

# 2006 GUIDE TO TOWING

A Supplement to  
**TrailerLife**  
America's Number One  
RV Magazine



B & W Hitch

## OFFICIAL TRAILER TOW RATINGS

- SELECTING A TOW VEHICLE
- TOW-PACKAGE ESSENTIALS
- WEIGHTS AND BALANCE
- HOW TO HITCH UP
- RULES OF THE ROAD
- BRAKE CONTROLLERS



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TrailerLife

# 2006 GUIDE TO TOWING

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## The Ratings Game

What a great time to be a trailer enthusiast! Modern technology has allowed engineers to design tow-vehicle engines capable of producing hill-flattening horsepower and torque, interiors that are plush and super roomy, suspensions that smooth out the bumps and, of course, eyebrow-lifting tow ratings.

Ford retains its title as towing king, with light-duty trucks ready — and willing — to handle trailers up to 19,200 pounds. Step up to the Super Duty 450 and 550 models and tow ratings climb to 24,600 pounds.

Chevrolet and Dodge haven't been silent in the ongoing quest for towing notoriety, with ratings reaching 16,700 pounds. Even the import builders are getting a piece of the action, once reserved for Detroit. Nissan's Titan can move trailers up to 9,400 pounds, while Toyota can handle up to 7,300 pounds.

This year's *Guide To Towing* is packaged with the January 2006 issue of *Trailer Life* as a stand-alone reference tool. Inside (page 20) you'll find hundreds of listings for vehicles designed to tow trailers of at least 2,000 pounds — and an amazing number of vehicles capable of handling medium and heavyweight trailers and fifth-wheels.

But we didn't stop with the listings. You'll find this booklet — all 52 pages — packed with useful information that will help you become an experienced trailer enthusiast. If you read it cover to cover, you'll find out what's new for 2006 (page 8), discover what it takes to properly outfit a vehicle for towing (page 34), learn all about hitch hardware and accessories (page 37) and have a good understanding of brake controllers (page 45). This special booklet also teaches you how to use the manufacturer's numbers in real-world applications (page 13).

Once you absorb the nuts and bolts of towing, you can dive into the tips presented in "Road Rules" (page 49). This article takes you from everyday commuting in a passenger car to behind the wheel of a tow vehicle pulling your favorite travel trailer or fifth-wheel. With these tips, the transition can be stress-free and, most importantly, safe.

We're confident you'll find this booklet useful, whether you are a neophyte or a seasoned RVer. We look forward to seeing you down the road. **TG**

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# Towing



**Ford F-250 Super Duty**

Bigger, more powerful pickups and hybrid SUVs make this the year of transition

TEXT BY CHRIS HEMER

The lineup of tow vehicles for 2006 is the most versatile in recent history. The choices are supported by performance improvements of existing engines, as well as the introduction of high-powered V-8s in a number of SUVs. Tow ratings continue to climb, and

vehicles not normally considered serious platforms for moving trailers are getting into the act. Here's a sampling of what's out there:

Ford continues to wow the towing crowd with an industry-leading 19,200-pound fifth-wheel-trailer-

# 2006



**Dodge Mega Cab**

weight rating for its Super Duty pickups — introduced last year with fresh sheetmetal and luxurious refinements. This year, Ford is concentrating on its completely revised Explorer. The '06 model features a frame that is 63 percent more resistant to bending and 55 percent more resistant to twisting than its predecessor. New front- and rear-independent suspension systems have been fitted, along with an improved braking system. A new three-valve version of the available 4.6-liter V-8 produces an impressive 292 HP (53 percent more than the previous two-valve engine) and 300 LB-FT of torque. This engine is fitted with a new six-speed automatic transmission (a segment first) that is credited with providing 4WD models with a 10 percent boost in fuel economy. The standard 4.0-liter V-6 gets new calibrations and improved controls that cut emissions by 74 percent compared to the previous engine. Tow rating for the Explorer is up to 7,050 pounds.

The biggest news from the Dodge camp is the introduction of the Ram Mega Cab pickup. Based on the 160½-inch wheelbase Ram 2500 longbox

model, Dodge truck engineers “reproportioned” the cab and the pickup box by replacing the 8-foot box with the Ram 2500’s 6-foot 3-inch box, providing an additional 20 inches for the cab. The result is an extra-roomy cab, measuring 111 inches long. There’s 143.2 cubic feet of space in the cab, with 7.7 cubic feet behind the rear seat; a super-size rear door provides easy access to the back seat. The 1500 and 2500 Mega Cabs come standard with the vaunted 5.7-liter Hemi, while the High Output Cummins diesel is available in the 2500 and standard on the 3500 model. Tow ratings for the Hemi go to 11,450 pounds, while the diesel boosts the capacity to 16,400 pounds.

The available Hemi engine is now equipped with Dodge’s “Multi-displacement System” (MDS), a cylinder-deactivation system that disables four cylinders under certain driving conditions, resulting in a claimed fuel-economy gain of up to 20 percent (don’t count on it when towing, however).

The Chevrolet Silverado and GMC Sierra come packed with more power this year, both offering a new VortecMAX Performance Package featuring the

# Towing 2006

LQ9 high-output version of the Vortec 6000 engine (the same as used in Cadillac's Escalade) with 345 HP and 380 LB-FT of torque. The engine is available in 4WD models of the Silverado 1500 extended cab and Silverado Crew Cab and the 2WD Silverado SS. On the Sierra, it is available on 2WD and 4WD Extended Cab and Crew Cab models and on the 2WD Extended Cab Sierra Performance Edition. The Duramax has been completely redesigned this year to produce 360 HP and 650 LB-FT of torque. The engine will be mated to a new Allison 1000 transmission with a segment-leading six speeds and a new range-selection feature that allows the driver to select the desired gears via a thumb-activated switch on the shifter. If you'd prefer an SUV, the new Chevrolet Suburban LTZ comes standard with the Vortec 6000 V-8, all-wheel-drive (AWD) and 20-inch wheels. A TrailBlazer SS with a 395-HP 6.0-liter LS2 engine is available in 2WD or AWD, and comes with 20-inch wheels and sport-tuned suspension.

Just as the imposing H2 began to wane in popularity, Hummer introduced its smaller sibling, the H3, earlier this year. Based on the Chevrolet Colorado/GMC Canyon truck platform, the H3 is powered by a 3.5-liter inline five-cylinder that produces 220 HP and 225 LB-FT of torque. And unlike any preceding Hummer, it is available with either a manual or automatic transmission. But if bigger is still better to you, the H1 Alpha, the original Hummer, now boasts a 300-HP Duramax diesel and five-speed Allison 1000 transmission.

For '06, Isuzu adds more GM products to its line, with the I-280 and I-350 pickups, based on the Colorado/Canyon. The I-280 comes standard with a 2.8-liter inline four-cylinder in an extended-cab configuration; the I-350 comes with a 3.5-liter inline five in a Crew Cab configuration.

DaimlerChrysler's Jeep division has launched a new SUV: the Jeep Commander. With a design reminiscent of the Jeep Cherokee, the Commander is available with a SOHC 3.7-liter V-6, 4.7-liter SOHC V-8 and Hemi V-8 engines, two five-speed automatic transmissions and three full-time 4WD systems. The Grand Cherokee SRT8 is available this year, packing a 6.1-liter variant of the Hemi that churns out 420 HP and 420 LB-FT of torque.

This year, Land Rover introduces the Land Rover Sport, powered by a 300-HP 4.4-liter naturally aspirated V-8, or a supercharged 4.2-liter V-8 that generates 390 HP. Standard on all models is Land Rover's



**Hummer H3**



**Lexus LX470**



**Honda Ridgeline**

Terrain Response System, which made its debut on the LR3. The Range Rover gets a 305-HP version of the 4.4-liter V-8, and a 400-HP version of the 4.2-liter.

Leave it to Lexus to be the first to introduce a luxury SUV hybrid: the RX 400h. Based on the popular RX 330, the RX 400h combines a 3.3-liter V-6 gas engine with a high-torque electric-drive motor-generator, plus a rear electric-drive motor-generator for all-wheel-drive capability. With a total output of 268 HP, the 400h is actually quicker than its gas-only counterpart, and gets 38 percent better fuel economy to boot.



**Jeep Commander**



**Dodge Dakota R/T Quad Cab**



**Chevrolet Silverado**

The LX470's 4.7-liter V-8, meanwhile, receives variable-valve timing, which increases horsepower from 235 to 275. Towing is limited to 6,500 pounds.

Lincoln is taking aim at pickup luxury with the new Mark LT, built on the F-150 chassis and available in 2WD or AWD configurations. Power comes from a standard 300-HP 5.4-liter V-8, which gives the Mark LT a respectable towing capacity.

Mercedes-Benz's ML 350 and ML 500 SUVs are all-new for this year. A new seven-speed, 7G-Tronic transmission is standard, and two different variants

of the M-Class 4WD system are available. Of particular interest for RVers is the new Mercedes-Benz Trailer Stability Assist (TSA). It uses the vehicle's Electronic Stability Program (ESP) to detect fishtailing, then "initiates precision brake applications at the front left and right wheels individually and alternately to stabilize the car/trailer outfit," according to Mercedes.

Mitsubishi has joined the mid-size pickup fray with its new Raider, which is based on the Dodge Dakota. Not coincidentally, cab and engine choices are similar to its Dodge counterpart; the Raider is available in extended-cab or "Double Cab" (four-door) configurations, 2WD or 4WD, with your choice of a 3.7-liter V-6 or 4.7-liter V-8, automatic or manual transmission.

The Saab 9-7X comes standard with a 290-HP 4.2-liter inline six-cylinder, while a 5.3-liter V-8 with Displacement on Demand (a cylinder deactivation feature that saves fuel when cruising) is optional. Electronic Stability Control is now standard, and a DVD-based navigation system is optional.

The B9 Tribeca is Subaru's first-ever SUV with seven-passenger seating. Power comes from the familiar 3.0-liter six-cylinder Boxer engine, which produces 250 HP and is linked to a five-speed automatic transmission with a Sport Shift feature.

If you're looking for a small SUV, don't count Suzuki out of the picture. The Grand Vitara is all-new for 2006, and is powered by a 185-HP 2.7-liter V-6, the same as offered in the larger XL-7. The car-based Grand Vitara comes standard with a five-speed manual transmission and 2WD, and features an Electronic Stability Program with traction control, anti-lock brakes and six airbags. Two 4WD options are available: full-time single mode and full-time four-mode. A five-speed automatic transmission is also optional.

The 2006 Toyota Highlander Hybrid uses a new version of Toyota's Hybrid Synergy Drive powertrain specifically engineered for the load-carrying requirements and performance expectations of mid-size SUV buyers. The all-new high-speed electric motor operates at twice the speed and delivers more than twice the power as the unit used in the four-cylinder Toyota Prius hybrid, delivering 268 HP when combined with the standard 3.3-liter V-6.

The Touareg's name may still confuse you, but here's something you'll understand: This year, Volkswagen's SUV gets a new direct-injection VR6 engine boasting 276 HP — 36 ponies more than last year. **TG**



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# Selecting a Tow Vehicle

Taking the ratings seriously is vital to making good model and option choices

TEXT BY A.E. FRANCIS

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

## Know the Lingo

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

# Selecting a Tow Vehicle

**Gross combination weight rating (GCWR):** The total allowable weight of the truck, the trailer, the cargo in each, fluids and occupants.

**Gross vehicle weight rating (GVWR):** The total allowable weight for the vehicle, including fluids, options, occupants, hitch, cargo, and any trailer hitch weight. The trailer's GVWR, sometimes referred to as gross trailer weight rating, is the total allowable weight of the trailer, fluids, occupants, options and cargo.

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

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

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

In many cases, optional equipment — including AC generators and the fuel they run on — sneaks on after weighing, and may not be reflected on the sticker — and don't forget the fuel-fill tanks that some SURVs offer for campground refueling of motorcycles and ATVs.

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

There is one sure way to find out what your trailer weighs, and that is to fill it with everything you normally travel with, right down to the soap and soda, and

weigh it at a public truck scale. Without forming a long queue, get the hitch weight, axle weight and total weight. Assuming that the axle weight is below the GAWR, the total is below the GVWR and the hitch weight is below the maximum given for your tow vehicle, you can then move on to tow-vehicle selection.

For a new trailer, consult the weight sticker in the unit of your choice on a dealer's lot and refer to the uwv and cargo carrying capacity (ccc). Estimate how much cargo you will add, being mindful of the GVWR, and use that number while selecting a tow vehicle.

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

generally applies to the most basic model in that configuration,

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

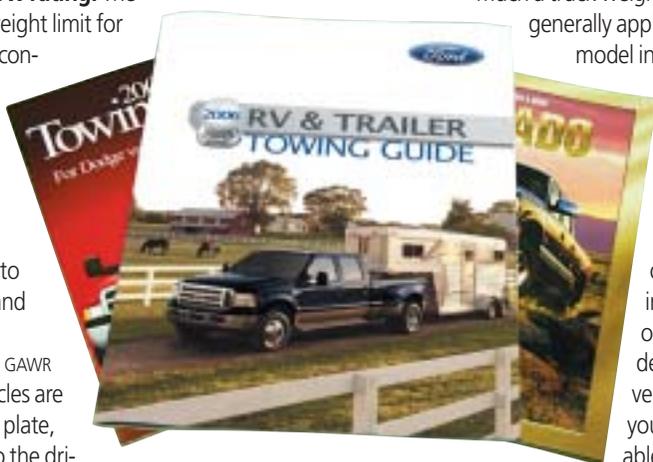
weights, you can form rough estimates.

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

Following is how to calculate the realistic towing capacity of a vehicle you're interested in.

## For Example

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



a quoted maximum tow rating of 17,000 pounds.

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

The first thing you should have noticed is that the maximum tow rating cannot apply with the truck fully loaded because *GCWR* (23,000) minus *GVWR* (9,900) leaves 13,100 pounds — about two tons less than quoted towing ability. After adding options and people to the example truck, and subtracting that value (7,500) from *GCWR* (23,000), the effective working tow rating of the truck becomes 15,500 pounds, about 1,500 pounds less than the truck's quoted maximum towing rating.

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

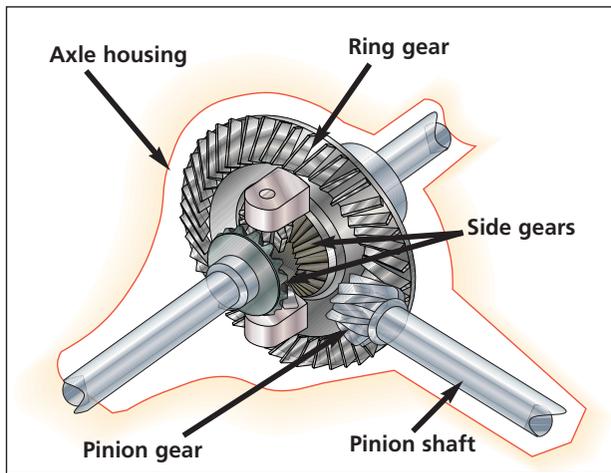
SUVs cannot always escape either. The vehicle's loaded weight must be subtracted from the *GCWR* to determine the realistic tow rating.

## Plus & Minus

The tow-ratings chart lists vehicle-towing maximums segregated by engine, cab style, drive and

single- or dual-rear wheels as appropriate. In general, assume the maximum tow rating always requires a towing package — special towing equipment (see "Towing-Package Essentials" on page 34) — and the highest numerical axle ratio offered, and as the above example shows, maximums can be confusing. You can do your own estimates by starting with the information given and keeping the following generalizations in mind:

**Transmission:** For the majority of vehicles, automatic transmissions offer the higher tow ratings when they vary by transmission. On heavy-duty (HD) models, the difference may be 1,000 pounds or less, and on

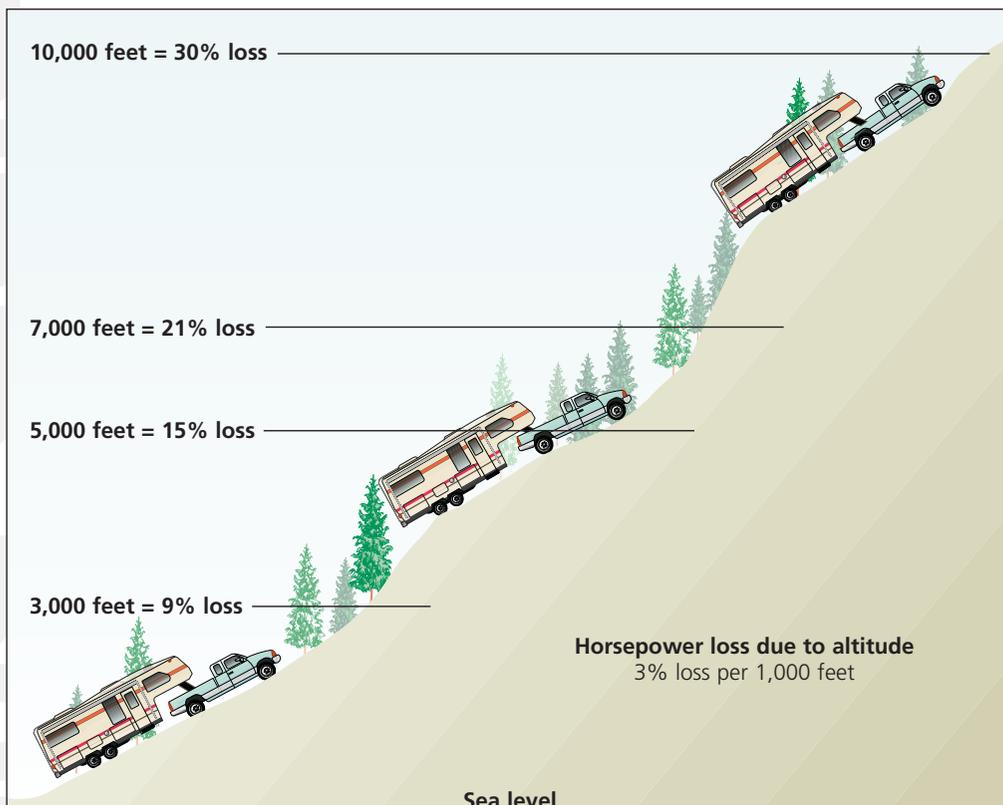


**Selecting the proper axle ratio is important to performance and fuel economy. The ratio indicates the proportion between the pinion-shaft and ring-gear revolutions.**

lighter-duty vehicles, a manual might rate a 2,000-pound lower tow rating. Exceptions include high-output engines that are available only with manual gearboxes, those vehicles where the manual weighs more than the automatic and transmissions in vehicles designed for high performance and not towing.

**Axle Ratio:** Lower gearing (the numerically higher ratios, e.g. 4.10:1, 4.56:1, as opposed to 3.55:1, 3.73:1), typically produces the highest tow ratings because of greater torque multiplication. There is wide variance in the axle ratio's effect on tow rating, with some diesel-powered rigs varying only a few hundred pounds. On others, changing from a 3.73:1 to a 4.30:1 sometimes increases the tow rating by 3,500 pounds. In the past, some ratings have increased by a factor greater than three (from 2,000 to 7,100 pounds) simply by using a different axle ratio. Lower gearing will also make your vehicle accelerate quicker up to 50-55 MPH. In

# Selecting a Tow Vehicle



**Atmospheric pressure drops as altitude increases, reducing performance of naturally aspirated engines.**

general, a one-step drop in axle ratio (4.10:1 to 3.73:1) on an HD pickup will drop tow rating and GCWR by a ton.

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

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

the tow rating. Unless the GCWR and GVWR are higher, a 4WD version will probably tow a few hundred pounds less than its 2WD counterpart.

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

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



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

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

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

## Hitches & Equipment

Before purchasing any vehicle for towing, ensure that the hardware required is available for your

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

Before making a purchase of a new vehicle, we also suggest that you acquire the manufacturer's comprehensive towing guide, available online or at dealerships. Be sure to read the fine print in the guide because in many cases the maximum rating may apply only to one particular version and be for a fifth-wheel trailer; many larger pickups may have their actual tow rating limited by the hitch and hardware. Note that manufacturers provide tow ratings based variously on a fully loaded vehicle, one with two or four passengers or a vehicle with just a driver on board, and in some cases tow ratings include frontal area of the trailer as a consideration. Also, remember that the powertrains used in some vehicles may not be available in each of the 50 states or Canada. **TG**

# TrailerLife 2006 Tow Ratings

## How To Use This Guide

COMPILED BY CHRIS HEMER

Under each vehicle brand, you will find three headings: Vehicle, Engine and Tow Limit (LB). The vehicle heading describes the vehicle model and/or configuration, and indicates whether the vehicle is 2WD, 4WD or AWD.

The engine

heading shows the engine size expressed in liters, followed by the configuration (I = Inline; V = V, as in V-6 or V-8; F = Flat, or horizontally opposed) and the number of cylinders. Under tow limit, you will find the manufacturer's stated maximum towing capacity for that vehicle. In many instances, you may note a letter(s) and/or symbol(s) after the model or tow rating, which indicates footnotes listing specific requirements for that rating, such as a certain gear ratio. When letters or symbols are separated by a comma, this indicates that more than one footnote applies; when separated by a forward slash (/), either/or can apply.

A slash may also be used in section headings to separate two different transmission types (manual/automatic); and/or two hitch types (conventional



and fifth-wheel or gooseneck) and models, if the ratings differ depending on how the vehicle is equipped. In all of these instances, ratings relative to the model or its equipment will be listed in respective order under the tow-limit heading. Example:

Vehicle	Engine	Tow Limit (LB) Man/Auto
Colorado/ Canyon Ext. Cab 2WD	3.5L I-5	3,600b/4,000b

—OR—

Vehicle	Engine	Tow Limit (LB) Conventional/ Fifth-Wheel
1500 Reg. Cab SWB 4WD	4.8L V-8	8,100d/7,300d

—OR—

Vehicle	Engine	Tow Limit (LB)
Trailblazer/ Envoy 2WD	4.2L I-6	5,400b/5300b

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

Footnotes are listed immediately under each brand or vehicle family, and consist of various keys for gear ratios as well as abbreviations for

vehicle configurations, notes about how different trim levels or options may affect towing capacity, etc. If there is no footnote, then there is only one vehicle configuration capable of towing that amount.

We've also included pertinent factory notes, where applicable, about each vehicle or family of vehicles, but due to space considerations, we cannot possibly list them all. When considering a certain vehicle for purchase based on its tow rating, make sure to consult with the dealer and/or manufacturer's towing guide to get specifics on what that tow rating is based upon. For example, many tow ratings are based on an unloaded vehicle with one occupant; if you normally travel with your family and equipment, you must deduct passenger/equipment weight accordingly to arrive at that vehicle's actual towing capacity in your application. Most trailer weights are based on the assumption that you will be using a weight-distributing hitch (and rightfully so), and have drastically reduced ratings for the same application using a weight-carrying hitch.

Finally, remember that every effort has been made to ensure the accuracy of this guide, but many of the ratings contained in it were considered "preliminary" by the manufacturer at the time of this writing (which is before "official" ratings have been released in many cases). Most of the time, the numbers don't change when the "official" ratings are released, but in some instances they do. Perhaps more importantly, the ratings don't usually change significantly enough to affect your purchase decision, although we strongly suggest that you check with the manufacturer before laying your money down. **TG**



# 2006 Tow

**2WD**=Two-wheel drive

**4WD**=Four-wheel drive

**a4**=Four-speed automatic transmission

**a5**=Five-speed automatic transmission

**AWD**=All-wheel drive

**CV**=Cargo van

**DRW**=Dual rear wheels

**LB**=Longbed

**LWB**=Long wheelbase

**NA**=Not available/not applicable

**PV**=Passenger van

**SB**=Shortbed

**SRW**=Single rear wheels

**SWB**=Short wheelbase

**t**=Towing package required

**TBD**=To be determined (not available at presstime)

**TD**=Turbodiesel

**XLWB**=Extra-long wheelbase

## Acura

Vehicle	Engine	Tow Limit (LB)
MDX	3.5L V-6	4,500/3,500*

\*4,500-Lb boat or 3,500-Lb trailer.

## BMW

Vehicle	Engine	Tow Limit (LB)
X3 2.5i	2.5L I-6	3,500
X3 3.0i	3.0L I-6	3,500
X5 3.0i	3.0L I-6	6,000
X5 4.4i	4.4L V-8	6,000
X5 4.8is	4.8L V-8	6,000

## Buick

Vehicle	Engine	Tow Limit (LB)
Rainier RWD	4.2L I-6	5,800a
Rainier RWD	4.2L I-6	6,300b
Rainier RWD	5.3L V-8	6,700a
Rainier AWD	4.2L I-6	5,600a
Rainier AWD	4.2L I-6	6,100b
Rainier AWD	5.3L V-8	6,600a
Rendezvous	3.5L V-6	3,500t
Rendezvous	3.6L V-6	3,500t
Terraza	3.9L V-6	3,500t

a=3.73:1 axle; b=4.10:1 axle.

## Cadillac

Vehicle	Engine	Tow Limit (LB)
Escalade 2WD	6.0L V-8	7,400
Escalade AWD	6.0L V-8	8,100
Escalade ESV	6.0L V-8	7,800*

Escalade EXT	6.0L V-8	7,500
SRX	3.6L V-6	4,250t
SRX	4.6L V-8	4,250t

\*Platinum Edition rating is 7,200 lb.

## Chevrolet/GMC

### Chevrolet Colorado/GMC Canyon

Vehicle	Engine	Tow Limit (LB)
		Man./Auto
Colorado/Canyon Reg Cab 2WD	2.8L I-4	2,300b/3,300b
Colorado/Canyon Reg Cab 2WD	3.5L I-5	3,200a/4,000a
Colorado/Canyon Reg Cab 2WD	3.5L I-5	3,700b/4,000b
Colorado/Canyon Ext Cab 2WD	2.8L I-4	2,100b/3,100b
Colorado/Canyon Ext Cab 2WD	3.5L I-5	3,100a/4,000a
Colorado/Canyon Ext Cab 2WD	3.5L I-5	3,600b/4,000b
Colorado/Canyon CC 2WD	2.8L I-4	NA/2,900b
Colorado/Canyon CC 2WD	3.5L I-5	NA/4,000a/b
Colorado/Canyon Reg Cab 4WD	2.8L I-4	2,000b/c; 3,000b/c
Colorado/Canyon Reg Cab 4WD	3.5L I-5	3,000a/4,000a/b/c
Colorado/Canyon Reg Cab 4WD	3.5L I-5	3,500b/c; 4,000a/b/c
Colorado/Canyon Ext Cab 4WD	2.8L I-4	NA/2,900b/c
Colorado/Canyon Ext Cab 4WD	3.5L I-5	2,800a/4,000a/b/c
Colorado/Canyon Ext Cab 4WD	3.5L I-5	3,300b/c; 4,000a/b/c
Colorado/Canyon CC 4WD	2.8L I-4	NA/2,700b/c
Colorado/Canyon CC 4WD	3.5L I-5	NA/4,000a/b/c

a=3.42:1 axle; b=3.73:1 axle; c=4.10:1 axle; CC= Crew Cab.

### Chevrolet Equinox, SSR, Uplander

Vehicle	Engine	Tow Limit (LB)
Chevrolet Equinox	3.4L V-6	3,500
Chevrolet SSR	6.0L V-8	2,500

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Chevrolet Uplander	3.5L V-6	3,500t
Chevrolet Uplander	3.9L V-6	TBD

## Chevrolet Express/GMC Savana

Vehicle	Engine	Tow Limit (Lb)
Express/ Savana 1500 SWB CV 2WD	4.3L V-6	4,300a
Express/ Savana 1500 SWB CV 2WD	5.3L V-8	5,900a/b
Express/ Savana 1500 SWB CV AWD	5.3L V-8	6,500a/b
Express/ Savana 1500 SWB PV 2WD	4.3L V-6	3,900a
Express/ Savana 1500 SWB PV 2WD	5.3L V-8	6,300a/b
Express/ Savana 1500 SWB PV AWD	5.3L V-8	6,100a/b
Express/ Savana 2500 SWB CV 2WD	4.3L V-6	4,600b
Express/ Savana 2500 SWB CV 2WD	4.8L V-8	6,300b
Express/ Savana 2500 SWB CV 2WD	4.8L V-8	7,300c
Express/ Savana 2500 SWB CV 2WD	5.3L V-8	6,600b
Express/ Savana 2500 SWB CV 2WD	6.0L V-8	8,300b
Express/ Savana 2500 SWB CV 2WD	6.0L V-8	10,000c
Express/ Savana 2500 SWB CV 2WD	6.6L TD	10,000b
Express/ Savana 2500 SWB CV AWD	5.3L V-8	6,400b
Express/ Savana 2500 LWB CV 2WD	4.3L V-6	4,400b
Express/ Savana 2500 LWB CV 2WD	4.8L V-8	6,100b
Express/ Savana 2500 LWB CV 2WD	4.8L V-8	7,100c
Express/ Savana 2500 LWB CV 2WD	5.3L V-8	6,400b
Express/ Savana 2500 LWB CV 2WD	6.0L V-8	8,100b
Express/ Savana 2500 LWB CV 2WD	6.0L V-8	10,000c
Express/ Savana 2500 LWB CV 2WD	6.6L TD	10,000b
Express/ Savana 2500 SWB PV 2WD	4.8L V-8	5,800b
Express/ Savana 2500 SWB PV 2WD	4.8L V-8	6,800c
Express/ Savana 2500 SWB PV 2WD	6.0L V-8	7,800b
Express/ Savana 2500 SWB PV 2WD	6.0L V-8	9,800c
Express/ Savana 2500 SWB PV 2WD	6.6L TD	10,000b
Express/ Savana 3500 SWB CV 2WD	4.8L V-8	6,200b
Express/ Savana 3500 SWB CV 2WD	4.8L V-8	7,200c
Express/ Savana 3500 SWB CV 2WD	6.0L V-8	8,200b
Express/ Savana 3500 SWB CV 2WD	6.0L V-8	10,000c
Express/ Savana 3500 SWB CV 2WD	6.6L TD	10,000b
Express/ Savana 3500 LWB CV 2WD	4.8L V-8	6,000b
Express/ Savana 3500 LWB CV 2WD	4.8L V-8	7,000c
Express/ Savana 3500 LWB CV 2WD	6.0L V-8	8,000b
Express/ Savana 3500 LWB CV 2WD	6.0L V-8	10,000c
Express/ Savana 3500 LWB CV 2WD	6.6L TD	10,000b
Express/ Savana 3500 SWB PV 2WD	6.0L V-8	7,700b
Express/ Savana 3500 SWB PV 2WD	6.0L V-8	9,700c
Express/ Savana 3500 SWB PV 2WD	6.6L TD	10,000c
Express/ Savana 3500 LWB PV 2WD	6.0L V-8	7,400b

Express/ Savana 3500 LWB PV 2WD	6.0L V-8	9,400c
Express/ Savana 3500 LWB PV 2WD	6.6L TD	10,000b

a=3.42:1 axle ratio; b= 3.73:1 axle ratio; c=4.10:1 axle ratio. **Note:** Availability of certain engine/chassis combinations varies between Chevrolet/GMC models. See your dealer for details.

## Chevrolet Avalanche

Vehicle	Engine	Tow Limit (Lb)
Avalanche 1500 2WD	5.3L V-8	7,300b
Avalanche 1500 2WD	5.3L V-8	8,200d
Avalanche 1500 4WD	5.3L V-8	7,100b
Avalanche 1500 4WD	5.3L V-8	7,900d
Avalanche 2500 4WD	8.1L V-8	10,200c
Avalanche 2500 4WD	8.1L V-8	12,000d

b=3.42:1 axle ratio; c=3.73:1 axle ratio; d=4.10:1 axle ratio.

## Chevrolet Silverado/GMC Sierra, Light Duty, Automatic Transmission, Conventional/Fifth-Wheel Towing

Vehicle	Engine	Tow Limit (Lb) Conv./Fifth-Wheel
1500 Reg Cab SWB 2WD	4.3L V-6	5,000b
1500 Reg Cab SWB 2WD	4.8L V-8	6,400b
1500 Reg Cab SWB 2WD	4.8L V-8	7,400d
1500 Reg Cab SWB 2WD	5.3L V-8	7,400b
1500 Reg Cab SWB 2WD	5.3L V-8	8,400d
1500 Reg Cab SWB 4WD	4.3L V-6	5,100d/NA
1500 Reg Cab SWB 4WD	4.8L V-8	7,100c/d
1500 Reg Cab SWB 4WD	4.8L V-8	8,100e/7,300e
1500 Reg Cab SWB 4WD	5.3L V-8	8,100c/d/7,300c/d/e
1500 Reg Cab SWB 4WD	5.3L V-8	9,100e/7,300e
1500 Reg Cab LWB 2WD	4.3L V-6	4,800b/NA
1500 Reg Cab LWB 2WD	4.8L V-8	6,200b
1500 Reg Cab LWB 2WD	4.8L V-8	7,200d
1500 Reg Cab LWB 2WD	5.3L V-8	7,200b
1500 Reg Cab LWB 2WD	5.3L V-8	8,200d
1500 Reg Cab LWB 4WD	4.3L V-6	5,000c/d/NA
1500 Reg Cab LWB 4WD	4.8L V-8	6,900c/6,900c/d
1500 Reg Cab LWB 4WD	4.8L V-8	7,900e
1500 Reg Cab LWB 4WD	5.3L V-8	7,900c/d
1500 Reg Cab LWB 4WD	5.3L V-8	8,900e/8,300e
1500 Ext Cab SWB 2WD (1)	5.3L V-8	7,000b/NA
1500 Ext Cab SWB 2WD (1)	5.3L V-8	8,000d/NA
1500 Ext Cab SWB 4WD (1)	5.3L V-8	7,700c/d/NA

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1500 Ext Cab SWB 4WD (1)	5.3L V-8	8,700e/NA
1500 Ext Cab SWB 2WD (2)	4.3L V-6	4,600b/NA
1500 Ext Cab SWB 2WD (2)	4.3L V-6	5,100d/NA
1500 Ext Cab SWB 2WD (2)	4.8L V-8	5,900b
1500 Ext Cab SWB 2WD (2)	4.8L V-8	6,900d/6,800d
1500 Ext Cab SWB 2WD (2)	5.3L V-8	6,900b/6,800b
1500 Ext Cab SWB 2WD (2)	5.3L V-8	7,900d/6,800d
1500 Ext Cab SWB 2WD (2)	6.0L V-8	10,400d/6,900d
1500 Ext Cab SWB 2WD (2) (4)	6.0L V-8	7,800d
1500 Ext Cab SWB 4WD (2)	4.8L V-8	6,700c/d
1500 Ext Cab SWB 4WD (2)	4.8L V-8	7,700e/6,900e
1500 Ext Cab SWB 4WD (2) (3)	5.3L V-8	7,700c/d/ 6,900c/d
1500 Ext Cab SWB 4WD (2) (3)	5.3L V-8	8,700e/6,900e
1500 Ext Cab SWB 4WD (2)	6.0L V-8	10,000e/NA
1500 CC SWB 2WD (1)	5.3L V-8	6,700b/NA
1500 CC SWB 2WD (1)	5.3L V-8	7,700d/NA
1500 CC SWB 2WD (1)	6.0L V-8	10,100
1500 CC SWB 4WD (1)	5.3L V-8	7,400c/d/ NA
1500 CC SWB 4WD (1)	5.3L V-8	8,400e/NA
1500 CC SWB 4WD (1)	6.0L V-8	9,900e
1500 CC SWB 4WD Denali(1)	6.0L V-8	8,100e
1500 CC SWB 2WD (2)	6.0L V-8	8,300d
1500 CC SWB 2WD (2)	6.0L V-8	10,300e
1500 CC SWB 4WD (2)	6.0L V-8	7,900d
1500 CC SWB 4WD (2)	6.0L V-8	9,900e
1500 Ext Cab LWB 2WD	4.8L V-8	5,800b
1500 Ext Cab LWB 2WD	4.8L V-8	6,800d
1500 Ext Cab LWB 2WD	5.3L V-8	6,800b
1500 Ext Cab LWB 2WD	5.3L V-8	7,800d/7,600d
1500 Ext Cab LWB 4WD	4.8L V-8	6,500c/d
1500 Ext Cab LWB 4WD	4.8L V-8	7,500e
1500 Ext Cab LWB 4WD	5.3L V-8	7,500c/d
1500 Ext Cab LWB 4WD	5.3L V-8	8,500e

## Chevrolet Silverado/GMC Sierra, Light-Duty, Manual Transmission, Conventional/Fifth-Wheel Towing

Vehicle	Engine	Tow Limit (Lb) Conv./Fifth-Wheel
1500 Reg Cab SWB 2WD	4.3L V-6	4,000b
1500 Reg Cab SWB 2WD	4.8L V-8	4,400b
1500 Reg Cab SWB 2WD	4.8L V-8	5,400d
1500 Reg Cab SWB 4WD	4.3L V-6	4,100d
1500 Reg Cab SWB 4WD	4.8L V-8	5,100c/d
1500 Reg Cab SWB 4WD	4.8L V-8	6,100e
1500 Reg Cab LWB 2WD	4.3L V-6	3,800b
1500 Reg Cab LWB 2WD	4.8L V-8	4,200b
1500 Reg Cab LWB 2WD	4.8L V-8	5,200d
1500 Reg Cab LWB 4WD	4.3L V-6	4,000d

1500 Reg Cab LWB 4WD	4.8L V-8	4,900c/d
1500 Reg Cab LWB 4WD	4.8L V-8	5,900e
1500 Ext Cab SWB 2WD	4.3L V-6	3,600b
1500 Ext Cab SWB 2WD	4.8L V-8	3,900b
1500 Ext Cab SWB 2WD	4.8L V-8	4,900d
1500 Ext Cab SWB 4WD	4.8L V-8	4,700c/d
1500 Ext Cab SWB 4WD	4.8L V-8	5,700e
1500 Ext Cab LWB 2WD	4.8L V-8	3,800b
1500 Ext Cab LWB 2WD	4.8L V-8	4,800d
1500 Ext Cab LWB 4WD	4.8L V-8	4,500c/d
1500 Ext Cab LWB 4WD	4.8L V-8	5,500e

## Chevrolet Silverado/GMC Sierra, Heavy-Duty, Automatic or Manual Transmission, Conventional/Fifth-Wheel Towing

Vehicle	Engine	Tow Limit (Lb) Conv./Fifth-Wheel
2500 Reg Cab LWB 2WD	6.0L V-8	10,500e
2500 Reg Cab LWB 2WD	8.1L V-8	12,000d/e/ 14,100d, 16,100e
2500 Reg Cab LWB 2WD	6.6L TD	12,000e/15,900e
2500 Reg Cab LWB 4WD	6.0L V-8	10,300e
2500 Reg Cab LWB 4WD	8.1L V-8	12,000d/e/ 13,800d, 15,800e
2500 Reg Cab LWB 4WD	6.6L TD	12,000d/15,600d
2500 Ext Cab SWB 2WD	6.0L V-8	10,300e
2500 Ext Cab SWB 2WD	8.1L V-8	12,000d/e/ 13,900d, 15,900e
2500 Ext Cab SWB 2WD	6.6L TD	12,000d/15,700d
2500 Ext Cab SWB 4WD	6.0L V-8	10,000e
2500 Ext Cab SWB 4WD	8.1L V-8	12,000d/e/ 13,600d, 15,600e
2500 Ext Cab SWB 4WD	6.6L TD	12,000d/15,400d
2500 Ext Cab LWB 2WD	6.0L V-8	10,200e
2500 Ext Cab LWB 2WD	8.1L V-8	12,000d/e/ 13,700d, 15,700e
2500 Ext Cab LWB 2WD	6.6L TD	12,000d/15,500d
2500 Ext Cab LWB 4WD	6.0L V-8	9,900d
2500 Ext Cab LWB 4WD	8.1L V-8	12,000d/e/ 13,400d, 15,400e
2500 Ext Cab LWB 4WD	6.6L TD	12,000d/14,800d
2500 CC SWB 2WD	6.0L V-8	10,100e
2500 CC SWB 2WD	8.1L V-8	12,000d/e/ 13,600d, 15,600e
2500 CC SWB 2WD	6.6L TD	12,000d/15,400d
2500 CC SWB 4WD	6.0L V-8	9,800e
2500 CC SWB 4WD	8.1L V-8	12,000d/e/ 13,300d, 15,300e
2500 CC SWB 4WD	6.6L TD	12,000d/14,200d

2500 CC LWB 2WD	6.0L V-8	10,000e
2500 CC LWB 2WD	8.1L V-8	12,000d/e/ 13,500d, 15,500e
2500 CC LWB 2WD	6.6L TD	12,000d/15,100d
2500 CC LWB 4WD	6.0L V-8	9,700e
2500 CC LWB 4WD	8.1L V-8	12,000d/e/ 13,200d, 14,600e
2500 CC LWB 4WD	6.6L TD	12,000d/13,200d
3500 Reg Cab SRW 2WD	6.0L V-8	10,300e
3500 Reg Cab SRW 4WD	6.0L V-8	10,000e
3500 Reg Cab SRW 4WD	8.1L V-8	12,000e/15,600e
3500 Reg Cab SRW 4WD	6.6L TD	12,000d/15,400d
3500 Reg Cab DRW 4WD	6.0L V-8	9,800e
3500 Reg Cab DRW 4WD	8.1L V-8	12,000e/15,400e
3500 Reg Cab DRW 4WD	6.6L TD	12,000d/15,200d,m
3500 Reg Cab DRW 4WD	6.6L TD	12,000d/16,700d,a
3500 Ext Cab SRW 2WD	6.0L V-8	9,800e
3500 Ext Cab SRW 2WD	8.1L V-8	12,000e/15,500e
3500 Ext Cab SRW 2WD	6.6L TD	12,000d/15,300d
3500 Ext Cab DRW 2WD	6.0L V-8	9,700e
3500 Ext Cab DRW 2WD	8.1L V-8	12,000e/15,300e
3500 Ext Cab DRW 2WD	6.6L TD	12,000d/15,100d,m
3500 Ext Cab DRW 2WD	6.6L TD	12,000d/16,600d,a
3500 ExtCab SRW 4WD	6.0L V-8	9,600e
3500 Ext Cab SRW 4WD	8.1L V-8	12,000e/15,200e
3500 Ext Cab SRW 4WD	6.6L TD	12,000d/15,000d
3500 Ext Cab DRW 4WD	6.0L V-8	9,400e
3500 Ext Cab DRW 4WD	8.1L V-8	12,000e/15,000e
3500 Ext Cab DRW 4WD	6.6L TD	12,000d/14,800d,m
3500 Ext Cab DRW 4WD	6.6L TD	12,000d/16,300d,a
3500 CC SRW 2WD	6.0L V-8	9,600e
3500 CC SRW 2WD	8.1L V-8	12,000e/15,300e
3500 CC SRW 2WD	6.6L TD	12,000d/15,100d
3500 CC DRW 2WD	6.0L V-8	9,500e
3500 CC DRW 2WD	8.1L V-8	12,000e/15,100e
3500 CC DRW 2WD	6.6L TD	12,000d/14,900d,m
3500 CC DRW 2WD	6.6L TD	12,000d/16,400d,a
3500 CC SRW 4WD	6.0L V-8	9,400e
3500 CC SRW 4WD	8.1L V-8	12,000e/15,000e
3500 CC SRW 4WD	6.6L TD	12,000d/14,700d
3500 CC DRW 4WD	6.0L V-8	9,200e
3500 CC DRW 4WD	8.1L V-8	12,000e/14,800e
3500 CC DRW 4WD	6.6L TD	12,000d/14,500d,m
3500 CC DRW 4WD	6.6L TD	12,000d/16,000d,a

**a**=automatic transmission; **b**=3.23:1 axle ratio; **c**=3.42:1 axle ratio; **d**=3.73:1 axle ratio; **e**=4.10:1 axle ratio; **m**=manual transmission; **(1)**=With 68-inch box; **(2)**=With 78-inch box; **(3)**=Deduct 200 lb for Parallel Hybrid models; **(4)**=Silverado SS package; **CC**=Crew Cab.

## Chevrolet Tahoe and Suburban, GMC Yukon, Yukon XL, Yukon Denali and Yukon XL Denali, 1500 Series

Vehicle	Engine	Tow Limit (Lb)
Tahoe/Yukon 2WD	4.8L V-8	5,700a
Tahoe/Yukon 2WD	4.8L V-8	6,700c
Tahoe/Yukon 2WD	5.3L V-8	6,700a
Tahoe/Yukon 2WD	5.3L V-8	7,700c
Tahoe/Yukon 2WD SP	4.8L V-8	5,600a
Tahoe/Yukon 2WD SP	4.8L V-8	6,600c
Tahoe/Yukon 2WD SP	5.3L V-8	6,600a
Tahoe/Yukon 2WD SP	5.3L V-8	7,600c
Tahoe/Yukon 4WD	4.8L V-8	6,500b
Tahoe/Yukon 4WD	4.8L V-8	7,500d
Tahoe/Yukon 4WD	5.3L V-8	7,500b
Tahoe/Yukon 4WD	5.3L V-8	7,700d
Yukon Denali AWD	6.0L V-8	8,100c
Tahoe/Yukon 4WD SP	4.8L V-8	6,300b
Tahoe/Yukon 4WD SP	4.8L V-8	7,300d
Tahoe/Yukon 4WD SP	5.3L V-8	7,300b
Tahoe/Yukon 4WD SP	5.3L V-8	8,300d
Tahoe/Yukon 4WD TRS	4.8L V-8	6,400b
Tahoe/Yukon 4WD TRS	4.8L V-8	7,400d
Tahoe/Yukon 4WD TRS	5.3L V-8	7,400b
Tahoe/Yukon 4WD TRS	5.3L V-8	8,400d
Suburban/Yukon XL 2WD	5.3L V-8	7,500b
Suburban/Yukon XL 2WD	5.3L V-8	8,500d
Suburban/Yukon XL 2WD SP	5.3L V-8	7,200b
Suburban/Yukon XL 2WD SP	5.3L V-8	8,200d
Suburban/Yukon XL 4WD	5.3L V-8	7,200b
Suburban/Yukon XL 4WD	5.3L V-8	8,200d
Yukon XL Denali AWD	6.0L V-8	7,900c
Suburban/Yukon XL 4WD SP	5.3L V-8	7,000b
Suburban/Yukon XL 4WD SP	5.3L V-8	7,600d
Suburban 4WD PP	5.3L V-8	8,000d

**a**=3.23:1 axle ratio; **b**=3.42:1 axle ratio; **c**=3.73:1 axle ratio; **d**=4.10:1 axle ratio; **SP**=Sport Package; **TRS**=Third-Row-Seat model; **PP**=With Suburban Performance Package.

## Chevrolet Suburban, GMC Yukon XL, 2500 Series

Vehicle	Engine	Tow Limit (Lb)
Suburban/Yukon XL 2WD	6.0L V-8	7,900c
Suburban/Yukon XL 2WD	6.0L V-8	9,900d
Suburban/Yukon XL 2WD	8.1L V-8	10,600c
Suburban/Yukon XL 2WD	8.1L V-8	12,000d
Suburban/Yukon XL 4WD	6.0L V-8	7,600c
Suburban/Yukon XL 4WD	6.0L V-8	9,600d
Suburban/Yukon XL 4WD	8.1L V-8	10,300c

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Suburban/Yukon XL 4WD	8.1L V-8	12,000d
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**c**=3.73:1 axle ratio; **d**=4.10:1 axle ratio.

## Chevrolet TrailBlazer/ GMC Envoy

Vehicle	Engine	Tow Limit (Lb)
TrailBlazer/ Envoy SWB 2WD	4.2L I-6	5,400b/5,300b
TrailBlazer/ Envoy SWB 2WD	4.2L I-6	5,900c/5,800c
TrailBlazer/ Envoy SWB 2WD	4.2L I-6	6,400d/6,300d
TrailBlazer/ Envoy SWB 2WD	5.3L V-8	6,300b/6,100b
TrailBlazer/ Envoy SWB 2WD	5.3L V-8	6,800b/6,600b
TrailBlazer/ Envoy SWB 4WD	4.2L I-6	5,200b
TrailBlazer/ Envoy SWB 4WD	4.2L I-6	5,700c
TrailBlazer/ Envoy SWB 4WD	4.2L I-6	6,200d
TrailBlazer/ Envoy SWB 4WD	5.3L V-8	6,100b/6,000b
TrailBlazer/ Envoy SWB 4WD	5.3L V-8	6,600c/6,500c
TrailBlazer/ Envoy LWB 2WD	4.2L I-6	5,000b
TrailBlazer/ Envoy LWB 2WD	4.2L I-6	5,500c
TrailBlazer/ Envoy LWB 2WD	4.2L I-6	6,000d
TrailBlazer/ Envoy LWB 2WD	5.3L V-8	5,900b/5,700b
TrailBlazer/ Envoy LWB 2WD	5.3L V-8	6,800c/6,200b
TrailBlazer/ Envoy LWB 4WD	4.2L I-6	4,800b
TrailBlazer/ Envoy LWB 4WD	4.2L I-6	5,300c
TrailBlazer/ Envoy LWB 4WD	4.2L I-6	5,800d
TrailBlazer/ Envoy LWB 4WD	5.3L V-8	5,700b/5,600b
TrailBlazer/ Envoy LWB 4WD	5.3L V-8	6,500c/6,000c
TrailBlazer SS 2WD	6.0L V-8	6,700
TrailBlazer SS 4WD	6.0L V-8	6,500

**b**=3.42:1 axle ratio; **c**=3.73:1 axle ratio; **d**=4.10:1 axle ratio.

## DaimlerChrysler Chrysler Town and Country, Dodge Caravan/Grand Caravan

Vehicle	Engine	Tow Limit (Lb)
T&C, Caravan/ Grand Caravan	3.3L V-6	2,000
T&C, Caravan/ Grand Caravan	3.3L V-6	3,600t
T&C, Caravan/ Grand Caravan	3.8L V-6	2,000
T&C, Caravan/ Grand Caravan	3.8L V-6	3,800t

## Dakota

Vehicle	Engine	Tow Limit (Lb)
Dakota CC 2WD	3.7L V-6	3,300m,b
Dakota CC 2WD	3.7L V-6	4,100m,c
Dakota CC 2WD	3.7L V-6	4,600a4,c
Dakota CC 2WD	3.7L V-6	4,900a4,d
Dakota CC 2WD	4.7L V-8	5,000m,b
Dakota CC 2WD	4.7L V-8	5,500m,c
Dakota CC 2WD	4.7L V-8	5,950a5,c
Dakota CC 2WD	4.7L V-8	7,150a5,d

Dakota CC 4WD	3.7L V-6	3,900m,c
Dakota CC 4WD	3.7L V-6	4,400a4,c
Dakota CC 4WD	3.7L V-6	4,700a4,d
Dakota CC 4WD	4.7L V-8	5,350m,c
Dakota CC 4WD	4.7L V-8	5,800a5,c
Dakota CC 4WD	4.7L V-8	7,000a5,d
Dakota QC 2WD	3.7L V-6	3,150m,b
Dakota QC 2WD	3.7L V-6	3,950m,c
Dakota QC 2WD	3.7L V-6	4,500a4,c
Dakota QC 2WD	3.7L V-6	4,800a4,d
Dakota QC 2WD	4.7L V-8	4,900m,b
Dakota QC 2WD	4.7L V-8	5,400m,c
Dakota QC 2WD	4.7L V-8	5,850a5,c
Dakota QC 2WD	4.7L V-8	7,050a5,d
Dakota QC 4WD	3.7L V-6	3,800m,c
Dakota QC 4WD	3.7L V-6	4,300a4,c
Dakota QC 4WD	3.7L V-6	4,600a4,d
Dakota QC 4WD	4.7L V-8	5,250m,c
Dakota QC 4WD	4.7L V-8	5,650a5,c
Dakota QC 4WD	4.7L V-8	6,850a5,d

**b**=3.21:1 axle ratio; **c**=3.55:1 axle ratio; **d**=3.92:1 axle ratio; **m**=manual transmission; **CC**=Club Cab; **QC**=Quad Cab. **NOTE**: Actual towing capacity may vary (usually by 100 lb or less, depending on equipment, trim level).

## Durango

Vehicle	Engine	Tow Limit (Lb)
Durango 2WD	3.7L V-6	3,750a4,d
Durango 2WD	4.7L V-8	6,000a5,c
Durango 2WD	4.7L V-8	7,400a5,d
Durango 2WD	5.7L V-8	7,350a5,c
Durango 2WD	5.7L V-8	8,950a5,d
Durango 4WD	4.7L V-8	5,850a5,c
Durango 4WD	4.7L V-8	7,200a5,d
Durango 4WD	5.7L V-8	7,150a5,c
Durango 4WD	5.7L V-8	8,650a5,d

**c**=3.55:1 axle ratio; **d**=3.92:1 axle ratio. **NOTE**: Actual towing capacity may vary (usually by 100 lb or less, depending on equipment, trim level).

## Magnum

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

## Ram 1500 Regular and Quad Cab

1500 Reg Cab SB 2WD	3.7L V-6	3,300m,b/c
1500 Reg Cab SB 2WD	3.7L V-6	3,800a,d
1500 Reg Cab SB 2WD	4.7L V-8	4,200m,b
1500 Reg Cab SB 2WD	4.7L V-8	5,700m,d
1500 Reg Cab SB 2WD	4.7L V-8	4,600m,d*

1500 Reg Cab SB 2WD	4.7L V-8	6,650a,c
1500 Reg Cab SB 2WD	4.7L V-8	7,650a,d
1500 Reg Cab SB 2WD	4.7L V-8	6,550a,d*
1500 Reg Cab SB 2WD	5.7L V-8	8,100a,c
1500 Reg Cab SB 2WD	5.7L V-8	9,100a,d
1500 Reg Cab SB 2WD	5.7L V-8	8,000a,d*
1500 Reg Cab SB 4WD	4.7L V-8	4,450m,c
1500 Reg Cab SB 4WD	4.7L V-8	5,450m,d
1500 Reg Cab SB 4WD	4.7L V-8	6,400a,c
1500 Reg Cab SB 4WD	4.7L V-8	7,400a,d
1500 Reg Cab SB 4WD	4.7L V-8	4,350 m,d*
1500 Reg Cab SB 4WD	4.7L V-8	6,300a,d*
1500 Reg Cab SB 4WD	5.7L V-8	7,800a,c
1500 Reg Cab SB 4WD	5.7L V-8	7,800a,d*
1500 Reg Cab SB 4WD	5.7L V-8	8,800a,d*
1500 Reg Cab LB 2WD	3.7L V-6	3,050m,b/c
1500 Reg Cab LB 2WD	3.7L V-6	3,550a,d
1500 Reg Cab LB 2WD	4.7L V-8	4,000m,b
1500 Reg Cab LB 2WD	4.7L V-8	5,500m,d
1500 Reg Cab LB 2WD	4.7L V-8	6,450a,c
1500 Reg Cab LB 2WD	4.7L V-8	7,450a,d
1500 Reg Cab LB 2WD	5.7L V-8	7,900a,c
1500 Reg Cab LB 2WD	5.7L V-8	8,900a,d
1500 Reg Cab LB 4WD	4.7L V-8	4,250m,c
1500 Reg Cab LB 4WD	4.7L V-8	5,250m,d
1500 Reg Cab LB 4WD	4.7L V-8	6,200a,c
1500 Reg Cab LB 4WD	4.7L V-8	7,200a,d
1500 Reg Cab LB 4WD	5.7L V-8	7,600a,c
1500 Reg Cab LB 4WD	5.7L V-8	8,600a,d
1500 QC SB 2WD	3.7L V-6	2,900m,b/c
1500 QC SB 2WD	3.7L V-6	3,400m,d
1500 QC SB 2WD	4.7L V-8	3,850m,b
1500 QC SB 2WD	4.7L V-8	5,350m,d
1500 QC SB 2WD	4.7L V-8	6,300a,c
1500 QC SB 2WD	4.7L V-8	7,300a,d
1500 QC SB 2WD	4.7L V-8	4,300m,d*
1500 QC SB 2WD	4.7L V-8	6,200a,d
1500 QC SB 2WD	5.7L V-8	7,700a,c
1500 QC SB 2WD	5.7L V-8	8,700a,d
1500 QC SB 2WD	5.7L V-8	7,650a,d*
1500 QC SB 4WD	4.7L V-8	4,100m,c
1500 QC SB 4WD	4.7L V-8	5,100m,d
1500 QC SB 4WD	4.7L V-8	6,050a,c
1500 QC SB 4WD	4.7L V-8	7,050a,d
1500 QC SB 4WD	4.7L V-8	4,050m,d*
1500 QC SB 4WD	4.7L V-8	6,000a,d*
1500 QC SB 4WD	5.7L V-8	7,500a,c
1500 QC SB 4WD	5.7L V-8	7,400a,d*
1500 QC SB 4WD	5.7L V-8	8,500a,d

1500 QC LB 2WD	4.7L V-8	3,700m,a
1500 QC LB 2WD	4.7L V-8	5,200m,d
1500 QC LB 2WD	4.7L V-8	6,100a,c
1500 QC LB 2WD	4.7L V-8	7,100a,d
1500 QC LB 2WD	5.7L V-8	7,550a,c
1500 QC LB 2WD	5.7L V-8	8,550a,d
1500 QC LB 4WD	4.7L V-8	4,950m,d
1500 QC LB 4WD	4.7L V-8	6,900a,d
1500 QC LB 4WD	5.7L V-8	8,250a,d

a=automatic; b=3.21:1 axle ratio; c=3.55:1 axle ratio; d=3.92:1 axle ratio;  
m=manual transmission; \*Equipped with 20-inch wheels; QC=Quad Cab.

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

### Ram 2500/3500, Regular and Quad Cab

Vehicle	Engine	Tow Limit (LB)
2500 Reg Cab LB 2WD	5.7L V-8	9,400m,b
2500 Reg Cab LB 2WD	5.7L V-8	11,400m,c
2500 Reg Cab LB 2WD	5.7L V-8	9,450a,b
2500 Reg Cab LB 2WD	5.7L V-8	11,450a,c
2500 Reg Cab LB 2WD	5.9L TD	13,550m,b
2500 Reg Cab LB 2WD	5.9L TD	13,650a,b/c
2500 Reg Cab LB 4WD	5.7L V-8	8,950m,b
2500 Reg Cab LB 4WD	5.7L V-8	10,950m,c
2500 Reg Cab LB 4WD	5.7L V-8	9,000a,b
2500 Reg Cab LB 4WD	5.7L V-8	11,000a,c
2500 Reg Cab LB 4WD	5.9L TD	13,200m,b
2500 Reg Cab LB 4WD	5.9L TD	13,250a,b/c
2500 QC SB 2WD	5.7L V-8	9,200m,b
2500 QC SB 2WD	5.7L V-8	11,200m,c
2500 QC SB 2WD	5.7L V-8	9,250a,b
2500 QC SB 2WD	5.7L V-8	11,250a,c
2500 QC SB 2WD	5.9L TD	13,400m,b
2500 QC SB 2WD	5.9L TD	13,500a,b/c
2500 QC SB 4WD	5.7L V-8	8,800m,b
2500 QC SB 4WD	5.7L V-8	10,800m,c
2500 QC SB 4WD	5.7L V-8	8,850a,b
2500 QC SB 4WD	5.7L V-8	10,850a,c
2500 QC SB PW 4WD	5.7L V-8	10,500m,d
2500 QC SB PW 4WD	5.7L V-8	10,550a,d
2500 QC SB 4WD	5.9L TD	13,000m,b
2500 QC SB 4WD	5.9L TD	13,100a,b/c
2500 QC LB 2WD	5.7L V-8	9,100m,b
2500 QC LB 2WD	5.7L V-8	11,100m,c
2500 QC LB 2WD	5.7L V-8	9,150a,b
2500 QC LB 2WD	5.7L V-8	11,150a,c
2500 QC LB 2WD	5.9L TD	13,250m,b
2500 QC LB 2WD	5.9L TD	13,350a,b/c
2500 QC LB 4WD	5.7L V-8	8,650m,b
2500 QC LB 4WD	5.7L V-8	10,650m,c

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2500 QC LB 4WD	5.7L V-8	8,700a,b
2500 QC LB 4WD	5.7L V-8	10,700a,c
2500 QC LB 4WD	5.9L TD	12,850m,b
2500 QC LB 4WD	5.9L TD	12,900a,b/c
3500 Reg Cab LB DRW 2WD	5.7L V-8	10,900m,c
3500 Reg Cab LB DRW 2WD	5.7L V-8	10,950a,c
3500 Reg Cab LB DRW 2WD	5.9L TD	16,150m,b
3500 Reg Cab LB DRW 2WD	5.9L TD	14,200a,b
3500 Reg Cab LB DRW 2WD	5.9L TD	16,200a,d
3500 Reg Cab LB DRW 4WD	5.7L V-8	10,500m,c
3500 Reg Cab LB DRW 4WD	5.7L V-8	10,550a,c
3500 Reg Cab LB DRW 4WD	5.9L TD	15,900m,b
3500 Reg Cab LB DRW 4WD	5.9L TD	13,950a,b
3500 Reg Cab LB DRW 4WD	5.9L TD	15,950a,c
3500 QC SB SRW 2WD	5.9L TD	16,350m,b
3500 QC SB SRW 2WD	5.9L TD	14,400a,b
3500 QC SB SRW 2WD	5.9L TD	16,400a,c
3500 QC SB SRW 4WD	5.9L TD	15,900m,b
3500 QC SB SRW 4WD	5.9L TD	14,000a,b
3500 QC SB SRW 4WD	5.9L TD	16,000a,c
3500 QC LB SRW 2WD	5.9L TD	16,200m,b
3500 QC LB SRW 2WD	5.9L TD	14,300a,b
3500 QC LB SRW 2WD	5.9L TD	16,300a,c
3500 QC LB SRW 4WD	5.9L TD	15,750m,b
3500 QC LB SRW 4WD	5.9L TD	13,850a,b
3500 QC LB SRW 4WD	5.9L TD	15,850a,c
3500 QC LB DRW 2WD	5.7L V-8	10,650m,c
3500 QC LB DRW 2WD	5.7L V-8	10,700a,c
3500 QC LB DRW 2WD	5.9L TD	15,850m,b
3500 QC LB DRW 2WD	5.9L TD	13,900a,b
3500 QC LB DRW 2WD	5.9L TD	15,900a,c
3500 QC LB DRW 4WD	5.7L V-8	10,200m,c
3500 QC LB DRW 4WD	5.7L V-8	10,250a,c
3500 QC LB DRW 4WD	5.9L TD	15,400m,b
3500 QC LB DRW 4WD	5.9L TD	13,500a,b
3500 QC LB DRW 4WD	5.9L TD	15,500a,c

a=automatic transmission; b=3.73:1 axle ratio; c=4.10:1 axle ratio; d=4.56:1 axle ratio; m=manual transmission; LB=Long Bed; SB=Short Bed; PW=Power Wagon; QC=Quad Cab; Note: Actual towing capacity may vary (usually by 150 lb or less, depending on equipment, trim level).

## Ram 1500/2500/3500 Mega Cab

Vehicle	Engine	Tow Limit (LB)
1500 2WD	5.7L V-8	6,750a,b
1500 2WD	5.7L V-8	7,750a,c
1500 4WD	5.7L V-8	6,350a,b
1500 4WD	5.7L V-8	7,350a,c
2500 2WD	5.7L V-8	8,650a,b
2500 2WD	5.7L V-8	10,650a,c
2500 2WD	5.9L TD	12,900m/a,b/c

2500 4WD	5.7L V-8	8,150a,b
2500 4WD	5.7L V-8	10,150a,c
2500 4WD	5.9L TD	12,400m/a,b/c
3500 2WD	5.9L TD	15,800m,b
3500 2WD	5.9L TD	13,800a,b
3500 2WD	5.9L TD	15,800a,c
3500 4WD	5.9L TD	15,350m,b
3500 4WD	5.9L TD	13,300a,b
3500 4WD	5.9L TD	15,300a,c

a=automatic transmission; b=3.73:1 axle ratio; c=4.10:1 axle ratio; m=manual transmission. Note: Actual towing capacity may vary (usually by 150 lb or less, depending on equipment, trim level).

## Sprinter

Vehicle	Engine	Tow Limit (LB)
Sprinter	2.7L TD	5,000

## Ford E-Series

Vehicle	Engine	Van/Wagon Tow Limit (LB)
E-150	4.6L V-8	6,500b/6,100b
E-150	5.4L V-8	6,900b/6,500b
E-250	4.6L V-8	6,100c/NA
E-250	4.6L V-8	6,600d/NA
E-250	5.4L V-8	7,500d/NA
E-250 Ext	4.6L V-8	6,000d/NA
E-250 Ext	4.6L V-8	6,400d/NA
E-250 Ext	5.4L V-8	7,300c/NA
E-350	5.4L V-8	6,300b/7,000c
E-350	5.4L V-8	7,300c/d/7,000
E-350	6.8L V-10	9,200c/8,800c
E-350	6.8L V-10	10,000d
E-350	6.0L TD	9,700b/9,300b
E-350	6.0L TD	10,000d
E-350 Ext	5.4L V-8	7,200c/6,700c
E-350 Ext	6.8L V-10	9,000c/NA
E-350 Ext	6.8L V-10	10,000d/NA
E-350 Ext	6.0L TD	9,500b/NA
E-350 Ext	6.0L TD	10,000d/NA

Note: For maximum trailer weights with Crew Van, deduct 300 lb with E-150/250 Regular Van or 200 lb with E-350 Super Duty from weights in chart (except with 18,500- and 20,000-lb ecur).

## Ranger, Automatic Transmission

Vehicle	Engine	Tow Limit (LB)
Reg Cab Short Box, 2WD	2.3 I-4	2,260d
Reg Cab Short Box, 2WD	3.0L V-6	2,620c
Reg Cab Short Box, 2WD	3.0L V-6	2,460d (1)
Reg Cab Long Box, 2WD	3.0L V-6	2,560c

Reg Cab Long Box, 2WD	4.0L V-6	6,000b
Reg Cab Short Box, 4WD	3.0L V-6	2,320d
Reg Cab Long Box, 4WD	4.0L V-6	5,680d
SC Short Box, 2WD	3.0L V-6	2,440c
SC Short Box, 2WD	3.0L V-6	2,300d (1)
SC Short Box, 2WD	4.0L V-6	5,860b
SC Short Box, 2WD	4.0L V-6	5,720b (1)
SC Short Box, 4WD	4.0L V-6	5,580d (2)

### Ranger, Manual Transmission

Vehicle	Engine	Tow Limit (LB)
Reg Cab Short Box, 2WD	3.0L V-6	2,660c
Reg Cab Short Box, 2WD	3.0L V-6	2,500 (1)
Reg Cab Short Box, 4WD	3.0L V-6	2,340d
Reg Cab Long Box, 4WD	4.0L V-6	3,220d
SC Short Box, 2WD	3.0L V-6	2,480c
SC Short Box, 2WD	3.0L V-6	2340d (1)
SC Short Box, 2WD	4.0L V-6	3,400b
SC Short Box, 2WD	4.0L V-6	3,280b (1)
SC Short Box, 4WD	4.0L V-6	3,120 (3)

Short Box=6 feet; Long Box=7 feet; (1): Ranger Edge only; (2): 5,300 lb with FX4 Level II package; (3): 2,840 lb with FX4 Level II package.

### Escape, Explorer, Expedition

Vehicle	Engine	Tow Limit (LB)
Escape	3.0L V-6	3,500t
Explorer 2WD, five pass.	4.0L V-6	5,390
Explorer 2WD, six pass.	4.0L V-6	5,320
Explorer 2WD, seven pass.	4.0L V-6	5,320
Explorer 2WD, five pass.	4.6L V-8	7,300
Explorer 2WD, six pass.	4.6L V-8	7,230
Explorer 2WD, seven pass.	4.6L V-8	7,230
Explorer 4WD, five pass.	4.0L V-6	5,210
Explorer 4WD, six pass.	4.0L V-6	5,140
Explorer 4WD, seven pass.	4.0L V-6	5,140
Explorer 4WD, five pass.	4.6L V-8	7,120
Explorer 4WD, six pass.	4.6L V-8	7,050
Explorer 4WD, seven pass.	4.6L V-8	7,050
Expedition 2WD	5.4L V-8	6,000a
Expedition 2WD	5.4L V-8	8,900c
Expedition 4WD	5.4L V-8	6,000c
Expedition 4WD	5.4L V-8	8,600c,t

### Explorer Sport Trac

Vehicle	Engine	Tow Limit (LB)
Sport Trac 2WD	4.0L V-6	5,300
Sport Trac 4WD	4.0L V-6	5,080

### Ford F-150 Regular Cab/SuperCrew Conventional Towing, Automatic Transmission

Vehicle	Engine	Tow Limit (LB)
Reg Cab SWB 2WD	4.2L V-6	5,200b
Reg Cab SWB 2WD	4.2L V-6	5,700c
Reg Cab SWB 2WD	4.6L V-8	6,600b
Reg Cab SWB 2WD	4.6L V-8	7,100c
Reg Cab SWB 2WD	5.4L V-8	8,000b
Reg Cab SWB 2WD	5.4L V-8	8,500c
Reg Cab LWB 2WD	4.2L V-6	5,100b
Reg Cab LWB 2WD	4.2L V-6	5,600c
Reg Cab LWB 2WD	4.6L V-8	6,700b
Reg Cab LWB 2WD	4.6L V-8	7,200c
Reg Cab LWB 2WD	5.4L V-8	8,800b
Reg Cab LWB 2WD	5.4L V-8	9,800c
Reg Cab LWB 2WD	5.4L V-8	9,900d
Reg Cab SWB 4WD	4.6L V-8	6,300b
Reg Cab SWB 4WD	4.6L V-8	6,800c
Reg Cab SWB 4WD	5.4L V-8	7,700b
Reg Cab SWB 4WD	5.4L V-8	8,200c
Reg Cab LWB 4WD	4.6L V-8	6,400b
Reg Cab LWB 4WD	4.6L V-8	6,900c
Reg Cab LWB 4WD	5.4L V-8	8,500b
Reg Cab LWB 4WD	5.4L V-8	9,500c/d
SuperCrew SWB 2WD	4.6L V-8	6,300b
SuperCrew SWB 2WD	4.6L V-8	6,800c
SuperCrew SWB 2WD	5.4L V-8	8,500b
SuperCrew SWB 2WD	5.4L V-8	9,500c
SuperCrew LWB 2WD	4.6L V-8	6,200b
SuperCrew LWB 2WD	4.6L V-8	6,700c
SuperCrew LWB 2WD	5.4L V-8	8,400b
SuperCrew LWB 2WD	5.4L V-8	9,400c
SuperCrew SWB 4WD	4.6L V-8	6,500c
SuperCrew SWB 4WD	5.4L V-8	8,200b
SuperCrew SWB 4WD	5.4L V-8	9,200c
SuperCrew LWB 4WD	4.6L V-8	6,400b
SuperCrew LWB 4WD	5.4L V-8	8,100b
SuperCrew LWB 4WD	5.4L V-8	9,100c

### Manual Transmission Models

Vehicle	Engine	Tow Limit (LB)
Reg Cab SWB 2WD	4.2L V-6	2,400a
Reg Cab SWB 2WD	4.2L V-6	3,700b
Reg Cab LWB 2WD	4.2L V-6	2,300a
Reg Cab LWB 2WD	4.2L V-6	3,600b

Short Wheelbase=126 inches; Long Wheelbase=144.5 inches; Note: Reduce maximum trailer weight by 500 lb for models with 18 or 20-inch wheels.

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## F-150 SuperCab, Conventional Towing, Automatic Transmission

Vehicle	Engine	Tow Limit (Lb)
SC SWB 2WD	4.6L V-8	6,300b
SC SWB 2WD	4.6L V-8	6,800c
SC SWB 2WD	5.4L V-8	7,700b
SC SWB 2WD	5.4L V-8	8,200c
SC LWB 2WD	4.6L V-8	6,400b
SC LWB 2WD	4.6L V-8	6,900c
SC LWB 2WD	5.4L V-8	8,600b
SC LWB 2WD	5.4L V-8	9,500c
SC LWB 2WD H-D	5.4L V-8	5,800c
SC XLWB 2WD	5.4L V-8	9,500d
SC SWB 4WD	4.6L V-8	6,000b
SC SWB 4WD	4.6L V-8	6,500c
SC SWB 4WD	5.4L V-8	7,400b
SC SWB 4WD	5.4L V-8	7,900c
SC LWB 4WD	4.6L V-8	6,200b
SC LWB 4WD	4.6L V-8	6,700c
SC LWB 4WD	5.4L V-8	8,300b
SC LWB 4WD	5.4L V-8	9,300c
SC LWB 4WD H-D	5.4L V-8	5,600c
SC XLWB 4WD	5.4L V-8	9,300d

Short Wheelbase=132.5 inches; Long Wheelbase=144.5 inches; Extra Long Wheelbase=163 inches; **H-D** signifies optional Harley-Davidson Package. **Note:** Reduce maximum trailer weight by 500 Lb for models with 18 or 20-inch wheels.

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

Vehicle	Engine	Tow Limit (Lb)
F-250/350 Reg Cab SRW 2WD	5.4L V-8	10,100c
F-250/350 Reg Cab SRW 2WD	5.4L V-8	12,100d
F-250/350 Reg Cab SRW 2WD	6.8L V-10	12,500d/e
F-250/350 Reg Cab SRW 2WD	6.0L TD	12,500d
F-250/350 SuperCab SRW 2WD	5.4L V-8	9,800c
F-250/350 SuperCab SRW 2WD	5.4L V-8	11,800d
F-250/350 SuperCab SRW 2WD	6.8L V-10	12,500d/e
F-250/350 SuperCab SRW 2WD	6.0L TD	12,500d
F-250/350 Crew Cab SRW 2WD	5.4L V-8	9,500c
F-250/350 Crew Cab SRW 2WD	5.4L V-8	11,600d
F-250/350 Crew Cab SRW 2WD	6.8L V-10	12,500d/e
F-250/350 CC SRW 2WD	6.0L TD	12,500c
F-250/350 Reg Cab SRW 4WD	5.4L V-8	9,700c
F-250/350 Reg Cab SRW 4WD	5.4L V-8	11,700d
F-250/350 Reg Cab SRW 4WD	6.8L V-10	12,500d/e
F-250/350 Reg Cab SRW 4WD	6.0L TD	12,500d
F-250/350 SC SRW 4WD	5.4L V-8	9,300c
F-250/350 SC SRW 4WD	5.4L V-8	11,300d
F-250/350 SC SRW 4WD	6.8L V-10	12,500d/e

F-250/350 SC SRW 4WD	6.0L TD	11,100d
F-250/350 CC SRW 4WD	6.8L V-10	12,500d/e
F-250/350 CC SRW 4WD	6.0L TD	12,500c
F-350 Reg Cab DRW 2WD	5.4L V-8	12,300d
F-350 Reg Cab DRW 2WD	6.8L V-10	15,000d/e
F-350 Reg Cab DRW 2WD	6.0L TD	15,000c
F-350 SC DRW 2WD	5.4L V-8	11,900d
F-350 SC DRW 2WD	6.8L V-10	14,800d
F-350 SC DRW 2WD	6.8L V-10	15,000e
F-350 SC DRW 2WD	6.0L TD	15,000c/d/e
F-350 CC DRW 2WD	6.8L V-10	14,700d
F-350 CC DRW 2WD	6.8L V-10	15,000e
F-350 CC DRW 2WD	6.0L TD	15,000c/d/e
F-350 Reg Cab DRW 4WD	5.4L V-8	11,800d
F-350 Reg Cab DRW 4WD	6.8L V-10	14,700d
F-350 Reg Cab DRW 4WD	6.8L V-10	15,000e
F-350 Reg Cab DRW 4WD	6.0L TD	15,000c/d/e
F-350 SC DRW 4WD	5.4L V-8	11,500d
F-350 SC DRW 4WD	6.8L V-10	14,300d
F-350 SC DRW 4WD	6.8L V-10	15,000e
F-350 SC DRW 4WD	6.0L TD	15,000c/d/e

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

Vehicle	Engine	Tow Limit (Lb)
F-250/350 Reg Cab SRW 2WD	5.4L V-8	9,100c
F-250/350 Reg Cab SRW 2WD	5.4L V-8	11,100d
F-250/350 Reg Cab SRW 2WD	6.8L V-10	12,500d/e
F-250/350 Reg Cab SRW 2WD	6.0L TD	12,500c
F-250/350 SC SRW 2WD	5.4L V-8	8,800c
F-250/350 SC SRW 2WD	5.4L V-8	10,800d
F-250/350 SC SRW 2WD	6.8L V-10	12,500d/e
F-250/350 SC SRW 2WD	6.0L TD	12,500c
F-250/350 CC SRW 2WD	5.4L V-8	8,600c
F-250/350 CC SRW 2WD	5.4L V-8	10,600d
F-250/350 CC SRW 2WD	6.8L V-10	12,500d/e
F-250/350 CC SRW 2WD	6.0L TD	12,500c
F-250/350 Reg Cab SRW 4WD	5.4L V-8	8,700c
F-250/350 Reg Cab SRW 4WD	5.4L V-8	10,700d
F-250/350 Reg Cab SRW 4WD	6.8L V-10	12,500d/e
F-250/350 Reg Cab SRW 4WD	6.0L TD	12,000c
F-250/350 SC SRW 4WD	5.4L V-8	8,300c
F-250/350 SC SRW 4WD	5.4L V-8	10,300d
F-250/350 SC SRW 4WD	6.8L V-10	12,500d/e
F-250/350 SC SRW 4WD	6.0L TD	12,500c
F-250/350 CC SRW 4WD	5.4L V-8	8,100c
F-250/350 CC SRW 4WD	5.4L V-8	10,100d
F-250/350 CC SRW 4WD	6.8L V-10	12,500c/d
F-250/350 CC SRW 4WD	6.0L TD	12,500c

F-350 Reg Cab DRW 2WD	5.4L V-8	11,300d
F-350 Reg Cab DRW 2WD	6.8L V-10	14,100d
F-350 Reg Cab DRW 2WD	6.8L V-10	15,000e
F-350 Reg Cab DRW 2WD	6.0L TD	15,000c/d
F-350 SC DRW 2WD	5.4L V-8	10,900d
F-350 SC DRW 2WD	6.8L V-10	13,800d
F-350 SC DRW 2WD	6.8L V-10	15,000e
F-350 SC DRW 2WD	6.0L TD	15,000c/d
F-350 CC DRW 2WD	6.8L V-10	13,600d
F-350 CC DRW 2WD	6.8L V-10	15,000e
F-350 CC DRW 2WD	6.0L TD	15,000c/d
F-350 Reg Cab DRW 4WD	5.4L V-8	10,800d
F-350 Reg Cab DRW 4WD	6.8L V-10	13,700d
F-350 Reg Cab DRW 4WD	6.8L V-10	15,000e
F-350 Reg Cab DRW 4WD	6.0L TD	15,000d/e
F-350 SC DRW 4WD	5.4L V-8	10,500d
F-350 SC DRW 4WD	6.8L V-10	13,300d
F-350 SC DRW 4WD	6.8L V-10	15,000e
F-350 SC DRW 4WD	6.0L TD	15,000c/d
F-350 CC DRW 4WD	6.8L V-10	13,100d
F-350 CC DRW 4WD	6.8L V-10	15,000e
F-350 CC DRW 4WD	6.0L TD	15,000c/d

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

Vehicle	Engine	Tow Limit (LB)
F-250/350 Reg Cab SRW 2WD	5.4L V-8	10,100c
F-250/350 Reg Cab SRW 2WD	5.4L V-8	12,100d
F-250/350 Reg Cab SRW 2WD	6.8L V-10	15,000d
F-250/350 Reg Cab SRW 2WD	6.8L V-10	16,500e/17,000e*
F-250/350 Reg Cab SRW 2WD	6.0L TD	16,500c
F-250/350 SC SRW 2WD	5.4L V-8	9,800c
F-250/350 SC SRW 2WD	5.4L V-8	11,800d
F-250/350 SC SRW 2WD	6.8L V-10	14,700d
F-250/350 SC SRW 2WD	6.8L V-10	16,200e/16,700e*
F-250/350 SC SRW 2WD	6.0L TD	16,100c
F-250/350 CC SRW 2WD	5.4L V-8	9,600c
F-250/350 CC SRW 2WD	5.4L V-8	11,600d
F-250/350 CC SRW 2WD	6.8L V-10	14,500d
F-250/350 CC SRW 2WD	6.8L V-10	16,000e/16,500e*
F-250/350 CC SRW 2WD	6.0L TD	15,900c
F-250/350 Reg Cab SRW 4WD	5.4L V-8	9,700c
F-250/350 Reg Cab SRW 4WD	5.4L V-8	11,700d
F-250/350 Reg Cab SRW 4WD	6.8L V-10	14,500d
F-250/350 Reg Cab SRW 4WD	6.8L V-10	16,000e/16,500e*
F-250/350 Reg Cab SRW 4WD	6.0L TD	15,800c
F-250/350 SC SRW 4WD	5.4L V-8	9,300c
F-250/350 SC SRW 4WD	5.4L V-8	11,300d
F-250/350 SC SRW 4WD	6.8L V-10	14,200d

F-250/350 SC SRW 4WD	6.8L V-10	15,700e/16,200e*
F-250/350 SC SRW 4WD	6.0L TD	15,700c
F-250/350 CC SRW 4WD	5.4L V-8	9,100c
F-250/350 CC SRW 4WD	5.4L V-8	11,100d
F-250/350 CC SRW 4WD	6.8L V-10	14,000d
F-250/350 CC SRW 4WD	6.8L V-10	15,500e/16,000e*
F-250/350 CC SRW 4WD	6.0L TD	15,500c
F-350 Reg Cab DRW 2WD	5.4L V-8	12,300d
F-350 Reg Cab DRW 2WD	6.8L V-10	15,200d
F-350 Reg Cab DRW 2WD	6.8L V-10	16,700e
F-350 Reg Cab DRW 2WD	6.0L TD	16,600c/d
F-350 Reg Cab DRW 2WD	6.0L TD	19,200e,t
F-350 SC DRW 2WD	5.4L V-8	11,900d
F-350 SC DRW 2WD	6.8L V-10	14,800d
F-350 SC DRW 2WD	6.8L V-10	16,300e
F-350 SC DRW 2WD	6.0L TD	16,300c/d
F-350 SC DRW 2WD	6.0L TD	18,800e,t
F-350 CC DRW 2WD	6.8L V-10	14,700d
F-350 CC DRW 2WD	6.8L V-10	16,200e
F-350 CC DRW 2WD	6.0L TD	16,100c/d
F-350 CC DRW 2WD	6.0L TD	18,600e,t
F-350 Reg Cab DRW 4WD	5.4L V-8	11,800d
F-350 Reg Cab DRW 4WD	6.8L V-10	14,700d
F-350 Reg Cab DRW 4WD	6.8L V-10	16,200e
F-350 Reg Cab DRW 4WD	6.0L TD	16,200c/d
F-350 Reg Cab DRW 4WD	6.0L TD	18,700e,t
F-350 SC DRW 4WD	5.4L V-8	11,500d
F-350 SC DRW 4WD	6.8L V-10	14,300d
F-350 SC DRW 4WD	6.8L V-10	15,800e
F-350 SC DRW 4WD	6.0L TD	15,800c/d
F-350 SC DRW 4WD	6.0L TD	18,300e,t
F-350 CC DRW 4WD	6.8L V-10	14,200d
F-350 CC DRW 4WD	6.8L V-10	15,700e
F-350 CC DRW 4WD	6.0L TD	15,600c/d
F-350 CC DRW 4WD	6.0L TD	18,100e,t

\*Rating for F-350 SRW only. For F-250/350 SRW models, F-350 weights are shown; F-250 weights are within 100 lb.

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

Vehicle	Engine	Tow Limit (LB)
F-250/350 Reg Cab SRW 2WD	5.4L V-8	9,100c
F-250/350 Reg Cab SRW 2WD	5.4L V-8	11,100d
F-250/350 Reg Cab SRW 2WD	6.8L V-10	14,000d
F-250/350 Reg Cab SRW 2WD	6.8L V-10	16,000e
F-250/350 Reg Cab SRW 2WD	6.0L TD	16,400c
F-250/350 SC SRW 2WD	5.4L V-8	8,800c
F-250/350 SC SRW 2WD	5.4L V-8	10,800d
F-250/350 SC SRW 2WD	6.8L V-10	13,700d

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F-250/350 SC SRW 2WD	6.8L V-10	15,700e
F-250/350 SC SRW 2WD	6.0L TD	16,100c
F-250/350 CC SRW 2WD	5.4L V-8	8,600c
F-250/350 CC SRW 2WD	5.4L V-8	10,600d
F-250/350 CC SRW 2WD	6.8L V-10	13,500d
F-250/350 CC SRW 2WD	6.8L V-10	15,400e
F-250/350 CC SRW 2WD	6.0L TD	15,900c
F-250/F-350 Reg Cab SRW 4WD	5.4L V-8	8,700c
F-250/F-350 Reg Cab SRW 4WD	5.4L V-8	10,700d
F-250/F-350 Reg Cab SRW 4WD	6.8L V-10	13,500d
F-250/F-350 Reg Cab SRW 4WD	6.8L V-10	15,500e
F-250/F-350 Reg Cab SRW 4WD	6.0L TD	16,000c
F-250/F-350 SC SRW 4WD	5.4L V-8	8,300c
F-250/F-350 SC SRW 4WD	5.4L V-8	10,300d
F-250/F-350 SC SRW 4WD	6.8L V-10	13,200d
F-250/F-350 SC SRW 4WD	6.8L V-10	15,200e
F-250/F-350 SC SRW 4WD	6.0L TD	15,600c
F-250/F-350 CC SRW 4WD	5.4L V-8	8,100c
F-250/F-350 CC SRW 4WD	5.4L V-8	10,100d
F-250/F-350 CC SRW 4WD	6.8L V-10	13,000d
F-250/F-350 CC SRW 4WD	6.8L V-10	15,000e
F-250/F-350 CC SRW 4WD	6.0L TD	15,400c
F-350 Reg Cab DRW 2WD	5.4L V-8	11,300d
F-350 Reg Cab DRW 2WD	6.8L V-10	14,100d
F-350 Reg Cab DRW 2WD	6.8L V-10	16,100e
F-350 Reg Cab DRW 2WD	6.0L TD	16,600c/d
F-350 SC DRW 2WD	5.4L V-8	10,900d
F-350 SC DRW 2WD	6.8L V-10	13,800d
F-350 SC DRW 2WD	6.8L V-10	15,800e
F-350 SC DRW 2WD	6.0L TD	16,200c/d
F-350 CC DRW 2WD	6.8L V-10	13,600d
F-350 CC DRW 2WD	6.8L V-10	15,600e
F-350 CC DRW 2WD	6.0L TD	16,100c/d
F-350 Reg Cab DRW 4WD	5.4L V-8	10,800d
F-350 Reg Cab DRW 4WD	6.8L V-10	13,700d
F-350 Reg Cab DRW 4WD	6.8L V-10	15,700e
F-350 Reg Cab DRW 4WD	6.0L TD	16,100c/d
F-350 SC DRW 4WD	5.4L V-8	10,500d
F-350 SC DRW 4WD	6.8L V-10	13,300d
F-350 SC DRW 4WD	6.8L V-10	15,300e
F-350 SC DRW 4WD	6.0L TD	15,800c/d
F-350 CC DRW 4WD	6.8L V-10	13,100d
F-350 CC DRW 4WD	6.8L V-10	15,100e
F-350 CC DRW 4WD	6.0L TD	15,600c/d

## F-450/F-550 Chassis Cab Fifth-Wheel Towing, Automatic Transmission

(Weights below assume 1,000-lb second-unit body weight. Super Duty Chassis cab does not offer a fifth-wheel hitch as a factory-installed option.)

Vehicle	Engine	Tow Limit (Lb)
F-450 RCC DRW 2WD	6.8L V-10	18,400f/g
F-450 RCC DRW 2WD	6.0L TD	18,000e/f
F-450 RCC DRW 2WD	6.0L TD	22,000f,t
F-450 RCC DRW 4WD	6.8L V-10	18,100f/g
F-450 RCC DRW 4WD	6.0L TD	17,700e/f
F-450 RCC DRW 4WD	6.0L TD	21,700f,t
F-550 RCC DRW 2WD	6.8L V-10	18,400f/g
F-550 RCC DRW 2WD	6.0L TD	17,900e/f
F-550 RCC DRW 2WD	6.0L TD	24,900f,t
F-550 RCC DRW 4WD	6.8L V-10	18,000f/g
F-550 RCC DRW 4WD	6.0L TD	17,600e/f
F-550 RCC DRW 4WD	6.0L TD	24,600f,t

**Note:** Weights shown are for 141-inch wheelbase models. For 165-, 189- and 201-inch wheelbase models, weights may be somewhat less (usually 200 pounds less with 165- and 189-inch wheelbase, 400 Lb less with 201-inch wheelbase).

F-450 SCC DRW 2WD	6.8L V-10	18,000f/g
F-450 SCC DRW 2WD	6.0L TD	17,600e/f
F-450 SCC DRW 2WD	6.0L TD	21,600f,t
F-450 SCC DRW 4WD	6.8L V-10	17,700f/g
F-450 SCC DRW 4WD	6.0L TD	17,300e/f
F-450 SCC DRW 4WD	6.0L TD	21,300f,t
F-550 SCC DRW 2WD	6.8L V-10	18,000f/g
F-550 SCC DRW 2WD	6.0L TD	17,600e/f
F-550 SCC DRW 2WD	6.0L TD	24,600f,t
F-550 SCC DRW 4WD	6.8L V-10	17,700f/g
F-550 SCC DRW 4WD	6.0L TD	17,300e/f
F-550 SCC DRW 4WD	6.0L TD	24,300f,t
F-450 CCC DRW 2WD	6.8L V-10	17,800f/g
F-450 CCC DRW 2WD	6.0L TD	17,400e/f
F-450 CCC DRW 2WD	6.0L TD	2,400f,t
F-450 CCC DRW 4WD	6.8L V-10	17,500f/g
F-450 CCC DRW 4WD	6.0L TD	17,100e/f
F-450 CCC DRW 4WD	6.0L TD	21,100f,t
F-550 CCC DRW 2WD	6.8L V-10	17,800f/g
F-550 CCC DRW 2WD	6.0L TD	17,400e/f
F-550 CCC DRW 2WD	6.0L TD	24,400f,t
F-550 CCC DRW 4WD	6.8L V-10	17,400f/g
F-550 CCC DRW 4WD	6.0L TD	17,000e/f
F-550 CCC DRW 4WD	6.0L TD	24,000f,t

**Note:** Weights shown for CCC models are for 176-inch wheelbase models. For 200-inch wheelbase models, weights may be somewhat less (usually 100 Lb with F-450/F-550).

## F-450/F-550 Chassis Cab Fifth-Wheel Towing, Manual Transmission

(Weights below assume 1,000-Lb second-unit body weight. Super Duty Chassis cab does not offer a fifth-wheel hitch as a factory-installed option).

Vehicle	Engine	Tow Limit (Lb)
F-450 RCC DRW 2WD	6.8L V-10	18,400f/g
F-450 RCC DRW 2WD	6.0L TD	18,000e/f
F-450 RCC DRW 2WD	6.0L TD	20,000f,t
F-450 RCC DRW 4WD	6.8L V-10	18,000f/g
F-450 RCC DRW 4WD	6.0L TD	17,600e/f
F-450 RCC DRW 4WD	6.0L TD	19,600f,t
F-550 RCC DRW 2WD	6.8L V-10	18,300f/g
F-550 RCC DRW 2WD	6.0L TD	17,900f
F-550 RCC DRW 2WD	6.0L TD	19,900f,t
F-550 RCC DRW 4WD	6.8L V-10	18,000f/g
F-550 RCC DRW 4WD	6.0L TD	17,600f
F-550 RCC DRW 4WD	6.0L TD	19,600f,t
F-450 SCC DRW 2WD	6.8L V-10	18,000f/g
F-450 SCC DRW 2WD	6.0L TD	17,600e/f
F-450 SCC DRW 2WD	6.0L TD	19,600f,t
F-450 SCC DRW 4WD	6.8L V-10	17,700f/g
F-450 SCC DRW 4WD	6.0L TD	17,300e/f
F-450 SCC DRW 4WD	6.0L TD	19,300f,t
F-550 SCC DRW 2WD	6.8L V-10	18,000f/g
F-550 SCC DRW 2WD	6.0L TD	17,500f
F-550 SCC DRW 2WD	6.0L TD	19,500f,t
F-550 SCC DRW 4WD	6.8L V-10	17,600f/g
F-550 SCC DRW 4WD	6.0L TD	17,200f
F-550 SCC DRW 4WD	6.0L TD	19,200f,t
F-450 CCC DRW 2WD	6.8L V-10	17,800f/g
F-450 CCC DRW 2WD	6.0L TD	17,400e/f
F-450 CCC DRW 2WD	6.0L TD	19,400f,t
F-450 CCC DRW 4WD	6.8L V-10	17,500f/g
F-450 CCC DRW 4WD	6.0L TD	17,100e/f
F-450 CCC DRW 4WD	6.0L TD	19,100f,t
F-550 CCC DRW 2WD	6.8L V-10	17,800f/g
F-550 CCC DRW 2WD	6.0L TD	17,300f
F-550 CCC DRW 2WD	6.0L TD	19,300f,t
F-550 CCC DRW 4WD	6.8L V-10	17,400f/g
F-550 CCC DRW 4WD	6.0L TD	17,000f
F-550 CCC DRW 4WD	6.0L TD	19,000f,t

**a**=3.31:1 axle ratio; **b**=3.55:1 axle ratio; **c**=3.73:1 axle ratio; **d**=4.10:1 axle ratio; **e**=4.30:1 axle ratio; **f**=4.88:1 axle ratio; **g**=5.38:1 axle ratio; **CC**=Crew Cab; **Ext**=Extended wheelbase; **SC**=SuperCab; **RCC**=Regular Chassis Cab; **SCC**=Super Chassis Cab; **CCC**=Crew Chassis Cab.

## Honda

Vehicle	Engine	Tow Limit (Lb)
Odyssey	3.5L V-6	3,500

Pilot	3.5L V-6	3,500/4,500*
Ridgeline	3.5L V-6	5,000

\*4,500-Lb rating for boats only.

## Hummer H1, H2, H2 SUT, H3

Vehicle	Engine	Tow Limit (Lb)
H1 Alpha 4-dr Open Top	6.6L TD	9,303
H1 Alpha 4-dr Wagon	6.6L TD	9,036
H2	6.0L V-8	6,700
H2 SUT	6.0L V-8	6,600
H3	3.5L I-5	4,500

## Hyundai

Vehicle	Engine	Tow Limit (Lb)
Santa Fe 2WD	2.7L V-6	2,700
Santa Fe 2WD	3.5L V-6	3,000
Santa Fe 4WD	2.7L V-6	2,200
Santa Fe 4WD	3.5L V-6	2,500
Tucson	2.7L V-6	2,000

## Infiniti

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

## Isuzu

Vehicle	Engine	Tow Limit (Lb)
Ascender 5-passenger, 2WD	4.2L I-6	5,300a
Ascender 5-passenger, 2WD	4.2L I-6	5,800b
Ascender 5-passenger, 4WD	4.2L I-6	5,200a
Ascender 5-passenger, 4WD	4.2L I-6	5,700b
Ascender 7-passenger, 2WD	4.2L I-6	4,900a
Ascender 7-passenger, 2WD	4.2L I-6	5,400b
Ascender 7-passenger, 2WD	5.3L V-8	5,900a
Ascender 7-passenger, 2WD	5.3L V-8	6,400b
Ascender 7-passenger, 4WD	4.2L I-6	4,700a
Ascender 7-passenger, 4WD	4.2L I-6	5,200b
Ascender 7-passenger, 4WD	5.3L V-8	5,700a
Ascender 7-passenger, 4WD	5.3L V-8	6,200b
i280 Ext Cab P/U	2.8L I-4	3,200
i350 Crew Cab P/U	3.5L I-5	4,000

**a**=3.73:1 axle ratio; **b**=4.10:1 axle ratio.

## Jeep

Vehicle	Engine	Tow Limit (Lb)
Commander 2WD	3.7L V-6	3,500a,c
Commander 2WD	4.7L V-8	6,500c
Commander 2WD	5.7L V-8	7,200c

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Commander 4WD	3.7L V-6	3,500a
Commander 4WD	4.7L V-8	6,500c
Commander 4WD	5.7L V-8	7,200c
Grand Cherokee	3.7L V-6	3,500
Grand Cherokee	4.7L V-8	6,500
Grand Cherokee	5.7L V-8	7,200
Grand Cherokee SRT8	6.1 V-8	3,500
Liberty 2WD	2.4 I-4	2,000d
Liberty 2WD	3.7L V-6	3,500b
Liberty 2WD	3.7L V-6	5,000c
Liberty 4WD	2.4 I-4	2,000d
Liberty 4WD	3.7L V-6	3,500b
Liberty 4WD	3.7L V-6	5,000c
Wrangler	4.0L I-6	2,000

a=3.07:1 axle ratio; b=3.55:1 axle ratio; c=3.73:1 axle ratio; d=4.10:1 axle ratio.

## Kia

Vehicle	Engine	Tow Limit (Lb)
Sorento	3.5L V-6	3,500
Sportage	2.7L V-6	2,000

## Land Rover

Vehicle	Engine	Tow Limit (Lb)
Range Rover HSE	All	7,716
Range Rover Sport	All	7,716
LR3	All	7,700
Freelander	2.5L V-6	2,500

## Lexus

Vehicle	Engine	Tow Limit (Lb)
RX 330	3.3L V-6	3,500
RX 400h (hybrid)	3.3L V-6	3,500
GX 470	4.7L V-8	6,500
LX 470	4.7L V-8	6,500

## Lincoln-Mercury

Vehicle	Engine	Tow Limit (Lb)
Mark LT 2WD	5.4L V-8	8,900
Mark LT 4WD	5.4L V-8	8,600
Mariner	3.0L V-6	3,500t
Mountaineer 2WD 5 pass.	4.0L V-6	5,340
Mountaineer 2WD 5 pass.	4.6L V-8	7,240
Mountaineer AWD 5 pass.	4.0L V-6	5,160
Mountaineer AWD 5 pass.	4.6L V-8	7,060
Mountaineer 2WD 7 pass.	4.0L V-6	5,260
Mountaineer 2WD 7 pass.	4.6L V-8	7,160
Mountaineer AWD 7 pass.	4.0L V-6	5,100
Mountaineer AWD 7 pass.	4.6L V-8	6,980

Navigator 2WD	5.4L V-8	8,600
Navigator 4WD	5.4L V-8	8,300

## Mazda

Vehicle	Engine	Tow Limit (Lb)
B-2300 Reg Cab 2WD	2.3 I-4	2,260a,c
B-3000 Reg Cab 2WD	3.0L V-6	2,540m,c
B-3000 Reg Cab 2WD	3.0L V-6	2,480a,c
B-3000 Cab Plus 2WD	3.0L V-6	2,480m,b
B-3000 Cab Plus 2WD	3.0L V-6	2,440a,b
B-3000 Cab Plus 2WD	3.0L V-6	2,380m,c
B-3000 Cab Plus 2WD	3.0L V-6	2,340a,c
B-4000 4WD	4.0L V-6	3,120m,c
B-4000 4WD	4.0L V-6	5,580a,c
Tribute	3.0L V-6	3,500t

a=automatic transmission; b=3.73:1 axle ratio; c=4.10:1 axle ratio; m=manual transmission.

## Mercedes-Benz

Vehicle	Engine	Tow Limit (Lb)
G320	V-6	7,842
G500	V-8	7,842
G55 AMG	V-8	7,842
ML 350	V-6	7,842
ML 500	V-8	7,842
R-Class	All	4,705

## Mitsubishi

Vehicle	Engine	Tow Limit (Lb)
Endeavor	3.8L V-6	3,500t
Montero	3.8L V-6	5,000t
Raider Ext Cab 2WD	3.7L V-6	2,950m,b (1)
Raider Ext Cab 2WD	3.7L V-6	3,650m,c (1)
Raider Ext Cab 2WD	3.7L V-6	4,150a4,b (1)
Raider Ext Cab 2WD	3.7L V-6	4,450a4,d (1)
Raider Ext Cab 2WD	4.7L V-8	4,400m,b
Raider Ext Cab 2WD	4.7L V-8	4,800m,c
Raider Ext Cab 2WD	4.7L V-8	5,400a5,c (2)
Raider Ext Cab 2WD	4.7L V-8	6,600a5,d (2)
Raider Dbl Cab 2WD	3.7L V-6	4,050a4,c (1)
Raider Dbl Cab 2WD	3.7L V-6	4,350a4,d (1)
Raider Dbl Cab 2WD	4.7L V-8	5,300a5,c (2)
Raider Dbl Cab 2WD	4.7L V-8	6,500a5,d (2)
Raider Ext Cab 4WD	3.7L V-6	3,450m,c (3)
Raider Ext Cab 4WD	3.7L V-6	3,950a4,c
Raider Ext Cab 4WD	3.7L V-6	4,250a4,d (3)
Raider Ext Cab 4WD	4.7L V-6	4,700m,c
Raider Ext Cab 4WD	4.7L V-8	5,250a5,c
Raider Ext Cab 4WD	4.7L V-8	6,450a5,d (4)

Raider Dbl Cab 4WD	3.7L V-6	3,850a4,c
Raider Dbl Cab 4WD	3.7L V-6	4,150a4,d (3)
Raider Dbl Cab 4WD	4.7L V-8	5,100a5,c
Raider Dbl Cab 4WD	4.7L V-8	6,300a5,d (5)

**b**=3.21:1 axle ratio; **c**=3.55:1 axle ratio; **d**=3.92:1 axle ratio; **m**=manual transmission; **(1)**=Numbers shown are for base LS model. Similarly equipped DuroCross models tow 150 lb less. **(2)**=Numbers shown are for XLS model. Similarly equipped DuroCross model tows 150 lb less. **(3)**=Numbers shown are for base LS model. Similarly equipped DuroCross models tow 200-250 lb less. **(4)**=Number shown is for XLS model. Similarly equipped DuroCross model tows 250 lb less. **(5)**=Number shown is for XLS model. Similarly equipped DuroCross model tows 200 lb less.

## Nissan

Vehicle	Engine	Tow Limit (LB)
Armada 2WD	5.6L V-8	9,100
Armada 4WD	5.6L V-8	9,000
Frontier KC XE 2WD	2.5L I-4	3,500
Frontier KC SE, LE, Nismo 2WD	4.0L V-6	6,500
Frontier KC SE, LE, Nismo 4WD	4.0L V-6	6,300
Frontier CC SE, LE, Nismo 2WD	4.0L V-6	6,300
Frontier CC SE, LE, Nismo 4WD	4.0L V-6	6,100
Murano	3.5L V-6	3,500
Pathfinder	4.0L V-6	6,000
Quest	3.5L V-6	3,500
Titan KC	5.6L V-8	9,400
Titan CC	5.6L V-8	9,400
Xterra	4.0L V-6	5,000

**KC**=King Cab; **CC**=Crew Cab.

## Pontiac

Vehicle	Engine	Tow Limit (LB)
Montana	3.5L V-6	3,500t
Montana	3.9L V-6	NA
Torrent	3.4L V-6	3,500

## Porsche

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

## Saab

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

## Saturn

Vehicle	Engine	Tow Limit (LB)
Relay	All	3,500t
Vue	3.5L V-6	3,500

## Subaru

Vehicle	Engine	Tow Limit (LB)
B9 Tribeca	F-6	3500t
Forrester	F-4	2400

## Suzuki

Vehicle	Engine	Tow Limit (LB)
Grand Vitara	2.7L V-6	3,000
XL-7	2.7L V-6	3,000

## Toyota

Vehicle	Engine	Tow Limit (LB)
4Runner 2WD	4.0L V-6	6,700
4Runner 4WD	4.0L V-6	6,400
4Runner 2WD	4.7L V-8	7,300
4Runner 4WD	4.7L V-8	7,000
Highlander*	2.4L I-4	3,000
Highlander Hybrid*	3.3L V-6	3,500
Land Cruiser	4.7L V-8	6,500
Sienna*	3.3L V-6	3,500
Sequoia 2WD	4.7L V-8	6,500
Sequoia 4WD	4.7L V-8	6,200
Tacoma Reg Cab*	2.7L I-4	3,500
Tacoma Access Cab/X-Runner*	2.7L I-4	3,500
Tacoma Access Cab	4.0L V-6	6,500t
Tacoma Double Cab	4.0L V-6	6,500t
Tundra Reg Cab 2WD	4.0L V-6	5,000
Tundra Access Cab*	4.0L V-6	4,800
Tundra Reg Cab 2WD/4WD	4.7L V-8	7,100
Tundra Access Cab 2WD	4.7L V-8	7,100
Tundra Access Cab 4WD	4.7L V-8	6,900
Tundra Stepside 2WD	4.7L V-8	7,100
Tundra Stepside 4WD	4.7L V-8	6,900
Tundra Double Cab 2WD	4.7L V-8	6,800
Tundra Double Cab 4WD	4.7L V-8	6,500

Rating without towing package is 5,000 lb (unless noted by \*)

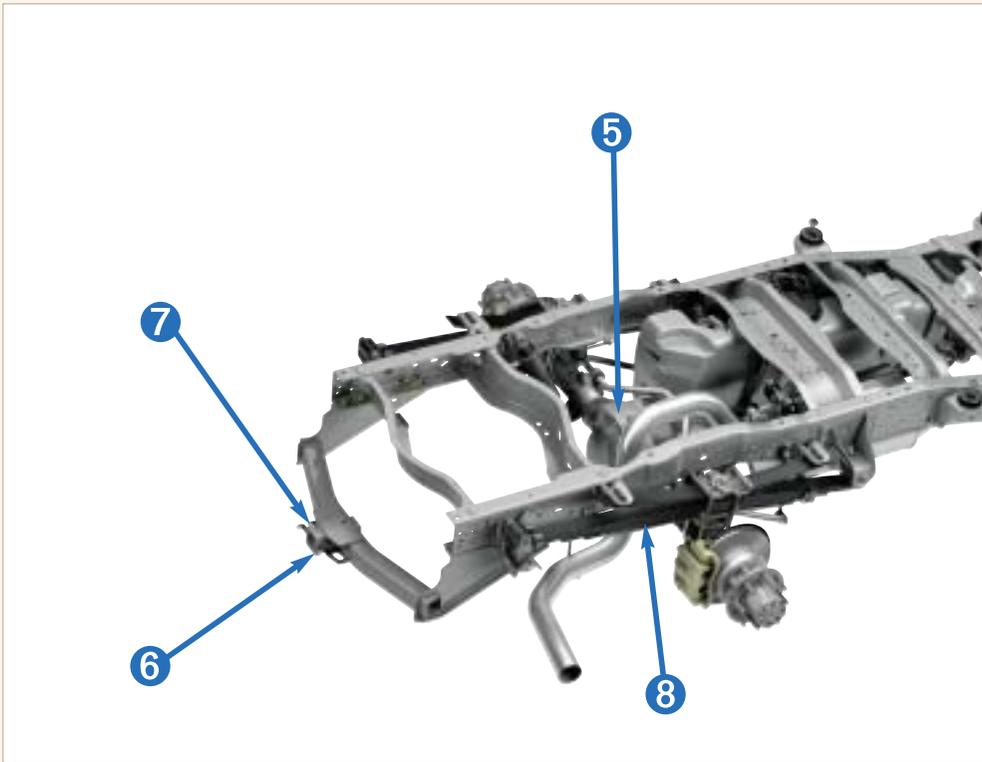
## Volkswagen

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

## Volvo

Vehicle	Engine	Tow Limit (LB)
S60	2.5L I-5	3,300
S80	2.5L I-5	3,300
V70	2.5L I-5	3,300
XC70	2.5L I-5	3,300
XC90	All	5,000

# Towing-Packa



A tow-vehicle buyer is presented with a dizzying array of options when choosing a new tow vehicle, but there's one option that should be crystal clear and a must-have: the towing package.

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

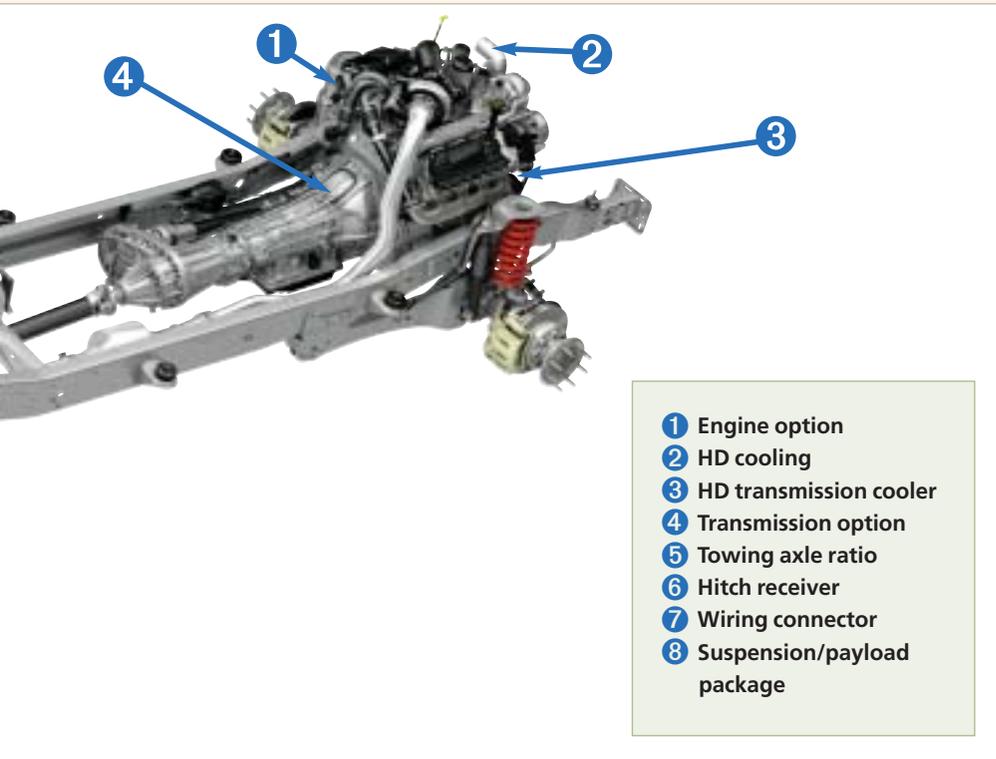
In many cases, you don't have a choice.

If the vehicle is to be rated for its highest towing capacity, the towing-package option is mandatory to give the rig its optimum performance potential. For less-strenuous duty, the towing package is optional.

Check the dealer literature to determine the content of the towing-package option. Some of the items you will likely encounter include:

**Towing axle ratio:** Most packages include a lower (numerically higher) axle ratio; for example, a 3:73:1 or 4:10:1 instead of the 3:55:1 that comes with the stock vehicle. A lower ratio results in greater torque multiplication at the rear wheels, which means more power for towing. It also means the engine turns somewhat faster for a given road speed, but that's the tradeoff for improved towing performance.

# age Essentials



- 1 Engine option
- 2 HD cooling
- 3 HD transmission cooler
- 4 Transmission option
- 5 Towing axle ratio
- 6 Hitch receiver
- 7 Wiring connector
- 8 Suspension/payload package

**Hitch receiver:** If the rig already has a receiver, all you need to select is the proper ball mount and the associated hardware, such as a load-distributing hitch. The receiver will be properly matched to the tow vehicle's trailer-towing rating, so you needn't worry about any hitch-overloading situations – as long as you pay attention to the numbers. You'll also avoid interference problems with the exhaust pipe(s), the fuel tank and the spare tire.

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

**Alternator:** It takes extra charging

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

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

# Towing-Package Essentials



**Extendible mirrors** require less space than conventional towing mirrors when retracted, and offer a clear view of the trailer when they're in position while towing.

of ¾-ton and one-ton pickups not towing fifth-wheels.

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

**Brake control:** Ford's Super Duty is the only tow rig that offers a factory-installed brake controller. This unit works amazingly well, and should be at the top of a must-have list. Otherwise, towing packages usually include a trailer-wiring harness with a circuit for an aftermarket brake-control unit – a very worthwhile component of the package.

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

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

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

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

## What's Included?

Trailer-towing packages vary by model, but here are some components that may be part of it:

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

# Hitching Up



PHOTO BY PRESTON GRATIOT

Choosing the right hardware and knowing how to use it are keys to successful towing

TEXT BY JOEL DONALDSON

Buying a new travel trailer or fifth-wheel is fraught with choices. Negotiating a price; arranging financing; settling on a fair trade-in value for your old rig; choosing insurance, floorplans, décor schemes and optional equipment — the list goes on and on. However, one of the most important choices may be an afterthought — namely, selecting the proper trailer hitch.

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

Trailers are available in two distinctly different designs — one that is coupled to the rear of the tow

# Hitching Up



**Ford Super Duty receiver**

vehicle by a conventional hitch ball, and another that utilizes a fifth-wheel hitch mounted in the center of the truck bed. The hitching methods are as different as the trailers, and require specific knowledge by the installer and by the trailer owner.

## Hitch Basics — Conventional

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

### Weight Carrying

Class I	200-LB HW, 2,000-LB GVWR
Class II	350-LB HW, 3,500-LB GVWR
Class III	500-LB HW, 5,000-LB GVWR
Class IV	750-LB HW, 7,500-LB GVWR
Class V	1,200-LB HW, 12,000-LB GVWR

### Weight Distributing

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

**HW=Hitch Weight**

Weight-carrying hitches are intended for lighter trailers because the entire trailer's hitch weight is carried on the ball and transferred to the rear axle of the tow vehicle, whereas load-distributing hitches are designed to distribute the trailer's hitch weight to all



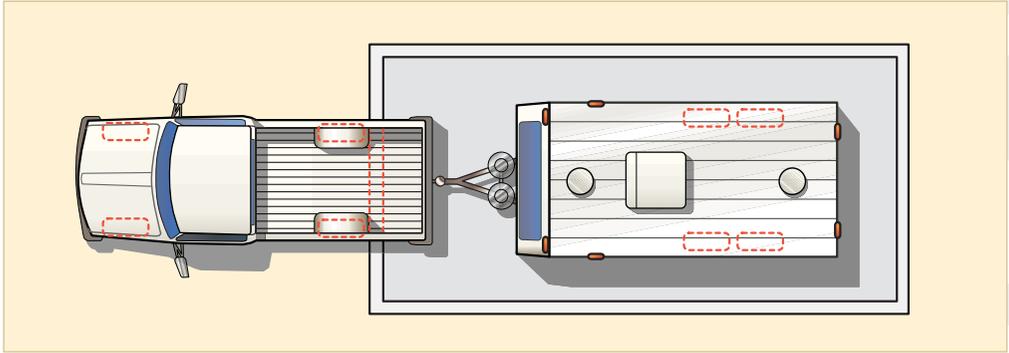
**Hensley Arrow hitch**

axles of the tow vehicle and trailer, making larger, heavier trailers with considerably higher hitch weights towable without destabilizing the tow vehicle.

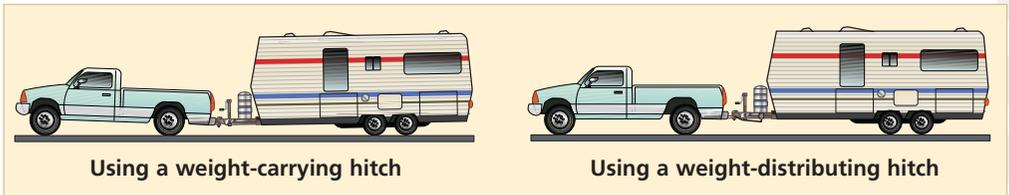
A trailer with ideal weight distribution will have a minimum hitch weight of about 10 percent of the gross weight, and the maximum can range upward to 15 percent providing it does not violate the rating of the hitch.

Except for the lightest folding trailers, hitches rated Class II and higher are used for recreational towing, and they utilize a receiver bolted to the tow vehicle's frame. The hitch receiver — which may have box dimensions of 1½ inches square, 2 inches square or 2½ inches square, with larger boxes designed for higher load ratings — accepts a slide-in ball mount (or draw bar) which is secured with a pin.

Besides serving as the trailer/receiver attachment



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



Using a weight-carrying hitch

Using a weight-distributing hitch

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

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

Ball mounts used for weight-carrying hitches are quite different from those used for load distributing. Need for weight-distributing hitches varies with tow-vehicle type and trailer weight. A trailer with 350 pounds of hitch weight may present no challenge for a stiffly sprung, long-wheelbase  $\frac{3}{4}$ -ton pickup, while it may destabilize a softly sprung compact SUV. In general, a weight-distributing hitch will improve stability in most situations because weight resting on a hitch ball (when a weight-carrying hitch is used) loads the rear axle excessively by placing all of the hitch weight on that axle in addition to weight that is transferred from the front axle to the rear in a see-saw action.

Since many receivers are usable in either weight-carrying or weight-distributing configurations, the manufacturer may list both ratings for the same receiver.

Weight-distributing hitches should be used in many weight situations of Class II, and in most situations of Class III and above. Unlike their weight-

carrying counterparts, these hitches typically use a much heavier ball mount (adjustable in height), plus a pair of spring bars that provide the leverage needed to distribute weight fore and aft.

### Adjustment: The Critical Element

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

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

Evaluating the proper adjustment of a load-distributing hitch is relatively simple: The tow vehicle should maintain the same attitude before hitching that it does after hitching, measured at reference points at the front and rear bumpers. If it's level before hitching, it should be level afterward, although slightly lower due to the addition of hitch weight. Level attitude means adequate load is placed on the

# Hitching Up



**Draw-Tite W-D hitch**

spring bars to distribute portions of the hitch weight equally to the front and rear axles. If the rear of the vehicle sags after hitching, then the spring-bar loading is not adequate.

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

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

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

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

Sway-control devices are available in two different configurations, the most popular of which is one

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

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

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

The Hensley Arrow and Pulliam Enterprises' Pull-Rite hitch offer different approaches to controlling sway.

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

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



**Equal-i-zer hitch**



**PullRite 70 Degree hitch**

### **Fifth-Wheel Hitch Basics**

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

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

Most hitches are secured to the bed with a pair of mounting rails, while other designs leave the truck bed flat after the hitch is removed, like the B&W Companion (see sidebar). Most removable systems use permanently-mounted rails and pins to secure

the hitch head. The B&W is completely different in that the entire hitch mechanism is removed by simply pulling a lever in the wheel well. Some systems, where the hitch saddle and support base can be removed separately, make it easier on the back when lifting the hardware.

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

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

Another strategy for improving trailer-truck flexibility involves the use of air springs as part of the hitch design. Typically, the hitch is suspended

# Hitching Up



**Blue Ox hitch**

on multiple bladder-type air bags, which support most of the trailer's kingpin weight. Aside from providing considerable articulation, these springs are also capable of smoothing out much of the road shocks and vibration that would otherwise be transmitted from the trailer to the tow vehicle. Adjustments to the system can be accomplished by varying the amount of air pressure in the bags.

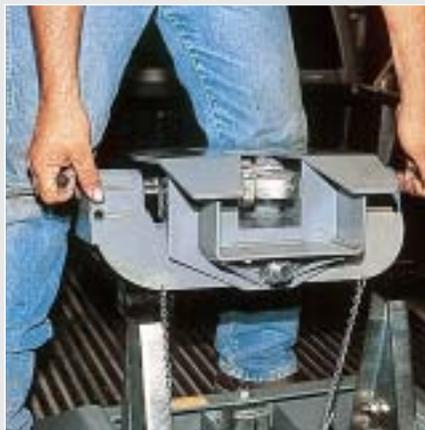
Shortbed pickups are now more popular than ever, particularly among extended-cab models. However, a short bed often causes complications in using the truck for towing a fifth-wheel because the proper hitch-mounting location is far enough forward to cause trailer-to-cab collisions during sharp turns.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

## **B&W Frees Up Bed Space**

Keeping the bed of the tow vehicle flat when the fifth-wheel is in storage was a goal B&W Custom Truck Beds took seriously. The company, known for its Turnover Ball Gooseneck, has made a name for itself by marketing hardware that allows the owner to use a gooseneck ball when towing and then have it “disappear” from the bed by turning it over.

The Companion fifth-wheel hitch is a natural addition to this system. It allows the whole works to be removed from the bed

when the trailer is not being towed. The fifth-wheel hitch mounts, via a post, into brackets that are mounted on the truck's frame. These brackets use existing holes in the frame, so welding and drilling into the frame are not required. The only per-



manent modification is a 4-inch hole that is cut into the floor of the bed, strategically placed over the latching mechanism.

To install the fifth-wheel hitch, the square post is attached to the base and positioned into the special receiver socket

with the pin-box manufacturer before adding any extension.

For larger units, one solution is a conventional hitch that can be manually unlocked and moved aft on a special set of rails before making tight turns. PullRite offers a hitch that performs this motion automatically, returning to the forward-towing position after the turn is completed. Rearward travel can be as much as 22 inches for some models, which is generally adequate for accommodating 102-inch wide trailers. Turns as tight as 90 degrees are possible in some cases.

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

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

## Sources

**Automatic Equipment Manufacturing**, (888) 425-5382, [aemfg.com](http://aemfg.com).

**B & W Truck Beds Inc.**, (800) 248-6564, [turnoverball.com](http://turnoverball.com).

**Draw-Tite Hitches**, (800) 453-5615, [drawtite-hitches.com](http://drawtite-hitches.com).

**Equal-i-zer Hitch**, (800) 478-5578, [equalizerhitch.com](http://equalizerhitch.com).

**Hensley Manufacturing, Inc.**, (800) 410-6580, [hensleymfg.com](http://hensleymfg.com).

**MOR/ryde International**, (574) 293-1581, [morryde.com](http://morryde.com).

**Pulliam Enterprises**, (800) 443-2307, [pullrite.com](http://pullrite.com).

**RBW Industries Inc.**, (800) 451-7821, [rbwindustries.com](http://rbwindustries.com).

**Reese Division, Cequent Towing Products**, (800) 326-1090, [reeseproducts.com](http://reeseproducts.com).

**Trailair**, (800) 998-4238, [trailair.com](http://trailair.com).

**TrailerSaver Air Ride Hitches**, (270) 779-9182, [trailersaver.com](http://trailersaver.com).

in the bed. The hitch saddle simply rests on two adjustable pivot arms in the base. Handling the base and saddle separately helps one person maneuver the parts into place. To remove, a latch with access under the wheel well is pulled to release the base.

The Companion features a cam-action latching mechanism with locking jaws that are 1 ½ inches thick. The head pivots back and forth — as well as side-to-side — a full 7 degrees to prevent binding; a single hydraulic shock absorber helps to stabilize



side-to-side motion.

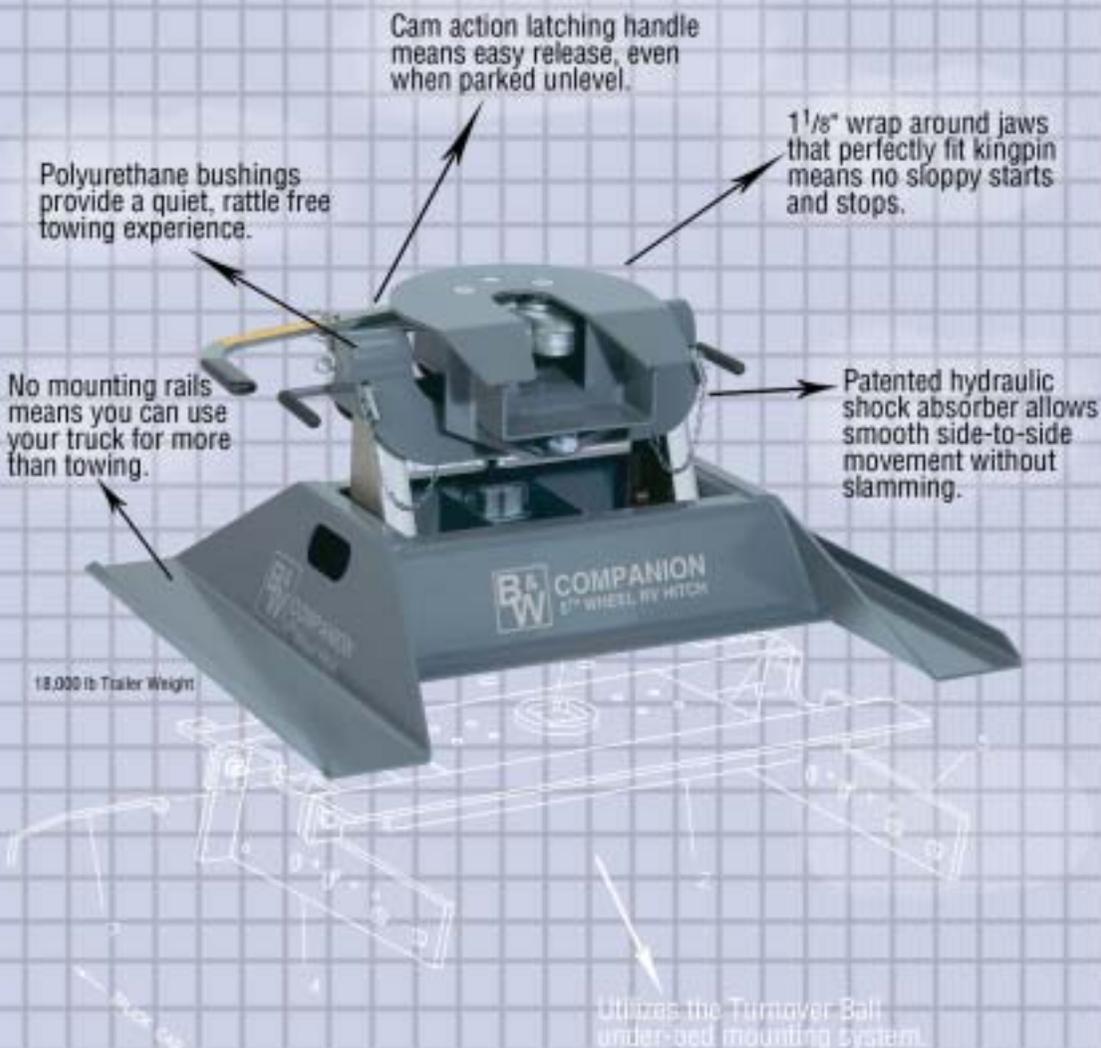
Polyurethane bushings atop the saddle pivot arms help dampen vibration, and non-marring pads on the bottom of the base protect the bed of the truck from direct metal-to-metal contact. B&W plates the cam, the arms and the jaw assembly to prevent corrosion, and powdercoats the rest of hitch gray for long-lasting good looks and resistance to weather.

It takes about two hours, using common hand tools, to install all the components of the Companion.

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# Road Rules

Practice and good defensive driving skills are necessary for safe and enjoyable towing

TEXT BY BRAD CLAYTON

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

must be considered while towing.

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

# Road Rules

characteristics of the larger rig.

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

## The Road Ahead

The first towing precautions are those that precede towing — matching the tow vehicle and trailer correctly, adhering to weight limits and making sure hitch selection and adjustment are correct, as described in this guide. And it's important to refresh defensive driving skills. From there, the fun begins.

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

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

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

## Braking & Brake Fade

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

The cure is prevention — downshifting to a gear range that is low enough to retard speed sufficiently that brakes need not be used more than occasionally. Thus, enough braking performance is reserved to make an emergency stop, if it becomes necessary.

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

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

## Tracking, Backing & Planning

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

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

Before each trip, the essentials should be taken care of: Tires should be checked to assure that inflation pressures match those molded on tire sidewalls (cold), or that are appropriate for your load (consult load/inflation tables), and vehicle fluids should be inspected. Make sure trailer-wheel lug nuts are tightened to factory specifications.

Trailer is a great way to explore the new horizons and great camping destinations that are available to owners of recreational trailers, and proper attention paid to defensive driving will pay off in safe travel. **TG**

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