Introducing an all-new F-Series Super Duty. The 2017 F-250, F-350, and the massive F-450. We set the standard in truck capability. Now we’ve raised it even higher. This tough-as-nails workhorse is loaded with material innovation and advanced technology. Rust can’t touch its all-new high-strength, military-grade, aluminum alloy body and cargo box. Its all-new, fully boxed, high-strength steel ladder frame is the strongest Super Duty pickup frame. Ever. Together, they form the foundation for

**THE TOUGHEST, SMARTEST, MOST CAPABLE SUPER DUTY EVER.**
It’s astounding what an F-Series Super Duty will haul over its lifetime. Cinder block. Stumps. Pipe. Tools. Machinery. Landscaping material. Generators. 5th-wheel/gooseneck trailers. So we’ve made the cargo box of the all-new 2017 Super Duty even more capable. It’s the first and only one in its class<sup>1</sup> made from high-strength, military-grade, aluminum alloys. To handle the increased loading requirements and enhanced capability of a Super Duty workload, we re-engineered the cargo box and upgraded its panel thickness. It does not rust. It’s more dent- and ding-resistant. Simply put, it is

THE TOUGHEST SUPER DUTY BODY EVER.

Use of this advanced material saved weight as well, so we reinvested those savings directly into upgrading the essential components that work the hardest – the frame, axles, leaf springs, transfer case, driveline and trailer hitches. With a stronger frame, tougher body and upgraded componentry, the 2017 Super Duty tows more, hauls more, and is more capable than ever – while weighing up to 350 pounds less than before. This is the Future of Tough.

<sup>1</sup>Class is Full-Size Pickups over 8,500 lbs. GVWR based on Ford segmentation.
Super Duty demands a foundation built for extremes. This all-new, fully boxed ladder frame – made of 95% high-strength steel – is engineered to be up to the task. With 6 times more high-strength steel than the previous generation, it’s up to 24 times stiffer – helping to produce the best ride and steering of any Super Duty ever. That’s just the kind of stability you need when you’re towing a best-in-class 32,500 lbs. of heavy-duty machinery behind you. 

Through-welded, closed-section crossmembers, used on Super Duty for the first time, help increase torsional stiffness. Frame mid-rails are 1.5” taller for added stiffness. And an e-coat paint process encases all that strength for extreme durability and corrosion protection.
We tortured it. In the engine lab, on the proving grounds, and working in the real world. Our dedicated team of truck engineers ran it with maximum trailer weights. Up and down steep grades. Then up and down again. In stifling heat above 100°F. And in subzero cold. This all-new 2017 Super Duty is engineered for extremes.

Its robust new cargo box endured extensive strength and durability testing. First, with body structure engineers running it through countless hours of supercomputer simulations. Then, while driving prototype vehicles over brutal road surfaces at maximum payload limits. The cargo box and upgraded driveline took the abuse, run after run. Before the first truck rolls off the line, we’ll have logged over 12 million cumulative miles of testing – more than any of its predecessors. Trust us when we say: The 2017 Super Duty is Built Ford Tough® in every way that matters.
SO CAPABLE
IT DELIVERS ALL THIS.

FIRST-IN-CLASS
- High-strength, military-grade, aluminum alloys
- Inflatable rear-seat outboard safety belts

BEST-IN-CLASS
- 925 lb.-ft. of diesel torque, 440 horsepower
- 430 lb.-ft. of gas torque
- 32,500 lbs. max. towing capacity
- 27,500 lbs. max. 5th-wheel towing capacity
- 21,000 lbs. max. conventional towing capacity
- 7,630 lbs. max. payload capacity
- 41,800 lbs. max. Gross Combined Weight Rating (GCWR)

CLASS-EXCLUSIVE
- Up to 7 available cameras
- Adaptive steering
- Adaptive cruise control and collision warning with brake support
- BLIS with trailer coverage and cross-traffic alert
- Customer-placed trailer camera
- LED sideview mirror spotlights
- Multicontour front seats with Active Motion
- Power-deployable running boards
- PowerScope power-telescoping/folding trailer-tow mirrors
- Remote tailgate lock and release
- Smart Trailer Tow Connector
- Standard flat load floor inside
- Collapsible under-seat storage that folds into flat load floor
- Tailgate step
- Trailer Reverse Guidance
- Trailer Tire Pressure Monitoring System

Available feature.
When properly equipped with available factory-installed equipment.
SuperCab and Crew Cab.
Crew Cab only.

2017 Super Duty® | ford.com
F-350 XL Crew Cab DRW 4x2 in Oxford White with STX Appearance Package and available equipment.
As the market leader, Super Duty owns work. Loggers, landscapers, miners and oil field workers rely on it in extreme conditions. With the all-new Super Duty, they’ll depend on the strongest 6.7L Power Stroke® V8 Turbo Diesel engine yet. New this year: twin-pilot injection for smooth acceleration; upgraded pistons, rods, crankshaft cylinder heads and gaskets. Plus, a driver-controlled engine exhaust brake with On, Off and Auto settings that allows use of engine braking to help slow the truck down and control vehicle speed. This proven diesel is paired with an equally rugged TorqShift® 6-speed automatic transmission. Both are designed, engineered and built by Ford. Together, they deliver its highest combination of horsepower and torque ever.

The numbers push, pull and speak for themselves. Larger fuel tanks – up to 48 gallons maximum – help improve your range of travel as well. The most tested Power Stroke diesel ever is also B20-capable. And right where it belongs in the 2017 Super Duty.
The Built Ford Tough® 6.2L 2-valve V8 delivers the most torque of any gas engine in the class. Designed, engineered, built and torture-tested by Ford, the standard engine on F-250 and F-350 Super Duty is also E85-capable. An enhanced long-runner intake manifold combines with revised camshaft profiles this year to increase peak torque by 25 lb.-ft. over the previous generation. With significant improvements in torque performance, the 6.2L V8 delivers better working power throughout the rpm range – for improved driveability overall, and enhanced hauling and towing performance.

Alternative fuel options include a CNG/Propane Gaseous Engine Prep Package that readies your truck to be upfit for compressed natural gas (CNG) or propane autogas. Super Duty models equipped with the 6.2L engine can be converted to a bi-fuel vehicle with the ability to switch between CNG or propane and gasoline. Providing flexibility and extended range, trucks upfit to a bi-fuel system include a tank for each type of fuel. By purchasing a Super Duty upfit for CNG or propane, you may even qualify for state incentives related to alternative fuel use, infrastructure or vehicles. Visit www.afdc.energy.gov/afdc/laws for details.

The TorqShift® 6-speed SelectShift® automatic transmission with tow/haul mode delivers smooth, efficient performance. A multi-segment clutch friction-plate design improves oil flow, reduces power loss and maximizes transmission productivity. A high-efficiency fluid filter has a fluid change interval of 150,000 miles.

**SelectShift and Progressive Range Select**
- Manual upshift and downshift capability
- Progressive range select mode lets you reduce the available gear range in difficult road/load conditions
- Tow/haul mode helps to eliminate unwanted frequent shifting on steep uphill grades, while allowing engine braking to help maintain vehicle speed when descending a steep grade

**3-Plate, 2-Stage Torque Converter** handles substantial horsepower and torque forces from the 6.7L Power Stroke® V8 Turbo Diesel, and helps both engines work efficiently at low rpm thanks, in part, to low-speed lockup capability (down to 900 rpm).

**Live-Drive Power Takeoff Provision** is directly linked to the crankshaft, so the PTO output gear delivers power anytime – whether the vehicle is moving or not. With both engines, the TorqShift transmission provides stationary and mobile-mode PTO capability.

**Sinter-Brazed Pinion Carriers** help manage the diesel’s extreme low-end torque, as well as the high shift speeds of the gas engine. When teamed with a gasoline engine, the transmission features up to 4-pinion front carriers and 6-pinion rear. Diesel models feature up to 6-pinion carriers in front and up to 8-pinion carriers in the rear.

**A TorqShift® 6-speed SelectShift® automatic transmission with tow/haul mode** is right-sized for weight savings and efficiency, is new this year and standard on Super Duty F-250 models with the 6.2L V8. Since engines and transmissions are both designed by Ford, each powertrain works seamlessly with chassis components and vehicle calibrations.
After all, it has the best vantage point to see where the weight savings from the all-new 2017 F-Series Super Duty have been reinvested. And it is a sight to behold.

Front suspension: optimized for increased capability with new shocks, radius arms, springs, larger lower bushings and upgraded stabilizer bars with new collars. Rear suspension: upgraded and optimized with new shocks, bushings and re-engineered leaf springs for improved stance under load. Brake master cylinder on F-450: larger, for less brake fade under extreme braking conditions. Trailer hitch receivers: bigger, stronger with more weight-carrying capability. This Super Duty is ready for down and dirty.

Front and rear axles are stronger and more capable. They’ve been re-engineered with new gear and bearing designs, and optimized for weight to be more efficient than their predecessors. All-new rear axles on DRW trucks have more weight-carrying and towing capability than the previous generation.

Driveshafts, transfer cases and U-joints were upgraded to handle the increased torque output of both Super Duty engines. An electromagnetic clutch in the new transfer case provides smooth and immediate shift-on-the-fly 4WD capability in conditions where additional traction is required.

Standard trailer hitches are larger with increased ratings to handle heavier loads and, on many configurations, are now weight-carrying up to the trailer hitch ratings. Hitch receiver size has also increased, and reducers are provided to cover your towing needs.
CLASS-BEST
32,500 LBS.
MAX. TOWING.

Towing numbers lead the class across the board. Best-in-class max. towing: Super Duty F-450 at a whopping 32,500 lbs.¹ Best-in-class max. 5th-wheel towing: F-350 DRW at 27,500 lbs.² And best-in-class conventional towing: F-350 DRW at 21,000 lbs.³ If you need to tow more than any other truck in the class, you’ll be in a Super Duty. It’s optimized for heavy hauling. So you can pull the most weight⁴ – confidently.

To help you handle it all, the 2017 F Series Super Duty is our smartest and most capable towing machine. Ever. Providing you with an unprecedented level of towing confidence with even the largest loads. Smart technology helps make towing easier than ever: Cameras² aid in hooking up your trailer; class-exclusive adaptive cruise control² makes handling all that weight seem almost effortless; and adaptive steering² makes parking easier at your destination.
When there’s valuable equipment in tow, what you can see makes all the difference. With up to 7 available cameras, the all-new 2017 Super Duty helps you see more than ever before — solidifying our leadership in delivering the most capable, high-tech towing technology. Introducing your ultimate towing machine.

A front 180-degree camera with washer not only helps to see ahead, but around tight corners as well. It can see to the left and right before you have a line of sight, displaying a view around corners, down alleys and out of parking spots as you slowly drive forward.

A forward-facing camera is utilized by lane-keeping alert. It can detect lane markings and send vibration pulses to the steering wheel if it senses Super Duty drifting unintentionally out of its lane.

A camera in each sideview mirror, along with the front and rear cameras, generates a 360-degree view. This all-around view of Super Duty is displayed on the 8” color LCD screen in the center stack (shown top right).

A center high-mounted stop lamp (CHMSL) camera with zoom function helps provide greater visibility of the cargo in the cargo box while in Reverse (shown middle right), and is particularly helpful when connecting a 5th-wheel/gooseneck trailer.

A rear view camera with zoom function, mounted in the tailgate handle, provides a view of what’s behind Super Duty and helps in the hookup of conventional trailers. It is one of the cameras used by the 360 degree camera with Split-View Display.

A customer-placed trailer camera can be attached to the rear of your trailer. It shows you what’s behind the trailer when backing up, and it’s weatherproof. The image can be accessed on the 8” color LCD screen in the center stack.
After surviving countless hours of abuse at the hands of Ford engineers, this high-strength, military-grade, aluminum alloy cargo box is reporting for duty. Super Duty. Best-in-class payload sits inside these walls. In fact, max. payload numbers have increased across this F-Series lineup. And for good reason. Panel thickness of the cargo box: upgraded. Reinforcements underneath the box: fortified. Dent and ding resistance inside the box: better than steel. Susceptibility to red rust: gone.

Accessing your payload is easy, too, thanks to extended step bars\(^1\) that reach to the side of the cargo box, as well as our class-exclusive tailgate step\(^3\) in back. To help increase your confidence while hauling heavy loads, every Super Duty features AdvanceTrac® with RSC® (Roll Stability Control\(^*\)) — that now includes DRW models too. It utilizes 2 gyroscopic sensors to automatically help you avoid skidding and fishtailing, helping you keep all wheels firmly planted.\(^2\) Load up. Head out.

**CLASS-BEST**

**7,630 LBS.**

**MAX. PAYLOAD.**

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\(*\) Available feature. \(\text{\footnotesize*}\) Remember that even advanced technology cannot overcome the laws of physics. It's always possible to lose control of a vehicle due to inappropriate driver input for the conditions. \(\text{\footnotesize*}\) When properly equipped.
FORTIFIED FOR ACTION.

Day or night, the all-new Super Duty provides the tools you need to finish any job. Class-exclusive LED sideview mirror spotlights\(^1\) can light your work site well into the night. They join quad-beam LED headlamps\(^1\) and LED taillamps.\(^1\) LED box lighting\(^1\) smartly illuminates the cargo box with forward-facing lights. Turn them on with the button in the bed or the headlamps control in the cab.

Our class-exclusive tailgate step\(^1\) with grab handle is fully integrated inside the tailgate and drops down in one easy motion when needed. First-in-class remote tailgate release\(^1\) with power remote locking opens the tailgate with your key fob. Lock, unlock and lower it, hands-free. When activated, the tailgate gradually lowers to a flat position. Class-exclusive BoxLink™ with locking cleats\(^1\) helps keep your cargo in place. Load dirt bikes and ATVs with ease thanks to class-exclusive stowable loading ramps\(^1\). When finished, stow the ramps with the BoxLink system.
POWERED FOR PRODUCTIVITY.

The 8" color LCD productivity screen¹ in the instrument cluster of the all-new Super Duty is your new command center. Keep your most used screens front and center with MyView. Just choose your favorites (up to 7) and put them in one consolidated view for greater convenience. Unique Super Duty screens include a digital turbo gauge for the 6.7L Power Stroke® V8 Turbo Diesel engine; and a DEF gauge.

The Individual Tire Pressure Monitoring System² not only notifies you if any individual tire’s pressure is low, but the system tells you how low. Track towing information, such as trailer brake controller¹ settings, vehicle pitch and steering angle, and profiles of up to 10 trailers – including accumulated miles on each. A class-exclusive Trailer Tire Pressure Monitoring System¹ can monitor and display the individual tire pressures of a connected trailer, and warn you if any tire is low. A power distribution screen when driving off road even shows you which wheels are receiving the most power. In Super Duty, all the info you need is front and center.
You can in the all-new 2017 F-Series Super Duty, the smartest Super Duty ever. It’s loaded with driver-assist features. And strategically placed cameras. They’re at your service to help you navigate a crowded job site, avoid a collision, stay in your lane, and so much more.

Adaptive cruise control helps maintain your choice of speed and preset gaps from the vehicle in front of you. It can also alert you to a potential collision. If one is detected, adaptive cruise control and collision warning with brake support flashes a warning via a heads-up display on the windshield, sounds an alarm, and can pre-charge the brake system to provide full responsiveness when you do brake.

First-in-class adaptive steering adapts to different driving conditions and reduces the amount of steering input needed, depending on speed and load. This helps make Super Duty more manageable to drive, especially with a load in tow. Backing up, trailerering, and parking lot maneuvering will all be easier than the previous generation.

Trailer sway control helps you handle all that weight when towing. The system monitors the motions of the truck to detect trailer sway and selectively brakes as needed, helping you maintain control of the truck and the trailer.

BLIS (Blind Spot Information System) with trailer coverage notifies you with a light in either sideview mirror if its radar sensors detect a vehicle in the corresponding blind spot. The system has been optimized for Super Duty to extend the range of BLIS to include a conventional trailer, once programmed into the productivity screen.

Lane-keeping alert can detect lane markings and send vibration pulses to the steering wheel if it senses Super Duty drifting unintentionally out of its lane.

Remember that even advanced technology cannot overcome the laws of physics. It’s always possible to lose control of a vehicle due to inappropriate driver input for the conditions. Lane-keeping alert does not control steering.
Until the pavement is down on a job site, you’ve got to get your heavy equipment and tools through mud, sand and difficult terrain. Thankfully, on Super Duty 4x4 models with electronic shift-on-the-fly, engaging 4WD is as simple as setting the proven manual-locking front hubs to AUTO and turning a dial on the instrument panel. Monitor your truck’s pitch, roll, steering angle and driveline status with the off-road display in the 8” productivity screen.

To increase your confidence even more, select the FX4 Off-Road Package. Transfer case and fuel tank skid plates, Hill Descent Control™ (now available on DRW models for the first time), and off-road-tuned Rancho® shocks help get you ready for serious, low-speed crawling. An electronic-locking rear differential (SRW models) uses a true mechanical dog-clutch mechanism to lock the rear axle shafts together so they turn at the same speed for maximum gripping power. In the all-new 2017 Ford Super Duty, you’re well prepared to conquer the toughest terrain.

*Available feature.
You can, in all-new cabs that are longer across the lineup – Regular Cab, SuperCab and Crew Cab. On KING RANCH® you can massage your lower back and upper leg area, and change your seat contour, with the heated and cooled, leather-trimmed 10-way power front seats equipped with Active Motion®. The driver’s seat, power-adjustable pedals, power sideview mirrors, and power-tilt and -telescoping steering column all feature memory to make life even more convenient. On the leather-wrapped center console lid, the KING RANCH Running W logo is prominently displayed.

Listen to everything you love with SiriusXM® Satellite Radio. Get over 150 channels including all kinds of commercial-free music, plus every major sport and the best talk, news, comedy and entertainment. And you’ll hear it all with a 6-month trial subscription to the All Access package, included with your new Super Duty. So you can rock your ride, plus listen anywhere online and on the SiriusXM app. All in the quietest Super Duty ever.
NOW YOU'RE TALKING.

SYNC 3
In addition to all the voice-activated benefits of SYNC®1,2 – placing and answering calls, and controlling music from your devices – you’ll love the easy-to-use interface of SYNC 3.3 An 8” color LCD screen displays phone, audio and navigation features. Enhanced voice recognition lets you give simple commands. A capacitive touchscreen includes a convenient swipe feature, as well as pinch-to-zoom functionality within navigation.3 SYNC 3 also brings you the options of Apple CarPlay™3 and Android Auto™4.

Voice-Activated Navigation System†
Includes a 5-year complimentary trial subscription to SiriusXM® Traffic and Travel Link® services.5 Global Positioning System (GPS) technology is combined with available 3-D mapping and provides voice-guided turn-by-turn directions. You’ll get detailed traffic information, plus current and forecasted weather and fuel station locations and prices.

SYNC AppLink
Use your voice to control some of your favorite compatible mobile apps (like Pandora® and iHeartAuto), thanks to SYNC AppLink3,6.

Siri Seamless Integration
Bring the power of Siri® into Super Duty with Siri Eyes Free,7 your paired iPhone® and a long press of the voice-recognition button on the steering wheel.

Automatic Updates Over Wi-Fi
Keep SYNC 3 current with the latest software as new updates become available.8 All you need is a Wi-Fi® connection.
AN OPEN AND SHUT CASE ON PRODUCTIVITY.

To keep you highly productive, smart storage is everywhere in Super Duty. Even under the rear seat. First, on Crew Cab models, deployable under-seat storage can fold into the floor when not in use for a convenient flat load floor. When needed, the deployable partition raises up for helpful storage that can be divided and locked when the seat is folded down. Next, 2 glove compartments, including a unique upper compartment, more than double the glove box storage space of the previous generation. And the deep front center console is large enough for hanging file folders. Lastly, on SuperCab, enjoy rear doors that now open to 170° – with no B-pillars to obstruct entry and loading. Case closed.
**F-250**

**MAXIMUM CAPABILITIES**
- Towing: 18,600 lbs.
- Payload: 4,200 lbs.
- GVWR: 10,000 lbs.
- GCWR: 25,700 lbs.

**ENGINES**
- 6.2L Gas V8
- 6.7L Power Stroke® V8 Turbo Diesel

**DRIVETRAINS**
- Single Rear Wheel (SRW) 4x2 or 4x4

**CAB TYPES**
- Regular Cab, SuperCab or Crew Cab

**BOX LENGTHS**
- 6¾' or 8'

**F-350**

**MAXIMUM CAPABILITIES**
- Towing: 32,000 lbs.
- **BEST-IN-CLASS** Payload: 7,630 lbs.
- GVWR: 14,000 lbs.
- GCWR: 40,000 lbs.

**ENGINES**
- 6.2L Gas V8
- 6.7L Power Stroke V8 Turbo Diesel

**DRIVETRAINS**
- SRW or Dual Rear Wheel (DRW); 4x2 or 4x4

**CAB TYPES**
- Regular Cab, SuperCab or Crew Cab

**BOX LENGTHS**
- 6¾' or 8'

**F-450**

**MAXIMUM CAPABILITIES**
- BEST-IN-CLASS Towing: 32,500 lbs.
- Payload: 5,320 lbs.
- GVWR: 14,000 lbs.
- BEST-IN-CLASS GCWR: 41,800 lbs.

**ENGINE**
- 6.7L Power Stroke V8 Turbo Diesel

**DRIVETRAIN**
- DRW 4x4

**CAB TYPE**
- Crew Cab

**BOX LENGTH**
- 8'


**Standard Features**

**Mechanical**
- Axle – Front, narrow-track, monobeam (F-250/F-350 4x4)
- Axle – Front, narrow-track, Twin-I-Beam (F-250/F-350 4x2)
- Axle – Front, wide-track, monobeam (F-450)
- Axle – Rear, 4.30 limited-slip (F-450)
- Axle – Rear, non-limited slip (F-250/F-350)
- Brakes – Power 4-wheel disc with Anti-Lock Brake System (ABS)
- Jack – 2-ton mechanical (SRW)
- Jack – 4-ton hydraulic (DRW)
- Manual locking hubs (4x4)
- Oil monitor – Intelligent Oil-Life Monitor® (diesel engine)
- Oil monitor – Oil-Life minder (gas engine)
- Spare wheel, tire, lock and frame-mounted carrier
- Stabilizer bar – Front
- Stabilizer bar – Rear (DRW)
- Stationary Elevated Idle Control (SEIC)
- Steering – Hydraulic power-assisted
- Steering damper
- Suspension – Front, coil springs
- Suspension – Heavy-duty gas shock absorbers
- Suspension – Rear, leaf-spring
- Trailer sway control
- Trailer tow – 15K Built Ford Tough® trailer hitch receiver with 2.5” hitch and 2”–2.5” sleeve reducer (SRW with gas engine)
- Trailer tow – 21K Built Ford Tough trailer hitch receiver with 3” hitch and 2”–2.5” and 2.5”–3” sleeve reducers (SRW with diesel engine; DRW)
- Trailer tow – 7-wire harness with relays and 7/4-pin connector (F-250/F-350)
- Trailer tow – 7/4-pin connector, 4.30 limited-slip rear axle and 33,000-lb. GCWR (F-450)

**Driver Assist Technology**
- Autolamp with rainlamp
- Hill start assist

**Seating**
- Rear – 60/40 split flip-up seat with head restraints (SuperCab and Crew Cab)

**Interior**
- Cabin air filter
- Climate control – Air conditioning
- Coat hooks
- Dash-top tray
- Display – Outside temperature
- Glove compartments – 2, illuminated and lockable
- Grab handles – Driver and front-passenger, and rear-passenger on Crew Cab
- Lighting – Dome light
- Lighting – Dual map lights (front on Regular Cab/ SuperCab; front and rear on Crew Cab)
- Overhead console with dual storage bins (SuperCab/Crew Cab)
- Power outlets – 12-volt powerpoint, 2 in instrument panel
- Windows – Rear quarter flip-out (SuperCab)

**Exterior**
- Daytime running lamps – Configurable
- Doors – 2 (Regular Cab)
- Doors – 4 (SuperCab/Crew Cab)
- Front fender vents
- Front license plate bracket
- Lighting – 3-blink lane change signals
- Lighting – Center high-mounted stop lamp (CHMSL) with cargo lamp
- Lighting – LED roof marker/clearance lamps (DRW)
- Pickup box – Box rail and tailgate moldings
- Pickup box – Partitionable and stackable
- Pickup box – Tie-down hooks (4 with 6¼’ box; 6 with 8’ box)
- Tailgate – Removable with key lock and tailgate assist
- Tow hooks – Front, 2
- Underhood service lamp
- Windshield wipers – Variable-intermittent with washers

**Safety & Security**
- Airbags – Driver and right-front-passenger front²
- Airbags – Front-seat side²
- Airbags – Front-passenger airbag deactivation switch (Regular Cab and SuperCab)
- Airbags – Safety Canopy® System with side-curtain airbags³ and rollover sensor
- AdvanceTrac® with RSC® (Roll Stability Control™)
- Belt-Minder® front safety belt reminder
- Child-safety-seat top tether anchors (Regular Cab front passenger, and all rear-seat positions)
- Front height-adjustable shoulder safety belts
- Individual Tire Pressure Monitoring System (F-250/F-350, excludes spare)
- Keyless entry (SuperCabs/Crew Cabs)
- MyKey®
- SecuriLock® Passive Anti-Theft System
- SOS Post-Crash Alert System™

**Engines**
- **6.7L Power Stroke® V8 Turbo Diesel**
  - Configuration: OHV (32-valve)
  - Electronic fuel injection: High-pressure common-rail
  - Induction system: Single-sequential turbocharger; charged air cooler
  - Battery: Dual 12-volt; 750-CCA/78-amp-hr
  - **Alternator**:
    - 175-amp (XL/XLT)
    - 220-amp (LARIAT/KING RANCH/PLATINUM)
    - Optional 220-amp (XL/XLT)
    - Optional dual combined 332-amp
    - Optional dual combined 377-amp
  - Cooling system: Pressurized series flow
  - **Transmission**:
    - TormShift® 6-Speed SelectShift® Automatic with Tow/Haul Mode (F-250 with diesel engine and F-350/F-450)
    - TormShift® 6-Speed SelectShift Automatic with Tow/Haul Mode (F-250 gas engine only)

**Transmissions**
- **Case Material**
  - Aluminum
  - Aluminum
  - PTO:
    - Live-drive with stationary and mobile modes; split-shaft capability (diesel only); PTO port located on driver’s side
  - n/a
  - **PTO Gear Ratios**
  - 1st: 3.97:1
  - 2nd: 2.31:1
  - 3rd: 1.93:1
  - 4th: 1.34:1
  - 5th: 1.00:1
  - 6th: 0.69:1
  - Reverse: 3.0:1

**Mechanical**
- **Front Suspension**
  - Axle (max. rating @ ground):
    - 5,250 lbs. (F-250/F-350 4x2)
    - 6,000 lbs. (F-250/F-350 w/3.31 axle delete)
    - 6,000 lbs. (F-250/F-350 4x4)
    - 7,000 lbs. (F-450)
  - Shock absorbers – 1.38” gas type

**Rear Suspension**
- Axle (max. rating @ ground):
  - 6,200 lbs. (F-250)
  - 7,280 lbs. (F-350 SRW)
  - 9,650 lbs. (F-350 DRW/F-450)
  - 15,395 lbs (F-450)
- **Number of studs**:
  - 14.29” (225-mm) F-450
  - 11” (279-mm) F-250/F-350
  - 10” (256-mm) F-350 SRW
  - 8” (203-mm) F-250/F-350 DRW
- **Wheels**
  - Steel or aluminum
  - Size:
    - 17” (437-mm) F-250/F-350
    - 18” (457-mm) F-350 SRW
    - 20” (508-mm) F-450
- **Torsion Bar**
  - 17,” 18” or 20” (F-250/F-350)
  - 19.5” (F-450)
- **Number of studs**:
  - 8 (F-250/F-350)
  - 10 (F-450)
- **Bolt-circle diameter**:
  - 8.86” (225-mm) F-450
  - 7.87” (200-mm) F-350 DRW
  - 6.69” (170-mm) SRW
  - 6.29” (160-mm) F-250/F-350
  - 6.13” (155-mm) F-350 SRW
  - 6.00” (152-mm) F-250/F-350 DRW
- **Brakes**
  - Rotor diameter (front/rear): 14.29/14.29” (F-250/F-350)
  - 15.39/15.74” (F-450)
- **Wheels**
  - Steel or aluminum
  - Size:
    - 17” (437-mm) F-250/F-350
    - 18” (457-mm) F-350 SRW
  - 19.5” (F-450)
  - **Number of studs**:
    - 8 (F-250/F-350)
    - 10 (F-450)
  - **Bolt-circle diameter**:
    - 8.86” (225-mm) F-450

**6 auxiliary upfitter switches** are mounted overhead, within easy reach of front-seat occupants.

**Up to 6 power sources**, including 12-volt powerpoints and 110-volt power outlets, help you recharge your equipment easily. And the combined max. output of these outlets is increased to 400 watts in Park and 300 watts when driving.

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¹Final-stage manufacturer must supply control switches.
²Always wear your safety belt and follow airbag warning label instructions.
³Certified to SAE J1349.
⁴Available feature.
- **XL Regular Cab** cloth-trimmed interior in Dark Earth Gray with XL Value Package, 40/20/40 split front seat and available equipment.

- **XLT SuperCab** cloth-trimmed interior in Medium Earth Gray with XLT Premium Package, 40/console/40 front bucket seats and available equipment.

- **LARIAT Crew Cab** leather-trimmed interior in Medium Light Camel with 40/console/40 front bucket seats and available equipment.

- **KING RANCH® Crew Cab** leather-trimmed interior in Mesa Brown with 40/console/40 front bucket seats and available equipment.

- **PLATINUM Crew Cab** leather-trimmed interior in Black with 40/console/40 front bucket seats and available equipment.

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**TRIMS**

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<thead>
<tr>
<th>Trim Level</th>
<th>Regular Cab</th>
<th>SuperCab</th>
<th>Crew Cab</th>
<th>6'4&quot; Box Size</th>
<th>8' Box Size</th>
<th>40/20/40 split front seat</th>
<th>40 mini-console/40 front bucket seats</th>
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**Mechanical**

- 6.2L SOHC 2-valve Gas V8 Flex Fuel E85-capable engine (F-450)
- 6.7L Power Stroke® V8 Turbo Diesel B20-capable engine with driver-controlled engine exhaust braking (standard on F-450)
- TorqShift-G 6-speed SelectShift® automatic transmission with tow/haul mode (F-250 with gas engine)
- TorqShift-G 6-speed SelectShift automatic transmission with tow/haul mode (F-250 with diesel engine and F-350/F-450)
- Axle – Rear, 3.31 non-limited-slip (SRW diesel engine)
- Axle – Rear, 3.55 non-limited-slip (standard on F-350 DRW with diesel engine; optional on SRW 4x4 with diesel engine)
- Axle – Rear, 3.73 non-limited-slip (F-250/350 with gas engine)
- Axle – Rear, 3.73 non-limited-slip (F-350 DRW with diesel engine)
- Axle – Rear, 4.10 limited-slip (F-350 DRW with diesel engine)
- Axle – Rear, 4.30 limited-slip (F-350 DRW with gas engine)
- Axle – Rear, 4.30 limited-slip (standard on F-350 DRW with diesel engine)
- Axle – Rear, 4.30 limited-slip (standard on F-350 DRW with gas engine)
- Axle – Rear, 3.31 electronic-locking® (SRW diesel engine)
- Axle – Rear, 3.55 electronic-locking® (SRW diesel engine)
- Axle – Rear, 3.73 electronic-locking (SRW with diesel engine)
- Axle – Rear, 3.42 electronic-locking (SRW with gas engine)
- Alternator – 157-amp heavy-duty® (gas engine)
- Alternator – 175-amp heavy-duty® (diesel engine)
- Alternator – 200-amp extra-heavy-duty® (gas engine)
- Alternator – 220-amp extra-heavy-duty® (diesel engine)
- Alternator – 240-amp extra-heavy-duty® (gas engine)
- Alternator – Dual heavy-duty, 332-amp total® (diesel engine)
- Alternator – Dual extra-heavy-duty, 377-amp total® (diesel engine)
- Battery – 650-CCA, 72-amp, single (gas engine)
- Battery – 650-CCA, 72-amp, single (diesel engine)
- Battery – 750-CCA, 78-amp, single (gas engine)
- Battery – 750-CCA, 78-amp, single (diesel engine)
- Drivetrain – 4x2 (F-250/F-350)
- Engine block heater (standard with diesel engine)
- Engine block heater (standard with gas engine)
- Engine idle shutdown – 5-minute®
- Engine idle shutdown – 10-minute®
- Engine idle shutdown – 15-minute®
- Engine idle shutdown – 20-minute®
- Fuel tank – 29-gallon (142” and 148” WB with diesel engine)
- Fuel tank – 34-gallon (142” and 148” WB with gas engine; 160” and 164” WB)
- Fuel tank – 48-gallon (176” WB with diesel engine)
- Fuel tank – 48-gallon (176” WB with gas engine)
- Operator-commanded exhaust filter regeneration (diesel engine)
- Operator-commanded exhaust filter regeneration (gas engine)
- Power takeoff (PTO) provision with transmission-mounted live-drive and stationary modes®
- Spare wheel, tire, frame-mounted carrier and jack (optional with pickup box delete only)
- Trailer tow – 5th-wheel hitch, 18,000-lb. rating® (SRW)
- Trailer tow – 5th-wheel hitch, 27,500-lb. rating® (DRW)
- Trailer tow – Goose neck dual hitch kit includes one 2 5/16” gooseneck ball, one 2 5/16” gooseneck ball, and two safety chain tie-down bars® (F-450)
- Trailer tow – Goose neck hitch kit® (F-250/F-350)
- Trailer tow – Trailor brake controller with Smart Trailer Tow Connector (standard on DRW)
- Transfer case – Manual (4x4)
- Transfer case – Electronic shift-on-the-fly® (4x4)
- Upfitter interface module (Fleet only)
- Wheel locks (20” wheels only)
- Wheels – 17” argent-painted steel with painted center cap (SRW)
- Wheels – 17” argent-painted steel without center cap (SRW)
- Wheels – 17” cast-aluminum with bright center cap (SRW)
- Wheels – 17” cast-aluminum with bright center cap (F-350 DRW)
- Wheels – 18” argent-painted steel with painted center cap (SRW)
- Wheels – 18” cast-aluminum with bright center cap (SRW)
- Wheels – 18” cast-aluminum with bright center cap (F-350 DRW)
- Wheels – 18” chrome-like PVD with bright center cap® (SRW)
- Wheels – 20” premium cast-aluminum with bright center cap® (F-350 SRW with diesel engine)
- Wheels – 20” chrome-like PVD with bright center cap® (SRW 4x4 with Chrome Package; KING RANCH includes unique center cap)
- Wheels – 20” chrome-like PVD with bright center cap® (F-350 SRW with diesel engine; KING RANCH includes unique center cap)
- Wheels – 20” premium cast-aluminum with KING RANCH center cap (SRW)
- Windshield wipers – Rain-sensing

**Driver-Assist Technology**

- Adaptive cruise control and collision warning with brake support®
- BLS® (Blind Spot Information System) with trailer coverage and cross-traffic alert
- Reverse Sensing System®

**Seating**

- 2-way adjustable driver and right-front-passenger head restraints
- 4-way adjustable driver and right-front-passenger head restraints
- Cloth 40/20/40 split seat with 2-way manual seat adjust, driver’s side manual lumbar, and folding armrest with cupholders and storage
- Cloth 40/20/40 split seat with 2-way manual seat adjust, driver’s side manual lumbar, and folding armrest with cupholders and storage
- Cloth 40/20/40 split seat, center-under seat lockable storage with 12-volt powerpoint, 2-way manual seat adjust, driver’s side manual lumbar, and folding armrest with cupholders and storage
- Cloth 40/20/40 split seat, center-under seat lockable storage with 12-volt powerpoint, 2-way manual seat adjust, driver’s side manual lumbar, and folding armrest with cupholders and storage
- Cloth bucket seats with 8-way power driver seat, 2-way manual passenger seat, driver’s side manual lumbar, and flow-through center console with lockable storage and 2 rear-facing powerpoints® (SuperCab and Crew Cab only)
- Cloth bucket seats with 8-way power driver seat, 2-way manual passenger seat, driver’s side manual lumbar, and flow-through center console with lockable storage and 2 rear-facing powerpoints® (SuperCab and Crew Cab only)

**Notes:**

1. Restrictions may apply. See your dealer for details.
2. Requires 5th-Wheel/Gooseneck Trailer Tow Prep Package.
3. Ford Licensed Accessory.
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<th>Package</th>
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¹Restrictions may apply. See your dealer for details. ²Ford Licensed Accessory.
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<td>Pickup box – Tie-down hooks, Carbon Black</td>
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<td>Power Equipment Group® includes accessory delay for power features; manually telescoping trailer tow mirrors with 2-way fold, power/heat glass, heated manual spotter mirrors, and integrated clearance lamps and turn signal indicators; perimeter alarm; power locks; power tailgate lock; power windows with front one-touch-up/down feature; and Remote Keyless Entry System with 2 integrated keyhead transmitter remotes</td>
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<td>Power Equipment Group® includes accessory delay for power features; manually telescoping trailer tow mirrors with 2-way fold, power/heat glass, heated manual spotter mirrors, and integrated clearance lamps and turn signal indicators; perimeter alarm; power locks; power tailgate lock; power windows with front one-touch-up/down feature; and Remote Keyless Entry System with 2 integrated keyhead transmitter remotes</td>
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<td>XL Value Package® includes a 4.2&quot; center stack screen, AM/FM stereo/single-CD player with MP3 capability, cruise control, bright center caps on wheels (SRW only), and chrome front and rear bumpers</td>
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<td>XL Value Package® includes a 4.2&quot; center stack screen, AM/FM stereo/single-CD player with MP3 capability, cruise control, bright center caps on wheels (SRW only), and chrome front and rear bumpers</td>
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<td>STX Appearance Package® includes AM/FM stereo/single-CD player with MP3 capability, cruise control, chrome grille with Carbon Black surround, chrome front and rear bumpers, 18&quot; cast-aluminum wheels with bright center caps and LT275/65R18 BSW all-season tires (SRW), 17&quot;, 17&quot; polished forged-aluminum wheels (F-350 DRW), and STX tender vent badges</td>
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<td>STX Appearance Package® includes AM/FM stereo/single-CD player with MP3 capability, cruise control, chrome grille with Carbon Black surround, chrome front and rear bumpers, 18&quot; cast-aluminum wheels with bright center caps and LT275/65R18 BSW all-season tires (SRW), 17&quot;, 17&quot; polished forged-aluminum wheels (F-350 DRW), and STX tender vent badges</td>
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### Wheels

**17” Argent-Painted Steel with Painted Center Cap**
- Standard: F-250/F-350 SRW XL

**18” Argent-Painted Steel with Painted Center Cap**
- Optional: F-250/F-350 SRW XL

**17” Cast-Aluminum with Bright Center Cap**
- Optional: F-250/F-350 SRW XL & XLT

**18” Cast-Aluminum with Bright Center Cap**
- Standard: F-250/F-350 SRW XL & XLT
- Included: F-250/F-350 SRW XL with STX Appearance Package

**18” Chrome-Like PVD with Bright Center Cap**
- Included: F-250/F-350 SRW XL & STX Appearance Package & LARIAT with Chrome Package

**18” Bright-Machined Cast-Aluminum with Bright Center Cap**
- Standard: F-250/F-350 SRW LARIAT

**20” Premium Cast-Aluminum with Bright Center Cap**
- Optional: F-250/F-350 SRW 4x4 LARIAT

**20” Chrome-Like PVD with Bright Center Cap**
- Optional: F-250/F-350 SRW 4x4 LARIAT with Chrome Package

**20” Chrome-Like PVD with KING RANCH Center Cap**
- Optional: F-250/F-350 SRW 4x4 KING RANCH with Chrome Package

**20” Polished Aluminum with Bright Center Cap**
- Standard: F-250/F-350 SRW LARIAT & PLATINUM

**20” Chrome-Like PVD with KING RANCH Center Cap**
- Optional: F-250/F-350 SRW 4x4 Diesel KING RANCH with Chrome Package

**17” Argent-Painted Steel with Stainless Steel Covers**
- Optional: F-350 DRW XL & XLT

**17” Polished Forged-Aluminum with Bright Center Cap**
- Optional: F-350 DRW XL & XLT
- Standard: F-350 DRW LARIAT & PLATINUM
- Included: F-350 DRW XL with STX Appearance Package

**17” Polished Forged-Aluminum with KING RANCH® Center Cap**
- Standard: F-350 DRW KING RANCH

**19.5” Polished Forged-Aluminum with KING RANCH Center Cap**
- Standard: F-450 XL, XLT, LARIAT & PLATINUM

**18” Polished Forged-Aluminum with KING RANCH Center Cap**
- Standard: F-250/F-350 SRW KING RANCH

**19.5” Polished Forged-Aluminum with KING RANCH Center Cap**
- Standard: F-450 KING RANCH

---

1Restrictions may apply. See your dealer for details.
### Maximum Payload Weight Ratings (lbs.)

<table>
<thead>
<tr>
<th>Max. GVR 141.5&quot; WB</th>
<th>Regular Cab 141.5&quot; WB</th>
<th>SuperCab 147.9&quot; WB</th>
<th>Crew Cab 159.7&quot; WB</th>
<th>DRW 175.9&quot; WB</th>
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</thead>
<tbody>
<tr>
<td>F-250 SRW 4x2</td>
<td>9,900</td>
<td>9,900</td>
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<td></td>
<td>3,410</td>
<td>3,440</td>
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<tr>
<td>F-250 SRW 4x4</td>
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<td>3,470</td>
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<tr>
<td>F-350 SWR 4x2</td>
<td>9,900</td>
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<tr>
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<td>3,590</td>
<td>3,620</td>
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</table>

### Maximum Loaded Trailer Towing Weight Ratings (lbs.) – SAE J2807 Compliant

<table>
<thead>
<tr>
<th>Engine</th>
<th>Axle Ratio</th>
<th>GCWR</th>
<th>SuperCab Conventional Towing Weight Carrying</th>
<th>SuperCab Conventional Towing Weight Distribution</th>
<th>5th-Wheel/Gooseneck Towing Carrying</th>
<th>5th-Wheel/Gooseneck Towing Distribution</th>
<th>Crew Cab Conventional Towing Weight Carrying</th>
<th>Crew Cab Conventional Towing Weight Distribution</th>
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<tbody>
<tr>
<td>F-250</td>
<td>5th-Wheel/</td>
<td></td>
<td>6.2L Gas 3.73/4.30 21,500</td>
<td>6.2L Gas 3.73/4.30 21,500</td>
<td>6.2L Gas 3.73/4.30 21,500</td>
<td>6.2L Gas 3.73/4.30 21,500</td>
<td>6.2L Gas 3.73/4.30 21,500</td>
<td>6.2L Gas 3.73/4.30 21,500</td>
</tr>
<tr>
<td></td>
<td>5th-Wheel/</td>
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<tr>
<td></td>
<td>5th-Wheel/</td>
<td></td>
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<td></td>
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</table>

**Click here to download full towing charts**
### TECHNICAL SPECIFICATIONS

#### Dimensions

<table>
<thead>
<tr>
<th>Exterior</th>
<th>Regular Cab LWB 4x2/4x4</th>
<th>Super Cab SWB 4x2/4x4</th>
<th>Crew Cab LWB 4x2/4x4</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Height – F-250 SRW (w/o options)</td>
<td>77.9”/81.1”</td>
<td>78.4”/81.5”</td>
<td>78.1”/81.4”</td>
</tr>
<tr>
<td>B. Width – SRW (excl. mirrors)</td>
<td>80.0”</td>
<td>80.0”</td>
<td>80.0”</td>
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<tr>
<td>C. Ground clearance – F-250 SRW</td>
<td>36.1”/36.7”</td>
<td>35.6”/36.3”</td>
<td>35.3”/36.1”</td>
</tr>
<tr>
<td>D. Load floor height – F-250 SRW</td>
<td>48.0”</td>
<td>52.0”</td>
<td>59.8”</td>
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<tr>
<td>E. Cargo box height</td>
<td>21.1”</td>
<td>21.1”</td>
<td>21.1”</td>
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<tr>
<td>F. Overhang – Rear</td>
<td>15.9”</td>
<td>15.9”</td>
<td>15.9”</td>
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<tr>
<td>G. Load floor height – F-250 DRW</td>
<td>48.0”</td>
<td>52.0”</td>
<td>59.8”</td>
</tr>
<tr>
<td>H. Wheelbase</td>
<td>141.5”</td>
<td>148.0”</td>
<td>159.8”</td>
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<tr>
<td>I. Overhang – Front</td>
<td>38.2”</td>
<td>38.2”</td>
<td>38.2”</td>
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<tr>
<td>J. Angle of departure – F-250 SRW</td>
<td>19.0°/22.1°</td>
<td>19.0°/22.1°</td>
<td>19.0°/22.1°</td>
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<tr>
<td>K. Ramp breakover angle – F-250 SRW</td>
<td>20.2°/25.4°</td>
<td>19.3°/24.2°</td>
<td>17.8°/22.5°</td>
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<td>L. Angle of approach – F-250 SRW</td>
<td>17.2°/18.1°</td>
<td>17.6°/17.9°</td>
<td>17.8°/18.7°</td>
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<tr>
<td>Interior</td>
<td>Front head room</td>
<td>40.8”</td>
<td>40.8”</td>
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<tr>
<td>Front leg room (max.)</td>
<td>43.9”</td>
<td>43.9”</td>
<td>43.9”</td>
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<tr>
<td>Front hip room</td>
<td>62.5”</td>
<td>62.5”</td>
<td>62.5”</td>
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<tr>
<td>Front shoulder room</td>
<td>66.7”</td>
<td>66.7”</td>
<td>66.7”</td>
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<tr>
<td>Rear head room</td>
<td>40.3”</td>
<td>40.3”</td>
<td>40.4”</td>
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<tr>
<td>Rear leg room</td>
<td>33.5”</td>
<td>33.5”</td>
<td>43.6”</td>
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<tr>
<td>Rear hip room</td>
<td>64.7”</td>
<td>64.7”</td>
<td>64.7”</td>
</tr>
<tr>
<td>Cargo Box</td>
<td>Volume (cu. ft.)</td>
<td>78.5</td>
<td>75.4</td>
</tr>
</tbody>
</table>

#### Interior Storage (cu. ft.)

- Front 40/20/40 split seat center under-seat lockable storage – 0.42
- Rear Crew Cab 60/40 split bench under-seat lockable storage – 2.27
- Front flow-through center console main bin – 1.18
**Exterior & Interior Choices**

<table>
<thead>
<tr>
<th>Exterior</th>
<th>Two-Tone</th>
<th>XL</th>
<th>XLT</th>
<th>LARIAT</th>
<th>KING RANCH*</th>
<th>PLATINUM</th>
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<tbody>
<tr>
<td>White Platinum Metallic Tri-coat¹</td>
<td>□</td>
<td>□</td>
<td>□</td>
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<td>□</td>
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<tr>
<td>Oxford White</td>
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<td>□</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
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<tr>
<td>Ingot Silver²</td>
<td>□</td>
<td>□</td>
<td>□</td>
<td>□</td>
<td>□</td>
<td>□</td>
</tr>
</tbody>
</table>
| White Gold² | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | □ | ##
XLT with XLT Value Package in Oxford White accessorized with 5" Black step bars, hood and side window deflectors, hard-folding tonneau cover by Advantage,1 heavy-duty splash guards, chrome front tow hooks, LED fog lamps by Putco,®1 and rear wheel-well liners

Exterior
- Exhaust tips
- Exterior trim kits¹
- Fender flares¹
- Fifth-wheel hitch kits (A)
- Fog lamps¹
- Ford Custom graphics¹
- Hood and side window deflectors
- Hood protector¹
- Racks and carriers¹
- Splash guards
- Sportracks® tents¹
- Stainless steel wheel covers¹
- Step bars
- Trailer towing accessories
- Wheel lock kit
- Wheel-well liners

Interior
- Ash cup/coin holders
- Cargo organizers and protectors
- First aid and roadside assistance kits¹
- Floor liners (B)
- In-vehicle safe¹
- Interior light kit
- Leather-trimmed interior seating¹
- Protective seat covers¹
- Tablet cradle¹

Bed Products
- Bed cleats and cargo nets
- Bed extenders, liners and mats
- Bed rails¹
- Bed standard interface plate
- Bed tailgate viscous dampening cartridge
- Bedliner plug kits
- Commercial-grade tool/cargo box¹
- Pivot storage box¹
- Retractable stake pocket tie-downs¹
- Sportsliners¹
- Stowable loading ramps (C)
- Tonneau covers¹

Electronics
- Ford Telematics powered by Telogis®¹
- Keyless entry keypad
- Remote start systems (D)
- Strobe and work task lights¹
- Vehicle Security System
- Warning sensor systems¹
- Wireless charging¹

New Vehicle Limited Warranty. We want your Ford F-Series Super Duty® ownership experience to be the best it can be. Under this warranty, your new vehicle comes with 3-year/36,000-mile bumper-to-bumper coverage, 5-year/60,000-mile Powertrain Warranty coverage, 5-year/60,000-mile safety restraint coverage, and 5-year/ unlimited-mile corrosion (perforation) coverage—all with no deductible. The Ford 6.7L Power Stroke® diesel engine gets 5-year/100,000-mile warranty coverage. Please ask your Ford Dealer for a copy of this limited warranty.

Roadside Assistance. Covers your vehicle for 5 years or 60,000 miles, so you have the security of knowing that help may be only a phone call away should you run out of fuel, lock yourself out of the vehicle or need towing. Your Ford Dealer can provide complete details on all of these advantages.

Ford Credit. Get the ride you want. Whether you plan to lease or finance, you’ll find the choices are right for you at Ford Credit. Ask your Ford Dealer for details or check us out at fordcredit.com.

Ford Protect Extended Service Plans. Whether you purchase or lease your Ford vehicle, insist on genuine Ford Protect extended service plans. Ford Protect has a variety of plans to give you peace-of-mind protection whether you want vehicle component or maintenance coverage. Plus, they are fully backed by Ford and honored at all Ford dealerships in the U.S., Canada and Mexico. When you visit your dealer, insist on genuine Ford Protect extended service plans.


Ford Original Accessories. They’re warranted for whichever provides you the greatest benefit: 24 months/unlimited mileage, or the remainder of your Bumper-to-Bumper 3-year/36,000-mile New Vehicle Limited Warranty. Ford Licensed Accessories (FLA) are warranted by the accessory manufacturer’s warranty. FLA are designed and developed by the accessory manufacturer and have not been designed or tested to Ford Motor Company engineering requirements. Contact your Ford Dealer for details and/or a copy of all limited warranties.

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¹Ford Licensed Accessory.