400 (i)
F-250 CC SB 2WD	6.7L V-8 TD	16,000 (f/h)
F-250 CC SB 2WD	6.7L V-8 TD	16,500 (f/h,t)
F-250 CC SB 4WD	6.2L V-8	12,500 (i)
F-250 CC SB 4WD	6.2L V-8	15,000 (i)
F-250 CC SB 4WD	6.7L V-8 TD	14,000 (f/h,t) ³
F-250 CC SB 4WD	6.7L V-8 TD	14,100 (f/h)
F-250 CC SB 4WD	6.7L V-8 TD	14,700 (f/h) ⁵
F-250 CC LB 2WD	6.2L V-8	12,600 (i)
F-250 CC LB 2WD	6.2L V-8	15,100 (i)
F-250 CC LB 2WD	6.7L V-8 TD	15,000 (f/h)
F-250 CC LB 2WD	6.7L V-8 TD	15,000 (f/h,t) ²
F-250 CC LB 2WD	6.7L V-8 TD	15,700 (f/h) ³
F-250 CC LB 4WD	6.2L V-8	12,200 (i)
F-250 CC LB 4WD	6.2L V-8	14,700 (i)
F-250 CC LB 4WD	6.7L V-8 TD	12,200 (f/h)
F-250 CC LB 4WD	6.7L V-8 TD	12,200 (f/h,t) ¹
F-250 CC LB 4WD	6.7L V-8 TD	12,900 (f/h) ²

GCWR exceptions (lbs.): ¹20,900, ²21,300, ³22,200, ⁴22,400, ⁵22,500, ⁶22,700,

⁷23,100, ⁸23,500.

F-350 SRW CONVENTIONAL TOWING

WEIGHT-CARRYING/WEIGHT-DISTRIBUTING

F-350 Regular Cab

F-350 Reg Cab 2WD	6.2L V-8	13,000/13,100 (i)
F-350 Reg Cab 2WD	6.2L V-8	13,000/14,000 (i)

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

F-350 SuperCab

F-350 SuperCab SB 2WD	6.2L V-8	12,800 (i)
F-350 SuperCab SB 2WD	6.2L V-8	13,000/14,000 (i)
F-350 SuperCab SB 2WD	6.7L V-8 TD	14,000/15,000 (f/h)
F-350 SuperCab SB 4WD	6.2L V-8	12,400 (i)
F-350 SuperCab SB 4WD	6.2L V-8	15,000 (i)
F-350 SuperCab SB 4WD	6.7L V-8 TD	14,000/14,700 (f/h)
F-350 SuperCab SB 4WD	6.7L V-8 TD	14,000/15,000 (f/h) ⁷
F-350 SuperCab LB 2WD	6.2L V-8	12,700 (i)
F-350 SuperCab LB 2WD	6.2L V-8	15,000 (i)
F-350 SuperCab LB 2WD	6.7L V-8 TD	15,000 (f/h)
F-350 SuperCab LB 4WD	6.2L V-8	12,300 (i)
F-350 SuperCab LB 4WD	6.2L V-8	15,000 (i)
F-350 SuperCab LB 4WD	6.7L V-8 TD	14,000 (f/h)
F-350 SuperCab LB 4WD	6.7L V-8 TD	15,000 (f/h) ⁷

F-350 Crew Cab

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

GCWR exceptions (lbs.): ¹20,200, ²21,600, ³22,600, ⁴28,200, ⁵28,400, ⁶28,600.

⁷28,700

F-350 SRW FIFTH-WHEEL TOWING

F-350 Regular Cab

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

F-350 SuperCab

F-350 SuperCab SB 2WD	6.2L V-8	12,800 (i)
F-350 SuperCab SB 2WD	6.2L V-8	16,300 (i)
F-350 SuperCab SB 2WD	6.7L V-8 TD	17,500 (f/h)
F-350 SuperCab SB 4WD	6.2L V-8	12,400 (i)

F-350 SuperCab SB 4WD	6.2L V-8	15,900 (i)
F-350 SuperCab SB 4WD	6.7L V-8 TD	14,700 (f/h) ⁴
F-350 SuperCab LB 2WD	6.2L V-8	12,700 (i)
F-350 SuperCab LB 2WD	6.2L V-8	16,200 (i)
F-350 SuperCab LB 2WD	6.7L V-8 TD	16,600 (f/h)
F-350 SuperCab LB 4WD	6.2L V-8	12,300 (i)
F-350 SuperCab LB 4WD	6.2L V-8	15,800 (i)
F-350 SuperCab LB 4WD	6.7L V-8 TD	13,900 (f/h) ³

F-350 Crew Cab

F-350 CC SB 2WD	6.2L V-8	12,600 (i)
F-350 CC SB 2WD	6.2L V-8	16,100 (i)
F-350 CC SB 2WD	6.7L V-8 TD	16,300 (f/h)
F-350 CC SB 2WD	6.7L V-8 TD	18,000 (f/h) ^{6*}
F-350 CC SB 4WD	6.2L V-8	12,200 (i)
F-350 CC SB 4WD	6.2L V-8	15,700 (i)
F-350 CC SB 4WD	6.7L V-8 TD	13,600 (f/h) ²
F-350 CC SB 4WD	6.7L V-8 TD	18,000 (f/h) ³
F-350 CC LB 2WD	6.2L V-8	12,400 (i)
F-350 CC LB 2WD	6.2L V-8	15,900 (i)
F-350 CC LB 2WD	6.7L V-8 TD	14,800 (f/h) ⁵
F-350 CC LB 2WD	6.7L V-8 TD	18,000 (f/h) ^{7*}
F-350 CC LB 4WD	6.2L V-8	12,000 (i)
F-350 CC LB 4WD	6.2L V-8	15,500 (i)
F-350 CC LB 4WD	6.7L V-8 TD	12,000 (f/h) ¹
F-350 CC LB 4WD	6.7L V-8 TD	18,000 (f/h) ^{6*}

GCWR exceptions (lbs.): ²20,200, ²21,600, ³21,900, ²22,500, ⁵22,600, ⁶28,200.

⁷28,400, ⁸28,600.

*17" tires

F-350/F-450 DRW CONVENTIONAL TOWING

WEIGHT-CARRYING/WEIGHT-DISTRIBUTING

F-350 Regular Cab

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

F-350 SuperCab

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

F-350/F-450 Crew Cab

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

2018 TOW RATINGS

F-350 CC LB DRW 4WD	6.7L V-8 TD	21,000 (h/k)
F-450 CC LB DRW 2WD/4WD	6.7L V-8 TD	21,000 (l)

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

F-350 Regular Cab

F-350 Reg Cab DRW 2WD	6.2L V-8	13,100 (i)
F-350 Reg Cab DRW 2WD	6.2L V-8	16,600 (l)
F-350 Reg Cab DRW 2WD	6.7L V-8 TD	27,500 (h/k)
F-350 Reg Cab DRW 4WD	6.2L V-8	12,700 (i)
F-350 Reg Cab DRW 4WD	6.2L V-8	16,200 (l)
F-350 Reg Cab DRW 4WD	6.7L V-8 TD	27,500 (h/k)

F-350 SuperCab

F-350 SuperCab DRW LB 2WD	6.2L V-8	12,700 (i)
F-350 SuperCab DRW LB 2WD	6.2L V-8	16,200 (l)
F-350 SuperCab DRW LB 2WD	6.7L V-8 TD	27,500 (h/k)
F-350 SuperCab DRW LB 4WD	6.2L V-8	12,300 (i)
F-350 SuperCab DRW LB 4WD	6.2L V-8	15,800 (l)
F-350 SuperCab DRW LB 4WD	6.7L V-8 TD	27,500 (h/k)

F-350/F-450 Crew Cab

F-350 CC LB DRW 2WD	6.2L V-8	12,500 (i)
F-350 CC LB DRW 2WD	6.2L V-8	16,000 (l)
F-350 CC LB DRW 2WD	6.7L V-8 TD	27,500 (h/k)
F-350 CC LB DRW 4WD	6.2L V-8	12,000 (i)
F-350 CC LB DRW 4WD	6.2L V-8	15,500 (l)
F-350 CC LB DRW 4WD	6.7L V-8 TD	27,300 (h)
F-350 CC LB DRW 4WD	6.7L V-8 TD	27,500 (k)
F-450 CC LB DRW 2WD/4WD	6.7L V-8 TD	27,500 (l)

LINCOLN

MKC	All	3,000 (t)**
MKT FWD	3.7L V-6	2,000 (t)
MKT AWD	3.5L V-6 TC	4,500 (t)
MKX FWD/AWD	All	3,500 (t)
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/4WD	3.5L V-6 TC	6,600*
Navigator L 2WD	3.5L V-6 TC	8,400 (t)*
Navigator L 4WD	3.5L V-6 TC	8,100 (t)*

*Maximum loaded trailer weight requires weight-distributing hitch.

**Certain states require electric trailer brakes for trailers over a specified weight.

Maximum trailer weight listed may be limited to this specified weight, as the electrical system does not include the wiring connector needed to activate electric trailer brakes.

TRANSIT VAN

T-150/250 Regular Wheelbase

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

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

T-150/250 Long Wheelbase

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

T-250 Long Wheelbase

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

T-350 Regular Wheelbase

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

T-350 Long Wheelbase

Transit T-350 LWB LR	3.7L V-6	5,200 (i,t)
Transit T-350 LWB LR	3.7L V-6	6,400 (k,t)
Transit T-350 LWB LR	3.5L V-6 TC	5,600 (f,t)
Transit T-350 LWB LR	3.5L V-6 TC	7,000 (i,t)
Transit T-350 LWB MR	3.7L V-6	5,100 (i,t)
Transit T-350 LWB MR	3.7L V-6	6,300 (k,t)
Transit T-350 LWB MR	3.5L V-6 TC	5,400 (f,t)
Transit T-350 LWB MR	3.5L V-6 TC	6,800 (i,t)

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

*GCWR 13,000 lbs.

TRANSIT WAGON

T-150 Regular Wheelbase

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

T-350 Long Wheelbase

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

For trailers over 5,000 lbs., heavy-duty trailer tow package required.

GENERAL MOTORS

BUICK

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

CADILLAC

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

CHEVROLET COLORADO/GMC CANYON

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

CHEVROLET EQUINOX, TRAVERSE/GMC ACADIA, TERRAIN

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

CHEVROLET EXPRESS/GMC SAVANA

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

CHEVROLET SILVERADO/GMC SIERRA 1500

CONVENTIONAL/FIFTH-WHEEL TOWING

Chevy/GMC Bed Lengths: Shortbed 5'8"/Standard 6.5'/Longbed 8'

1500 Regular Cab

1500 Reg Cab Std Bed 2WD	4.3L V-6	6,000/6,000 (e,t)
1500 Reg Cab Std Bed 2WD	5.3L V-8	6,900/6,900 (h,t)
1500 Reg Cab Std Bed 2WD	5.3L V-8	8,900/8,900 (g,t)
1500 Reg Cab Std Bed 4WD	4.3L V-6	7,600/7,500 (g,t)
1500 Reg Cab Std Bed 4WD	5.3L V-8	6,600/6,600 (h,t)
1500 Reg Cab Std Bed 4WD	5.3L V-8	8,600/8,600 (g,t)
1500 Reg Cab LB 2WD	4.3L V-6	5,900/5,900 (e,t)
1500 Reg Cab LB 2WD	5.3L V-8	6,800/6,700 (h,t)
1500 Reg Cab LB 2WD	5.3L V-8	9,800/9,700 (g,t)
1500 Reg Cab LB 4WD	4.3L V-6	7,400/7,400 (g,t)
1500 Reg Cab LB 4WD	5.3L V-8	6,500/6,500 (h,t)
1500 Reg Cab LB 4WD	5.3L V-8	9,500/9,500 (g,t)

1500 Double Cab

1500 DC 2WD	4.3L V-6	5,600/5,600 (e,t)
1500 DC 2WD	5.3L V-8	6,400/6,400 (b,t)
1500 DC 2WD	5.3L V-8	9,400/9,400 (a8,g,t)
1500 DC 2WD	5.3L V-8	11,100/11,000 (i,t)
1500 DC 2WD	6.2L V-8	9,400/9,000 (a8*,e,t)
1500 DC 2WD	6.2L V-8	12,500/11,600 (a8*,g,t)
1500 DC 4WD	4.3L V-6	7,100/7,000 (g,t)
1500 DC 4WD	5.3L V-8	6,200/6,200 (b,t)
1500 DC 4WD	5.3L V-8	9,200/9,000 (a8,g,t)
1500 DC 4WD	5.3L V-8	10,800/10,800 (i,t)
1500 DC 4WD	6.2L V-8	9,100/8,600 (a8*,e,t)
1500 DC 4WD	6.2L V-8	11,800/11,000 (a8*,g,t)

1500 Crew Cab

1500 CC SB 2WD	4.3L V-6	5,500 (e,t)
1500 CC SB 2WD	5.3L V-8	6,400 (b,t)
1500 CC SB 2WD	5.3L V-8	9,400 (a8,g,t)
1500 CC SB 2WD	5.3L V-8	11,000 (i,t)
1500 CC SB 2WD	6.2L V-8	9,300 (a8,e,t)
1500 CC SB 2WD	6.2L V-8	12,500 (a8,g,t)
1500 CC SB 4WD	4.3L V-6	7,000 (g,t)
1500 CC SB 4WD	5.3L V-8	6,100 (b,t)
1500 CC SB 4WD	5.3L V-8	9,100 (a8,g,t)
1500 CC SB 4WD	5.3L V-8	10,700 (i,t)
1500 CC SB 4WD	6.2L V-8	9,100 (a8,e,t)
1500 CC SB 4WD	6.2L V-8	11,700 (a8,g,t)
1500 CC Std Bed 2WD	5.3L V-8	6,300/6,300 (b,t)
1500 CC Std Bed 2WD	5.3L V-8	9,300/8,500 (g,t)
1500 CC Std Bed 2WD	5.3L V-8	11,000/10,700 (a8*,i,t)
1500 CC Std Bed 2WD	6.2L V-8	9,300/8,300 (a8*,e,t)
1500 CC Std Bed 2WD	6.2L V-8	11,900/10,500 (a8*,g,t)
1500 CC Std Bed 4WD	5.3L V-8	6,100/6,000 (b,t)
1500 CC Std Bed 4WD	5.3L V-8	9,100/8,100 (a8,g,t)
1500 CC Std Bed 4WD	5.3L V-8	10,700/10,300 (i,t)
1500 CC Std Bed 4WD	6.2L V-8	9,000/8,000 (a8*,e,t)
1500 CC Std Bed 4WD	6.2L V-8	11,700/10,200 (a8*,g,t)

Conventional towing only, if single tow limit listed.

*8-speed automatic transmission required for maximum trailering capacity with conventional towing.

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

2500 Regular Cab

2500 Reg Cab LB 2WD	6.0L V-8	14,500/14,800 (k)
2500 Reg Cab LB 2WD	6.6L V-8 TD	14,500/18,100 (i)
2500 Reg Cab LB 4WD	6.0L V-8	14,500/14,500 (k)
2500 Reg Cab LB 4WD	6.6L V-8 TD	14,500/15,900 (i)

2500 Double Cab

2500 DC Std Bed 2WD	6.0L V-8	13,000/14,500 (k)
2500 DC Std Bed 2WD	6.6L V-8 TD	13,000/16,400 (i)
2500 DC Std Bed 4WD	6.0L V-8	13,000/14,200 (k)
2500 DC Std Bed 4WD	6.6L V-8 TD	13,000/14,400 (i)

2500 DC LB 2WD	6.0L V-8	14,400/14,400 (k)
2500 DC LB 2WD	6.6L V-8 TD	14,500/15,700 (i)
2500 DC LB 4WD	6.0L V-8	14,100/14,100 (k)
2500 DC LB 4WD	6.6L V-8 TD	14,500/13,700 (i)

2500 Crew Cab

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

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

3500 Regular Cab

3500 Reg Cab LB SRW 2WD	6.0L V-8	14,500/14,600 (k)
3500 Reg Cab LB SRW 4WD	6.0L V-8	14,300/14,300 (k)
3500 Reg Cab LB SRW 4WD	6.6L V-8 TD	14,500/17,600 (i)
3500 Reg Cab LB DRW 2WD	6.0L V-8	14,300/14,300 (k)
3500 Reg Cab LB DRW 4WD	6.0L V-8	14,000/13,900 (k)
3500 Reg Cab LB DRW 4WD	6.6L V-8 TD	20,000/23,300 (i)

3500 Double Cab

3500 DC LB SRW 2WD	6.0L V-8	14,200/14,200 (k)
3500 DC LB SRW 2WD	6.6L V-8 TD	14,500/17,500 (i)
3500 DC LB SRW 4WD	6.0L V-8	13,900/13,900 (k)
3500 DC LB SRW 4WD	6.6L V-8 TD	14,500/17,200 (i)
3500 DC LB DRW 2WD	6.0L V-8	13,800/13,800 (k)
3500 DC LB DRW 2WD	6.6L V-8 TD	20,000/23,200 (i)
3500 DC LB DRW 4WD	6.0L V-8	13,600/13,500 (k)
3500 DC LB DRW 4WD	6.6L V-8 TD	20,000/22,900 (i)

3500 Crew Cab

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

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

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

CHEVROLET SUBURBAN, TAHOE/GMC YUKON

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

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

HONDA

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

HYUNDAI

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

INFINITI

QX60	3.5L V-6	5,000 (t)
QX80	5.6L V-8	8,500 *

*2017 tow rating; 2018 rating not available at press time.

KIA

Sedona	3.3L V-6	3,500 (t)
Sorento FWD/AWD	2.4L I-4	2,000 (t)
Sorento FWD/AWD	2.0L I-4 TC	3,500 (t)
Sorento FWD	3.3L V-6	3,500 (t)
Sorento AWD	3.3L V-6	5,000 (t)
Sportage FWD/AWD	All	2,000 (t)*

*With trailer brakes

LAND ROVER

Land Rover Discovery	3.0L V-6 TD	7,716 (t)*
Land Rover Discovery	3.0L V-6 SC	8,201 (t)*
Land Rover Discovery Sport	2.0L I-4 TC	4,409 (t)
Range Rover	3.0L V-6 TD	7,716 (t)
Range Rover	3.0L V-6 SC	7,716 (t)
Range Rover	5.0L V-8 SC (518hp)	7,716 (t)
Range Rover	5.0L V-8 SC (557hp)	6,614 (t)
Range Rover Evoque 5-Door	All	3,968 (t)
Range Rover Evoque Convertible	All	3,306 (t)
Range Rover Sport	All	7,716 (t)
Ranger Rover Velar	2.0L I-4 TC/TD	5,291 (t)
Ranger Rover Velar	3.0L V-6 SC	5,512 (t)

*2017 tow ratings; 2018 ratings not available at press time.

LEXUS

NX 200t	2.0L I-4 TC	2,000 (t)
RX 350	3.5L V-6	3,500 (t)
RX 450h AWD Hybrid	3.5L V-6	3,500 (t)
GX 460	4.6L V-8	6,500
LX 570	5.7L V-8	7,000

MAZDA

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

MERCEDES-BENZ

GLC Coupe	All	3,500 (t)
GLC SUV	All	3,500 (t)
GLE Coupe	All	7,200 (t)
GLE SUV AMG	All	7,200 (t)
GLE 350 SUV RWD	3.5L V-6	6,600 (t)
GLE 350 4Matic SUV AWD	3.5L V-6	7,200 (t)
GLE 550e 4Matic AWD Hybrid	3.0L V-6 TC	4,410 (t)
GLS 450/550 4Matic SUV	All	7,200 (t)
GLS 63 SUV AMG	5.5L V-8 TC	7,500 (t)
G-Class SUV	All	7,000

MITSUBISHI

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

Armada	5.6L V-8	8,500 (t)
Frontier S/SV CC 5' Bed 2WD	4.0L V-6	6,640 (t)
Frontier S/SV CC 5' Bed 4WD	4.0L V-6	6,370 (t)
Frontier SV CC 6'1" Bed 2WD	4.0L V-6	6,500 (t)
Frontier SV CC 6'1" Bed 4WD	4.0L V-6	6,240 (t)
Frontier DR CC 5' Bed 2WD	4.0L V-6	6,610 (t)
Frontier SL CC 5' Bed 2WD	4.0L V-6	6,480 (t)
Frontier SL CC 5' Bed 4WD	4.0L V-6	6,240 (t)
Frontier SL CC 6'1" Bed 4WD	4.0L V-6	6,110 (t)
Frontier PRO-4X CC 5' Bed 4WD	4.0L V-6	6,290 (t)
Frontier S/SV Ext Cab 6'1" Bed 2WD	2.5L I-4	3,790 (t)
Frontier SV Ext Cab 6'1" Bed 2WD	4.0L V-6	6,710 (t)
Frontier SV Ext Cab 6'1" Bed 4WD	4.0L V-6	6,510 (t)
Frontier DR Ext Cab 6'1" Bed 2WD	4.0L V-6	6,690 (t)
Frontier PRO-4X Ext Cab 6'1" Bed 4WD	4.0L V-6	6,450 (t)
Pathfinder	3.5L V-6	6,000 (t)*
Titan Reg Cab 8' Bed 2WD	5.6L V-8	9,740 (t)*
Titan Reg Cab 8' Bed 4WD	5.6L V-8	9,560 (t)*
Titan Ext Cab 6'6" Bed 2WD	5.6L V-8	9,420 (t)*
Titan Ext Cab 6'6" Bed 4WD	5.6L V-8	9,250 (t)*
Titan CC 5'7" Bed 2WD	5.6L V-8	9,400 (t)*
Titan CC 5'7" Bed 4WD	5.6L V-8	9,230 (t)*
Titan XD Reg Cab 8' Bed 2WD	5.0L V-8 TD	12,640/12,760 (t)*
Titan XD Reg Cab 8' Bed 4WD	5.0L V-8 TD	12,360/12,480 (t)*
Titan XD Ext Cab 6'6" Bed 2WD	5.6L V-8	11,380/11,510 (t)*
Titan XD Ext Cab 6'6" Bed 4WD	5.6L V-8	11,060/11,180 (t)*

2018 TOW RATINGS

Titan XD Ext Cab 6'6" Bed 2WD	5.0L V-8 TD	12,510/12,630 (t)*
Titan XD Ext Cab 6'6" Bed 4WD	5.0L V-8 TD	12,160/12,160 (t)*
Titan XD CC 6'6" Bed 2WD	5.6L V-8	11,260/11,390 (t)*
Titan XD CC 6'6" Bed 4WD	5.6L V-8	10,990/11,120 (t)*
Titan XD CC 6'6" Bed 2WD	5.0L V-8 TD	12,310/11,900 (t)*
Titan XD CC 6'6" Bed 4WD	5.0L V-8 TD	12,030/11,330 (t)*

Titan XD ratings include conventional/fifth-wheel tow limits.

*Tow package required for some models, standard on others. See dealer for details.

PORSCHE

Cayenne S	All	7,716 (t)
Macan	All	4,409 (t)

SUBARU

Outback	All	2,700
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Connector for trailer harness is standard. Hitch receiver/hitch can be added as dealer-installed accessory.

TOYOTA

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

TACOMA

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

Tacoma SR Access Cab 2WD/4WD	2.7L I-4	3,500 (t)
Tacoma SR DC 2WD	2.7L V-6	3,500 (t)
Tacoma SR DC 4WD	3.5L V-6	6,400
Tacoma SR5 Access Cab 2WD	3.5L V-6	6,800
Tacoma SR5 DC 2WD	3.5L V-6	6,700
Tacoma SR5 DC 2WD	2.7L I-4	3,500 (t)
Tacoma SR5 DC 4WD	3.5L V-6	6,400
Tacoma SR5 Access Cab 4WD	3.5L V-6	6,500
Tacoma DC 2WD LB	3.5L V-6	6,600
Tacoma TRD Sport Access Cab 2WD	3.5L V-6	6,800
Tacoma TRD Sport Access Cab 4WD	3.5L V-6	6,500
Tacoma TRD Sport DC 2WD SB	3.5L V-6	6,700
Tacoma TRD Sport DC 2WD LB	3.5L V-6	6,600
Tacoma TRD Sport DC 4WD SB/LB	3.5L V-6	6,400
Tacoma TRD Off Road DC 2WD SB	3.5L V-6	6,700

Tacoma TRD Off Road Access Cab 4WD 3.5L V-6	6,500
Tacoma TRD Off Road DC 4WD 3.5L V-6	6,400
Tacoma TRD PRO DC 4WD 3.5L V-6	6,400
Tacoma Limited DC 2WD SB 3.5L V-6	6,600
Tacoma Limited DC 4WD SB 3.5L V-6	6,400

TUNDRA

Tundra Bed Lengths: DC Standard 6.5'/Longbed 8'1"/CrewMax Standard 5.5'

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

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

VOLKSWAGEN

Atlas	2.0L I-4 TC	2,000 (t)
Atlas FWD/AWD	3.6L V-6	5,000 (t)
Tiguan Limited	2.0L I-4 TC	2,200 (t)

VOLVO

S60 T5, T6, Cross Country	All	3,500 (t)
V60 T5, T6, Cross Country	All	3,968 (t)
V90 T5 FWD	2.0L I-4 TC	2,000 (t)
V90 T6 AWD	2.0L I-4 TC/SC	3,500 (t)
V90 Cross Country AWD	All	3,500 (t)
XC60	All	3,500 (t)
XC90	All	5,200 (t)



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TOWING EASY

PULLING A TRAVEL TRAILER OR FIFTH-WHEEL THE RIGHT WAY WILL MAKE THE EXPERIENCE SAFER AND MORE ENJOYABLE

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

SIZE MATTERS

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

Start by paying closer attention to the driving environment and trying to predict

what other drivers are going to do. Is traffic merging up ahead? Are drivers swerving around slower vehicles? Look carefully when changing lanes, signal early and allow room to maneuver out of potentially difficult situations.

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

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

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

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

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

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

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

PRACTICE MAKES PERFECT

To get a feel for how the combination of a tow vehicle and trailer handles — especially if you are new to trailering — take the RV to a large,

empty parking lot and practice driving. Keep nearby objects in mind when making turns and backing up, and take your time to avoid hitting obstructions. Try not to curb the tires, as this can lead to tire failures more easily than with cars because of the heavier weight of RVs.

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

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

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

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

VEHICLE SETUP AND BRAKING

Proper tow vehicle and trailer setup is essential for a good towing experience. When possible, select the trailer or fifth-wheel before buying the tow vehicle. That way, you're less likely to fall into the trap of towing the trailer with a vehicle that isn't properly equipped to do so, although a shady salesperson could try

to steer you toward a vehicle that's not suitable for towing the trailer. If you already have the tow vehicle, don't buy more trailer than it can safely tow. Never exceed the maximum tow rating for any vehicle.

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

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

Adjusting the trailer-brake controller is

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

Trailer brakes can also act as an anti-sway device when lateral movement (yaw) affects towing stability. During a sway episode, don't hit the brake pedal. Instead, lift your foot off the accelerator and engage the trailer-brake activation lever on the brake controller. Activating the trailer brakes will allow the trailer to move back to center and arrest the sway condition. Sway is usually more noticeable with travel trailers, but it can happen with fifth-wheels, although that is extremely rare.

DURING A SWAY EPISODE, DON'T HIT THE BRAKE PEDAL.

INSTEAD, LIFT YOUR FOOT OFF THE ACCELERATOR AND ENGAGE THE TRAILER-BRAKE ACTIVATION LEVER ON THE BRAKE CONTROLLER, WHICH WILL ALLOW THE TRAILER TO MOVE BACK TO CENTER.

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

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

This braking test adjusts the gain, or inten-

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

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

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



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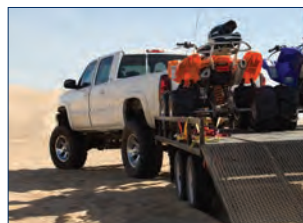
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GET HOOKED!

GREAT TOWING STARTS WITH UNDERSTANDING

HITCHES AND PROPER SETUP

Choosing a hitch for either conventional or fifth-wheel towing is a vital step to ensure a safe and enjoyable towing experience. First you have to do your research, cruise the sales lots, pick out your favorite options, negotiate the best deal and, finally, purchase the perfect trailer to complement your tow vehicle.

When selecting a hitch, two weight measurements are important: gross trailer weight and hitch weight. You can use the trailer's gross vehicle weight rating (GVWR) as the basis for selecting a hitch. As long as you don't overload the trailer by exceeding its GVWR, that figure is a good baseline for selecting the proper hitch weight rating.

You can also calculate the trailer's approxi-

mate or actual weight. The trailer must be completely loaded and ready for a typical trip. This includes water, LP-gas, food, clothing, firewood and other supplies. A fully loaded trailer can be taken to a public scale at a truck stop, weigh station or shipping company to get the weights, although doing so before you choose your hitch can be problematic. Another good way to determine accurate weights is to attend an RV rally where the RV Safety and Education Foundation provides this service using individual wheel scales; again, a difficult step if no hitch has yet been purchased.

If you are unable to weigh your trailer, an estimate can be made by using the trailer manufacturer's unloaded vehicle weight (UVW) as printed on the trailer's certification label and adding the approximate weight of all cargo, LP-



PHOTO BY SHAWN SPENCE

gas and water. But be careful; it's very easy to underestimate this weight.

Hitch weight (also called tongue or pin weight) is another important factor when selecting the appropriate equipment. It is the downward force the trailer coupler or pin exerts on the hitch. Hitch weight is generally 10 to 12 percent of the total travel trailer weight and approximately 15 to 24 percent for fifth-wheels. Trailer manufacturers often list uvw in their specifications. Unless otherwise noted, the battery and optional equipment are not included in the listed weight, and neither are water, LP-gas or camping gear. So, to accurately determine hitch weight, the trailer must be weighed.

Realistically, if the hitch is rated high enough to handle the trailer weight, it's probably also rated to handle the trailer hitch weight. Check the figures to be sure, of course.

CONVENTIONAL HITCHES

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

opening that allows the correct ball mount to be inserted and secured with a hitch pin. Pick-ups and SUVs are often equipped with a hitch receiver by the manufacturer as part of a towing package; aftermarket hitch receivers are also available. Hitch receivers are placed into five classes. The classes are determined by the maximum trailer weight and hitch weight.

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

Class II hitches are capable of towing very lightweight RVs such as small folding camping trailers and teardrops. They can tow trailers and cargo weighing up to 3,500 pounds with a hitch weight of 350 pounds. Class II hitches



HITCHING BASICS

have a 1¼-inch hitch opening and are commonly used on minivans and small SUVs.

Class III and IV hitches are given two weight ratings. The WC rating is for weight-carrying (or dead-weight) hitches, and the WD rating is for weight-distributing hitches (we'll describe the differences between the hitch types later).

A Class III hitch can tow up to 8,000 pounds as a WC hitch or 12,000 pounds as a WD hitch, with hitch weight ratings of up to 1,200 pounds, depending on the make and model of the hitch. The hitch receiver opening is 2 inches.

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

Class V hitches are used for heavy-duty applications. Available with either a 2-inch or a 2½-inch receiver opening, Class V hitches have a maximum WC or WD rating of up to 18,000 pounds and 2,500 pounds of hitch weight, depending on the make, model and receiver tube size of the hitch.

Draw bars (also called ball mounts) are the components of the hitching system that slide into the hitch receiver and mounting points for the ball or the WD hitch head. A draw bar should be chosen to fit the class of receiver on the tow vehicle. It's the same thing as with any other mechanical system: It is only as strong as its weakest point. For example, using a draw bar rated for 3,500 pounds with a hitch receiver rated for 5,000 pounds will lower the maximum trailer weight the truck can handle to 3,500 pounds.

Utilizing a hitch receiver and draw bar offers a great deal of versatility. A trailer's coupler height often must be adjusted for the specific tow vehicle. To compensate for the height difference, draw bars are available in several drop or rise heights, allowing the height of the hitch ball to match the height of the trailer coupler when the trailer is level.

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

Hitch systems made up of a hitch receiver,

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

The significant hitch weight of heavier trailers can cause the rear of the tow vehicle to sag and the front end to rise. This can create problems, including reduced steering control and braking, poor handling, misaligned headlights, premature tire wear and a bucking or bouncing condition called porpoising. Correcting these problems requires the use of a WD hitch.

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

HITCH-CLASS RATINGS

CLASS I

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

CLASS II

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

CLASS III

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

CLASS IV

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

CLASS V

GTW Up to 18,000 lbs.
HW Up to 2,500 lbs.

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

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

weight equally to both axles of the tow vehicle, and some of the weight also shifts to the trailer axles. By distributing the load more evenly, the tow vehicle's ride height is restored.

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

Correct installation of a WD hitch will ensure that the hitch functions properly and the trailer is level with the road surface. It may be best to have a qualified professional perform the initial installation. Before installing a WD hitch, it is important to measure the height of the front and rear wheel wells of the tow vehicle. After installation is complete, the wheel wells should be measured again. The actual measurement may change due to the weight of the trailer, but the front and rear drop in ride height should be close to equal.

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

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

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

The best way to control trailer sway is to prevent it. When loading a trailer, always pay attention to the side-to-side balance and cor-



- 1) PullRite SuperGlide sliding fifth-wheel hitch
- 2) Blue Ox SwayPro weight-distributing hitch
- 3) B&W Companion removable fifth-wheel hitch
- 4) Fastway e2 WD hitch with built-in sway control
- 5) Reese Sidewinder fifth-wheel pin box

rect hitch weight. Among the sway-control devices currently on the market, the most common use friction to reduce lateral movement. One type sandwiches a flat steel bar between a set of friction pads to restrict movement. Friction sway-control devices are relatively inexpensive; they've been in use for decades and can be used with both WC and WD hitches. To prevent damaging a friction sway control, the friction adjustment should be loosened, or the bar removed, before backing the trailer.

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

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

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

FIFTH-WHEEL HITCHES

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

The design and balance of a fifth-wheel places the front of the trailer over the truck bed, creating more hitch weight (pin weight) than a conventional hitch. The pin weight of a fifth-wheel trailer is usually 15 to 18 percent of the GVWR but can be as high as 24 percent. This can exert a considerable downward force on the tow vehicle, especially with longer, heavier fifth-wheels, requiring a rather stout

pickup. Fifth-wheels, by the nature of their design, all but eliminate sway by placing the hitch over the rear axle, making lateral trailer movement less likely.

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

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

Shortbed pickups present clearance concerns while towing a fifth-wheel due to the overall length of the bed and the necessity to mount the hitch over the axle. A sharp turn could result in the front of the trailer making contact with the back of the truck's cab. Not to worry, as there are a number of sliding fifth-wheel hitches on the market from companies such as PullRite, Reese, B&W, Blue Ox and more. Sliding fifth-wheel hitches are designed to move rearward to increase cab clearance when tight turns are required and return to a position over the axle for normal towing. Most are manual, requiring the user to move a lever on the hitch before turning, while others, like the PullRite, slide automatically as the vehicle makes a turn, and then return to the over-axle position as the combination straightens.

A different approach is to replace the existing kingpin box to extend the forward positioning of the kingpin. For example, the Reese Sidewinder moves the pivot point 22 inches rearward while keeping the weight of the trailer over the truck's rear axle. It works with most nonsliding fifth-wheel hitches.

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



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