



EKKO - Upfitted by Winnebago

Motorhome Guide



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Your Adventure. Your Ford Chassis.

Which Motorhome is Right for You?



Class A 22' to 45' +/-

Shape – Large rectangle on wheels
Sleeps – 6 to 8 people
Lots of Storage
The most amenities



Class B 17' to 24' +/-

Shape – A van
Sleeps – 2 to 4 people
Economical and Easy to drive



Class C 20' to 40'

Shape – A cab with a box and sleeping space over cab
Sleeps – Up to 8
A great mix of space and maneuverability

Ford is America's best-selling motorhome chassis manufacturer*, with a versatile lineup that will meet your RV requirements.

Selecting the Motorhome Class That Fits Your Needs

Before jumping into motorhome life, it's important to make sure you're getting the right RV for your specific wants and needs. To help you make that decision, we've listed some key information about the differences between Class A, B, and C motorhomes and the Ford chassis they're built on.

Class A

Class A motorhomes are the largest and usually the most expensive RVs. Often considered "homes on wheels," these motorhomes are a great choice for full-time travelers and can be built on Ford E-450 or F-53 Stripped Chassis.

Class B

Class B motorhomes are the smallest class of RV. Their more compact size makes them easier to maneuver while still offering features of home like a sleeping area, bath area and kitchen. The Ford Transit® Cargo and Passenger Vans can be used to build Class B motorhomes.

Class C

Class C motorhomes are mid-sized and a blend of Classes A and B. They resemble a larger van camper with a cabin above the driver and passenger seats for additional sleeping or storage. Class C motorhomes can be built on either Ford E-350/E-450 Cutaways or F-550®/F-600® Chassis Cabs.

*Based on the third-party 2023CY registration data provided by Statistical Surveys, Inc.

Questions to Ask Yourself Before You Buy a Motorhome:

A motorhome is a considerable investment. The below questions will give you a better sense of ownership costs so you can enjoy the open road instead of worrying about the expenses.

1. Where are you headed? Remote locations? National Parks? Visiting friends and family? All of the above? What happens if you need service while you are miles away from home?

No problem, whether you are planning to travel mostly on highways, or venturing into small towns for sight-seeing, Ford has an expansive dealer/service network. So, you're never alone, no matter where you roam.

2. Have you considered associated expenses like insurance, gas, charging, maintenance, park and campsite fees, utilities and storage?

RV owners love new discoveries, but not when it comes to unexpected expenses. That's why it's important to have a grasp of things like insurance, gas, maintenance, park and campsite fees, utilities and storage, before you travel.

3. How often do you plan to travel by RV?

Talk to any RV owner and they will tell you, "I can't wait to get back on the road." With that in mind, remember, the more frequently you use your RV, the more you need to be mindful of preventive maintenance. Your Ford Dealer can help with your service needs to keep your RV in great service shape. And don't forget to check on the items inside like refrigerators, ranges, beds, blinds and more. Please reference your Ford Owner's Manual for chassis maintenance information.

4. How long is your typical adventure – an extended weekend or a month-long journey?

The longer your trips, the more planning you need to do. If you primarily plan to use your RV for longer trips, you may want to consider roomier configurations and additional comfort features, making you, your family and friends feel right at home on the road.

5. Can't leave the office at the office?

If you plan on working from the road, you will want to make sure you take advantage of the latest technology from Ford. All Ford motorhomes are equipped with a standard modem allowing you to connect up to 10 wireless devices.

6. What modern conveniences do you need?

If you haven't shopped RVs in a while, you will be surprised at what's available. So, if you don't want to sacrifice comfort, entertainment and cooking options while on the road, you don't have to.

Get a conversion that meets the demands of your travel adventures and look for a Ford Pro™ Upfitter (formerly QVM - Qualified Vehicle Modifier).

There are many motorhome builders that are participants in the Ford Pro Upfitter program. This is a new upfitter accreditation program for modifiers. The goal of this relationship is to provide a more seamless end-to-end experience for customers. For a current list of motorhome Ford Pro Upfitters visit the Ford Body Builder Advisory Service website.¹ www.fordpro.com/en-us/upfit/bbas

¹The Ford Pro Upfitter program does not certify or approve aftermarket modifications. Incomplete vehicles are supplied to the upfitter and the upfitter is the Final Stage Manufacturer of record. The upfitter assumes liability for their modifications made to the OEM vehicle.

A Solid Foundation to Build On



Wonder - Upfitted by Leisure Travel



More Motorhomes are Built on Ford Chassis Than any Other Brand¹

Choosing Ford as the foundation for your motorhome is the smart decision. Having Ford on your side gives you the expert advantage of our decades-long breadth of experience and is available at thousands of locations – wherever the road takes you. Most Ford chassis can be easily customized to fit your needs and can be equipped with state-of-the-art features like Ford Co-Pilot360[®]. Beyond acquiring your vehicles, it's just as important to obtain the right financing plan. Offering you choice incentives, Ford Credit[®] Lending Services aims to help keep your budget in line.

Built Ford Tough[®]

Whatever chassis you choose, you can rest easy knowing that it's been Built Ford Tough and subjected to millions of miles of brutal testing in our labs, proving grounds, and roads and highways across America.

It all starts with a rugged base—the chassis. From there, we offer multiple engine and wheelbase choices to fit your needs. So, whether you're cruising, towing, hauling or just out for the night, a Ford Motorhome can handle it all.

Warranty

The Warranty Start Date (also known as the in-service date) is the date a new vehicle was purchased or when it was first put into service, whichever occurred first.

3-Year/36,000-Mile New Vehicle Limited Warranty² Bumper-to-Bumper

Covers most mechanical and electrical components with some exclusions

5-year/60,000-Mile Powertrain Limited Warranty²

Covers most vital components, including the engine, transmission, axles and wheels

To find warranty information about your vehicle, visit help.ford.com and enter your VIN. Your Warranty Guide can be found at owner.ford.com with the Owner's Manual information.

No One Knows Your Ford Chassis Better

Trusting Ford Pro[™] Maintenance to maintain your vehicle can enhance the performance and reliability, help extend the vehicle's life and improve resale value. With nearly 3,000 Ford Dealerships located across the country, a highly-trained technician is ready to help no matter where the road takes you.

Ford Service Network

- Nearly 3,000 Dealerships
- Over 700 Commercial Vehicle Center Dealers are uniquely qualified to provide quick solutions for business customers

Roadside Assistance¹

- Flat Tire Changes
- Jump Start for a Dead Battery
- If Out of Fuel
- Vehicle Lock-Out Service

Ford Motorhome Roadside Assistance¹ Center – 800-444-3311 24/7 Hotline

With Ford Roadside assistance, good for 5 years or 60,000 miles,¹ you're never left out on the road alone. Ford has an extensive service network. As you can see on the map above, Ford Dealers cover more ground so you can cover more ground – worry free.

If you need to call, be prepared with the following information:

- MH VIN
- Location
- License Plate Number
- Vehicle Make, Model and Color

¹Based on the third-party 2023CY registration data provided by Statistical Surveys, Inc. ²The Ford new car warranty provides coverage for most Ford-manufactured or installed parts for 3 years or 36,000 miles which ever comes first and 5 years or 60,000 miles which ever comes first related to the powertrain.

¹Roadside Assistance is a complimentary offering to all Ford Owners for up to 5 years or 60,000 miles (from the date of sale), whichever occurs first. For all-electric vehicles beyond 50 miles, your vehicle will be taken to the closest public charger or Ford EV-certified dealer. Ford reserves the right to change program details without obligations.



Class A



Vista – Upfitted by Winnebago

E-450 Stripped Chassis

F-53 Motorhome Stripped Chassis

Ford is America's
Best-Selling Motorhome
Chassis Manufacturer.¹

Make room for everything and everyone you can't live without.

¹Based on the third-party 2023CY registration data provided by Statistical Surveys, Inc.



E-450

Stripped Chassis

Class A



The Space You Need.
The Performance You Deserve.

With plenty of places to see and a lot of ground to cover, you need a heavy-duty chassis with the power and features to keep you moving. Let the Ford E-450 stripped chassis do the heavy lifting while you sit back and enjoy the ride. With a gross vehicle weight rating of 14,500 and 8,000 pounds of towing capacity, you don't have to skimp on supplies or who you bring along. Get the size, space, and amenities you need for a comfortable life on the road with the support of the Ford E-450 stripped chassis.

Standard Feature Highlights

- 210 Amp Alternator
- 78-AH HD maintenance-free Battery
- Four-Wheel Disc with Anti-Lock Brake System (ABS) and Traction Control
- 7.3L 2V DEVCT NA PFI V8 Gas Engine
- 55-Gallon, Aft-Axle Fuel Tank
- Electronic Stability Control (ESC)[®], Electronic Throttle Control (ETC)
- Power Steering, with Tilt and Telescoping Column
- Coil Springs Front, Multi-Leaf Rear
- Hill Start Assist², SecuriLock[®] Passive Anti-Theft System, FordPass[®], Embedded Modem
- 6-Speed TorqShift[®] Automatic Overdrive with Tow/Haul Mode
- LT225/75R16E All-Season Tires
- DRW (6) 16"X6" Painted White Steel Wheels

Available Feature Highlights¹

- A/C Prep Package
- 240 Amps or Dual 240 Amp/157 Amp Alternator
- Auxiliary Heater
- Auxiliary Mirrors
- Cruise Control (Motorhome Prep Package)²
- Daytime Running Lamps - Non-Configurable
- Engine Block Heater
- Spare Tire and Wheel
- Speed Limiting Option²
- Tire Pressure Monitoring System (Excludes Spare DRW)²
- TPMS and DRW Included with Motorhome Prep Package²
- Traction Control
- Trailer Towing Package with Motorhome Prep Package

Capabilities¹ (lbs.)

Engine	GVWR (lbs.)	158" DRW ³	176" DRW
7.3L V8 Gas 325 hp ² @ 3,750 rpm 450 lb.-ft. ² @ 3,750 rpm	Max. GVWR	14,500	14,500
	Max. payload ³	9,690	9,640

Towing⁴ (Maximum Trailer Weight = GCWR (lbs.) - Vehicle GVW or 10,000 pounds, whichever is less)

Engine	Automatic Transmission	Axle Ratio	GVWR (lbs.)	GCWR	
				Stripped Chassis	
				E-450 DRW 158" WB	E-450 DRW 176" WB
7.3L V8 Gas 325 hp @ 3,750 rpm 450 lb.-ft. @ 3,750 rpm		4.56	14,000	22,000	22,000
			14,500	22,000	22,000

¹Maximum capabilities shown are for properly configured vehicles with required equipment and may vary due to optional features and/or production variability. For additional information, see your dealer. ²When properly equipped. Horsepower and torque Ratings are independent attributes and may not be achieved simultaneously. ³Max payload varies based on accessories and vehicle configuration. See label on doorjamb for carrying capacity of a specific vehicle. Always properly secure cargo. ⁴This guide is for educational and informational purposes only and guidance is based upon accuracy of user input. Maximum towing capabilities are for properly equipped vehicles with required equipment and a 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. Do not exceed trailer weight of 5,000 lbs. when towing with bumper only. Do not exceed the Maximum Loaded Trailer Weight. Combined weight of vehicle and trailer cannot exceed listed GCWR.





F-53

Motorhome Stripped Chassis

Class A



A Powerful Platform With a Surplus of Capabilities.

The F-53 motorhome stripped chassis is the foundation for a true home on wheels, making it a great choice for full-time travelers and weekend warriors alike. The 7.3-liter V8 gas engine and heavy duty 6-speed automatic transmission provide impressive horsepower and torque. Tuned front and rear Sachs shock absorbers ensure a smooth ride. Choose from a wide range of supported coach bodies to get exactly the amount of space you need, then take off in a motorhome you can trust wherever you travel.

Standard Feature Highlights

- 210 Amp Alternator
- 78-AH 12-Volt Maintenance-Free Battery
- Four-Wheel Disc, Anti-Lock Brake System (ABS) and Traction Control²
- 7.3L 2V DEVCT NA PFI V8 Gas Engine
- 80-Gallon Aft-Axle Fuel Tank
- Electronic Stability Control™ (ESC)²
- Power Steering, with Tilt and Telescoping Column and Speed Control²
- Multi-Leaf Front and Back/Gas Pressure Twin-Tube Sachs
- Hill Start Assist²
- 6-Speed TorqShift® SelectShift® Automatic with Tow/Haul Mode
- (6) 245/70R19.5" 5G BSW Highway Tires
- 6 wheelbases (6) Steel 19.5"x6.75"/ (4) Aluminum 22.5"x7.5" Outer and (2) Steel Inner Wheels

Available Feature Highlights¹

- 240-Amp Alternator Heavy Duty
- A/C Prep Package
- CNG/LPG Gaseous Fuel Prep Package Available
- Electronic Stability Control (ESC)² - Delete
- Engine Block Heater
- Non-Configurable Daytime Running Lights

Capabilities¹ (lbs.)

Engine	GVWR (lbs.)	Maximum Payload					
		178" WB	190" WB	208" WB	228" WB	242" WB	252" WB
7.3L V8 335 hp @ 3,750 rpm 468 lb.-ft. @ 3,750 rpm	16,000	9,670	9,650	-	-	-	-
	18,000	11,630	11,590	11,530	11,460	-	-
	20,500	-	-	13,970 ²	13,900 ²	-	-
	22,000	-	-	15,300	15,210	15,140	-
	24,000	-	-	-	16,730	16,660	16,610
	26,000	-	-	-	18,720	18,650	18,600

Towing³

Engine	Axle Ratio	GCWR (lbs.)	GVWR (lbs.)	Maximum Trailer Weight (lbs.)
7.3L - V8 335 hp @ 3,750 rpm 468 lb.-ft. @ 3,750 rpm	4.88	23,000	16,000	7,000
		23,000	18,000	5,000
		26,000	20,500	5,500
	5.86	26,000	22,000	4,000
		30,000	24,000	6,000
		30,000	26,000	4,000

¹Maximum capabilities shown are for properly configured vehicles with required equipment and may vary due to optional features and/or production variability. For additional information, see your dealer. ²20.5K GVWR Upgrade Package (20R) includes optional 7,500-lb. FGAWR (68R). Towing vehicle's braking system is rated for operation at GVWR - NOT GCWR. ³This guide is for educational and informational purposes only and guidance is based upon accuracy of user input. Maximum towing capabilities are for properly equipped vehicles with required equipment and 150-lb. driver and passenger and vary based on cargo, vehicle configuration, accessories, option content and number of passengers. See label on door jamb for carrying capacity of a specific vehicle. For additional information, see your Ford Dealer. Combined weight of vehicle and trailer cannot exceed listed GCWR. Do not exceed the Maximum Loaded Trailer Weight listed.





Class B



Beyond – Upfitted by Coachmen

Transit® Passenger Van
Transit Cargo Van

Ford Transit.
Three Roof Heights,
Two Powertrains –
One Awesome Vehicle.



An active lifestyle calls for an action-ready RV.



Transit®

Passenger Van

Class B

Design an RV that's specifically tailored to your life on the road with a Transit Passenger Van. This compact Class B option provides easy maneuvering and parking, along with a long list of features for comfortable on-the-road living. Choose from three different heights and body lengths to find the right fit for your travel plans. Customize everything from the dashboard to the dining area. With the Transit Passenger Van as your canvas, there are countless ways to add your own color to your RV.



Expanse – Upfitted by Entegra

Standard Feature Highlights

- 250 Amp Battery
- 70-AH AGM 12-Volt Maintenance-Free Battery
- Four-Wheel Disc, Anti-Lock Brake System (ABS)
- Pre-Collision Assist with Automatic Emergency Braking (AEB)²
- 3.5L PFDI V6 275 HP and 260 lb.-ft. Torque (EcoBoost® – 350 HD DRW)
- 25-Gallon, Mid-ship Fuel Tank
- AdvanceTrac® with Roll Stability Control™ (RSC)®
- Tire Pressure Monitoring System (TPMS)
- Electric Power-Assisted (EPAS), Tilt/Telescoping Steering
- Independent MacPherson-Strut Front w/Stabilizer Bar, Rear Leaf Springs w/Heavy-Duty Gas Shocks
- Hill Start Assist², Lane-Keeping System^{2,3}, Rear View Camera^{2,4} w/Trailer Hitch Assist, Side-Wind Stabilization
- 10-Speed Automatic with Selectable Drive Modes Including Tow/Haul
- (6) 245/70R19.5" 5G BSW Highway Tires
- (6) Steel 19.5"x6.75"/ (4) Aluminum 22.5"x7.5" Outer and (2) Steel Inner Wheels

Available Feature Highlights¹

- 240-Amp Alternator
- A/C Prep Package
- Adaptive Cruise Control²
- CNG/LPG Gaseous Fuel Prep Package Available
- Distance Alert/Distance Indication²
- Driver Assist Technology Package²
- Engine Block Heater
- Lane Keeping System
- Non-Configurable Daytime Running Lights
- Requires Electronic Stability Control (ESC)
- Spare Tire & Wheel (w/Restrictions)



Familiar Handling. Surprisingly Customizable.

Capabilities¹ (lbs.) and Dimensions

Model	Roof	GVWR (lbs.)	Max. Payload (lbs.)	Passenger Van							
				Wheelbase (IN.)			Overall Length (IN.)			Height (IN.)	Seating
				Regular	Long	Extended	Regular	Long	Extended	Passenger	
Transit® 350 SRW	Low Roof (LR)	9,250	3,226	-	148	-	-	238	-	82	2/12/15
	Medium Roof (MR)	9,250	3,097	-	148	-	-	236	-	99	2/12/15
	High Roof (HR)	9,250	2,951	-	148	148	-	236	264	109	2/12/15
	Low Roof (LR)	9,400	3,376	-	148	-	-	238	-	82	2/12/15
	Medium Roof (MR)	9,400	3,240	-	148	-	-	236	-	99	2/12/15
	High Roof (HR)	9,400	3,103	-	148	148	-	236	264	109	2/12/15
	Low Roof (LR)	9,550	3,319	-	148	-	-	238	-	82	2/12/15
	Medium Roof (MR)	9,550	3,183	-	148	-	-	236	-	99	2/12/15
Transit 350 DRW	High Roof (HR)	10,360	3,494 ²	-	-	148	-	-	264	108	2/15

Towing³

Engine	Axle Ratio	GCWR (lbs.)	Maximum Loaded Trailer Weight (lbs.)							
			Rear-Wheel Drive				All-Wheel Drive			
			350	350	350	350	350	350	350	350
3.5L PFDI V6	3.73	10,800	148" WB Low Roof	148" WB Medium Roof	148" WB High Roof	148" WB Ext. High Roof	148" WB Low Roof	148" WB Medium Roof	148" WB High Roof	148" WB Ext. High Roof
	4.10	11,200	4,200	4,100	3,900	-	4,000	3,900 / 3,800 ⁴	3,700	-
3.5L EcoBoost® V6	3.73	11,200	4,500	4,400	4,200	3,700	4,300	4,200 / 4,100 ⁴	4,000	-
	3.73	11,200	4,400	4,300	4,200	3,600	4,200	4,100	3,900	3,400

¹ Maximum capabilities shown are for properly configured vehicles with required equipment and may vary due to optional features and/or production variability. For additional information, see your dealer. ² Extended length high roof. ³ This guide is for educational and informational purposes only and guidance is based upon accuracy of user input. Towing vehicle's braking system is rated for operation at GVWR – NOT GCWR. Combined weight of vehicle and trailer cannot exceed listed GCWR. Do not exceed the Maximum Loaded Trailer Weight listed. Trailer tongue load weight should be 10% of total loaded trailer weight. Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label. ⁴ 15 passenger van.



Transit[®]

Cargo Van

Class B

Lovers of adventure love their gear. With the extensive storage inside the Transit Cargo Van, you can build a motorhome with room for all of your equipment, your fellow thrill-seekers, and all the comforts you want after long days of exploring. With 127.4 cu. ft. of cargo space behind the front seats, a foldable passenger seat, and a maximum payload¹ rating of 1,550 lbs., you can bring the climbing gear. And the mountain bike. Even the kayak.

Standard Feature Highlights

- 250 Amp Alternator
- 70-AH, Dual AGM Battery
- Four-Wheel Disc, Anti-Lock Brake System (ABS)
- Pre-Collision Assist with Automatic Emergency Braking (AEB)³
- 3.5L PFDI EcoBoost[®] V6 275 HP and 260 lb.-ft. Torque 350 HD DRW AWD Engine
- 25-Gallon, Mid-ship Fuel Tank
- AdvanceTrac[®] with Roll Stability Control[™] (RSC)^{®3}
- Tire Pressure Monitoring System (TPMS)
- Electric Power-Assisted (EPAS), Tilt/Telescoping Steering
- Independent MacPherson-Strut Front w/Stabilizer Bar, Rear Leaf Springs w/Heavy-Duty Gas Shocks Suspension
- Hill Start Assist³, Lane-Keeping System^{3,4}, Rear View Camera^{3,5} w/Trailer Hitch Assist, Side-Wind Stabilization
- 10-Speed Automatic with Selectable Drive Modes Including Tow/Haul
- 195/75R, 16C 1217/119 R BSW All Season RWD, 205/75R 16C 113/111 BSW All-Season AWD Tires



Ontour 2.2 - Upfitted by Pleasure Way

Available Feature Highlights²

- 31-Gallon Fuel Capacity
- 360 Degree Camera⁵ with Split View
- Auxiliary Heater/AC Prep Package (without Rear Controls)
- Adaptive Cruise Control³
- Alternator 250 Amps
- Black HID Headlamps with Front Foglamps
- CNG/LPG Gaseous Fuel Prep Package Available
- Engine Block Heater
- Keyless Keypad Entry
- Remote Start²



Enjoy the Great Outdoors and a Great Interior Too.

Capabilities¹ (lbs.) and Dimensions

Model	Roof	GVWR (lbs.)	Max. Payload (lbs.)	Cargo Van							
				Wheelbase (IN.)			Overall length (IN.)			Height (IN.)	Seating
				Regular	Long	Extended	Regular	Long	Extended		
Transit [®] 150 SRW	Low Roof (LR)	8,670	3,685	130	148	-	220	238	-	83	1/2/3
	Medium Roof (MR)	8,670	3,555	-	148	-	-	236	-	101	1/2/3
Transit 250 SRW	Low Roof (LR)	9,070	4,085	130	148	-	220	238	-	83	1/2/3
	Medium Roof (MR)	9,070	3,955	-	148	-	-	236	-	101	1/2/3
	High Roof (HR)	9,070	3,739/3,536 ²	-	148	148	-	236	264	110	1/2/3
Transit 350 SRW	Low Roof (LR)	9,500	4,515	130	148	-	220	238	-	83	1/2/3
	Medium Roof (MR)	9,500	4,385	-	148	-	-	236	-	101	1/2/3
	High Roof (HR)	9,500	4,603/3,966 ²	-	148	148	-	236	264	110	1/2/3
	Low Roof (LR)	9,950	4,846	-	148	-	-	236	-	83	1/2/3
	Medium Roof (MR)	9,950	4,698	-	148	-	-	236	-	101	1/2/3
Transit 350 HD DRW	High Roof (HR)	11,000	5,174 ²	-	-	148	-	-	264	110	1/2/3

Towing³

Automatic Transmission			Maximum Loaded Trailer Weight (lbs.)									
			Rear-Wheel Drive									
Engine	Axle Ratio	GCWR (lbs.)	150/250/350	150/250/350	350HD	150/250/350	350HD	250/350	350HD	250/350	350HD	350HD DRW
3.5L PFDI V6	3.73	10,800	5,200	5,100	-	5,000	-	4,900	-	-	-	-
	4.10	12,000	6,300	6,200	6,200	6,100	-	6,000	6,000	5,800	5,700	5,600
3.5L EcoBoost [®] V6	3.73	12,600	6,900	6,800	6,800	6,600	6,100	6,500	6,500	6,300	-	-
		13,000	-	-	-	-	-	-	-	-	6,700	6,500
Automatic Transmission			Maximum Loaded Trailer Weight (lbs.)									
			All-Wheel Drive									
Engine	Axle Ratio	GCWR (lbs.)	150/250/350	150/250/350	350HD	150/250/350	350HD	250/350	350HD	250/350	350HD	350HD DRW
3.5L PFDI V6	3.73	10,800	5,000	4,900	-	4,800	-	4,700	-	-	-	-
	4.10	12,000	6,100	6,000	6,000	5,900	5,900	5,800	5,800	5,600	5,500	5,300
3.5L EcoBoost V6	3.73	12,600	6,700	6,600	6,600	6,400	6,400	6,300	6,300	6,100	-	-
		13,000	-	-	-	-	-	-	-	-	6,500	6,200

¹Maximum capabilities shown are for properly configured vehicles with required equipment and may vary due to optional features and/or production variability. For additional information, see your dealer. ²Extended length high roof. ³This guide is for educational and informational purposes only and guidance is based upon accuracy of user input. Do not exceed trailer weight of 5,000 lbs. when towing without a weight-distribution system. Combined weight of vehicle and trailer cannot exceed listed GCWR. Do not exceed the Maximum Loaded Trailer Weight listed. Trailer tongue load weight should be 10% of total loaded trailer weight. Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.



Class C



Sunseeker - Upfitted by Forrest River

- E-350/E-450 Cutaway
- F-550® Chassis Cab
- F-600® Chassis Cab
- Transit® Cutaway

E-Series is the Best-Selling Platform for Class C Motorhomes.¹

Easy to get from point A to B. More space for the memories in between.

¹Based on the third-party 2023CY registration data provided by Statistical Surveys, Inc.



E-350/ E-450 Cutaway

Class C



Add Your Story to a Legacy of Reliability.

Capabilities¹ (lbs.)

Model	Engine	GVWR (lbs.)	138" SRW	138" DRW	158" SRW	158" DRW	176" DRW
E-350 Cutaway	7.3L V8 325 hp @ 3,750 rpm 450 lb.-ft. @ 3,750 rpm	Max. GVWR	10,050	11,500	10,050	12,500	12,500
		Max. payload	5,100	6,270	5,030	7,210	7,200
E-450 Cutaway	7.3L V8 325 hp @ 3,750 rpm 450 lb.-ft. @ 3,750 rpm	Max. GVWR	-	-	-	14,500	14,500
		Max. payload	-	-	-	8,980	8,480

Before you take the trips you've always dreamed about, create the motorhome of your dreams with an E-350 or E-450 Cutaway chassis. Featuring impressive towing power for pulling boats and cars, the Ford E-Series has been keeping travelers going for over 60 years. The user-friendly dash layout means everything you need to stay focused on the road is within your reach. Plus a 55 gallon fuel tank option keeps you where you want to be — on the move.

Towing² (Maximum Trailer Weight = GCWR (lbs.) – Vehicle GVW or 10,000 pounds, whichever is less)

Automatic Transmission			GCWR						
Engine	Axle Ratio	GVWR (lbs.)	Cutaway						
			E-350 SRW 138" WB	E-350 SRW 158" WB	E-350 DRW 138" WB	E-350 DRW 158" WB	E-350 DRW 176" WB	E-450 DRW 158" WB	E-450 DRW 176" WB
7.3L V8 325 hp @ 3,750 rpm 450 lb.-ft. @ 3,750 rpm	4.10	10,050	18,500	18,500	-	-	-	-	-
		11,500	-	-	18,500	18,500	-	-	-
		12,500	-	-	-	18,500	18,500	-	-
	4.56	10,050	18,500	18,500	-	-	-	-	-
		11,500	-	-	18,500	-	-	-	-
		12,500	-	-	-	18,500	18,500	-	-
		14,000	-	-	-	-	-	22,000	22,000
		14,500	-	-	-	-	-	22,000	22,000

Standard Feature Highlights

- 210 Amp Alternator
- 78-AH HD Battery
- Four-Wheel Disc with Anti-Lock Brake System (ABS) with Traction Control²
- 7.3L PFI V8 325 HP, 450 lb.-ft. Torque 4x2 Engine
- 40-Gallon/E-350 55-Gallon/E-450 Fuel Tank
- ESC Electronic Stability Control²
- Electric Power-Assisted (EPAS) Steering²
- Front MacPherson Strut with Coil Spring and Shock Absorbers, Rear Leaf Springs with Heavy Duty Gas-Pressurized Shocks Suspension
- Hill Start Assist²
- 6-speed TorqShift[®] Automatic with Tow Haul Mode
- LT225/75R16E All-Season (T68 DRW Only) Tires
- 16" Steel, SRW Grey/DRW White Wheels

Available Features¹

- 240 Amp or Dual 240/157 Amp
- 110V/150W AC Power Outlet
- 55-Gallon Fuel Tank
- Auxiliary Heater
- Cruise Control²
- Dual Heavy-Duty Batteries²
- Mirrors – Telescoping Manual Sideview
- Rear View Camera Kit^{2,3}
- Remote Keyless Entry System
- SecuriLock[®] Passive Anti-Theft System
- Tire Pressure Monitoring System (TPMS) SRW (Except Spare)²
- TPMS DRW Included with Motorhome Prep Package²
- Vehicle Integration System 2.0

¹Maximum capabilities shown are for properly configured vehicles with required equipment and may vary due to optional features and/or production variability. For additional information, see your dealer. ²This guide is for educational and informational purposes only and guidance is based upon accuracy of user input. Do not exceed trailer weight of 5,000 lbs. when towing with bumper only. Combined weight of vehicle and trailer cannot exceed listed GCWR. Do not exceed the Maximum Loaded Trailer Weight listed. Trailer tongue load weight should be 10% of total loaded trailer weight. Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.





F-550[®]

Chassis Cab

Class C

Think big in terms of design while staying compact enough for easy navigation with a motorhome built on the F-550 Chassis Cab. It provides the familiar feeling of driving a Ford Super Duty[®], plus plenty of room for all the features that make traveling feel more luxurious. Relax with a spacious kitchen, entertainment center, or even add a fireplace. The choice is yours. Remote mirrors, backup and side view cameras, and cruise control provide an incredibly comfortable driving experience.



Greyhawk – Upfitted by Jayco

Aftermarket wheels shown.

Standard Feature Highlights

- 250 Amp Alternator
- 78-AH 12-Volt 650 CCA Maintenance-Free Battery
- Four-Wheel Disc with Anti-Lock Brake System (ABS)²
- 7.3L PFI V8 335 HP, 468 lb.-ft. RWD Engine
- 40-Gallon, Aft-Axle Fuel Tank
- AdvanceTrac[®] with Roll Stability Control[™] (RSC)[®] and Trailer Sway Control²
- Hydraulic Power Steering
- Front Coil Springs, Rear Single Leaf Gas-Pressurized Shocks
- SYNC[®] 4
- 10-Speed TorqShift[®] Automatic with Selectable Drive Modes with Overdrive
- (6) 225/70R19.5G BSW All-Purpose Tires
- (6) 19.5"x6" Steel 10-Hole Disc Wheels

Available Features¹

- 110V/400W AC Power Outlet
- Electronic Shift-On-The-Fly (ESOF) 4-Wheel-Drive System
- Engine Block Heater
- LED Sideview Mirror Spotlights
- Mirrors – PowerScope[®] Trailer Tow
- Power Takeoff (PTO) Provision
- Trailer Brake Controller with Smart Trailer Tow Connector
- Vehicle Integration System 2.0



Adding More Luxury to Life Behind the Wheel.

Capabilities¹

		Regular Cab							
		4x2 DRW	4x2 DRW	4x2 DRW	4x2 DRW	4x4 DRW	4x4 DRW	4x4 DRW	4x4 DRW
		145.3" WB	169.3" WB	193.3" WB	205.3" WB	145.3" WB	169.3" WB	193.3" WB	205.3" WB
	Cab-to-Axle	60"	84"	108"	120"	60"	84"	108"	120"
Engine	GVWR (lbs.)	Maximum Payload							
7.3L V8 Turbo Gas 335 hp @ 3,750 rpm 468 lb.-ft. @ 3,750 rpm	18,000	11,320	11,310	11,160	11,020	11,070	10,930	10,740	10,700
	17,500	10,820	10,810	10,660	10,520	10,570	10,430	10,240	10,200
	19,000	12,270	-	-	-	12,010	-	-	-
	19,500	-	12,700	12,530	12,490	-	12,340	12,190	12,090
6.7L Power Stroke [®] V8 Turbo Diesel 330 hp @ 2,600 rpm 825 lb.-ft. @ 2,000 rpm	18,000	10,550	10,590	10,430	10,300	10,340	10,230	9,990	9,960
	17,500	10,050	10,090	9,930	9,800	9,840	9,730	9,490	9,460
	19,500	12,050	11,950	11,790	11,770	11,870	11,660	11,480	11,410

Towing²

			Maximum Loaded Trailer Weight (lbs.) ³							
			Regular Cab Chassis							
			4x2 DRW	4x2 DRW	4x2 DRW	4x2 DRW	4x4 DRW	4x4 DRW	4x4 DRW	4x4 DRW
Engine	Axle Ratio	GCWR (lbs.)	145.3" WB	169.3" WB	193.3" WB	205.3" WB	145.3" WB	169.3" WB	193.3" WB	205.3" WB
			Conventional Towing²							
6.7L V8 Diesel	4.10	34,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500
	4.30	39,000 ⁶	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500
		43,000 ^{4,5}	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500
7.3L V8	4.88	30,000	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500

¹Maximum capabilities shown are for properly configured vehicles with required equipment and may vary due to optional features and/or production variability. For additional information, see your dealer. ²This guide is for educational and informational purposes only and guidance is based upon accuracy of user input. Super Duty Chassis Cab does not offer a conventional hitch receiver as a factory-installed option. Combined weight of vehicle and trailer cannot exceed listed GCWR. Do not exceed the Maximum Loaded Trailer Weight listed. Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel and gooseneck towing) of total loaded trailer weight. Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label. Trailer towing values are the same for weight-carrying and weight-distributing hitches. If using load bars for weight distribution, Ford recommends 50% front axle load restoration (FALR). ³Trailer weights shown assume 715-lb.-1,115-lb. second-unit body weight. ⁴Requires trailer tow package – High Capacity (535). ⁵Payload upgrade package (68U). ⁶Payload plus upgrade package (68M).



F-600[®]

Chassis Cab

Class C

Outstanding horsepower. Standard safety features. Embedded standard 5G Wi-Fi[®]. The F-600 Chassis Cab is fully-loaded with features to provide a premium motorhome experience, inside and out. The extra heavy-duty front-end suspension and TorqShift[®] 10-speed SelectShift[®] automatic transmission are designed to take on any terrain. Head for the lake. Make for the mountains. The durable and rugged F-600 Chassis Cab can get you there and back in style, over and over again.



Ready for the Road Less Traveled.

Capabilities¹

Engine	Axle Ratio	Cab-to-Axle	GVWR (lbs.)	Maximum Payload (lbs.)							
				4x2 DRW	4x2 DRW	4x2 DRW	4x2 DRW	4x4 DRW	4x4 DRW	4x4 DRW	4x4 DRW
7.3L V8 Turbo Gas 335 hp @ 3,750 rpm 468 lb.-ft. @ 3,750 rpm	4.88	60"	22,000	15,140	14,980	14,990	14,810	14,880	14,690	14,650	14,500
6.7L Power Stroke [®] V8 Turbo Diesel 330 hp @ 2,600 rpm 825 lb.-ft. @ 2,000 rpm	4.88	60"	22,000	14,400	14,290	14,280	14,050	14,130	14,020	13,880	13,850

Standard Feature Highlights

- 250 Amp Alternator
- 78-AH Single 12-Volt 750 CCA Maintenance-Free
68 AH, Dual 750 CCA Battery
- Four-Wheel Disc with Anti-Lock Brake System (ABS)²
- 7.3L 2V DECVT V8 335 HP, 468 lb.-ft Engine
- 40-Gallon, Aft-Axle Fuel Tank
- AdvanceTrac[®] with Roll Stability Control[™] (RSC)^{®2}
- Tire Pressure Monitoring System (TPMS- DRW Only)
- Hydraulic Power Steering
- Front Coil Springs, Rear Single Leaf Gas-Pressurized Shocks
- 5G Wi-Fi Hotspot
- 10-Speed TorqShift Automatic with Selectable Drive Modes with Overdrive
- (6) 245/70R19.5G BSW All-Purpose Tires
- (6)19.5"x6.75" Steel 10-Hole Disc Wheels

Available Features¹

- 110V/400W AC Power Outlet
- CNG/LPG Gaseous Fuel Prep Package Available
- Dual Alternator - 410 Amp (7.3L)
- Electronic Shift-On-The-Fly (ESOF) 4-Wheel-Drive System
- Engine Block Heater
- LED Sideview Mirror Spotlights
- Mirrors - PowerScope[®] Trailer Tow
- Power-Adjustable Pedals
- Trailer Brake Controller with Smart Trailer Tow Connector
- Vehicle Integration System 2.0

Conventional Towing²

Engine	Axle Ratio	Automatic Transmission	Cab-to-Axle	GCWR (lbs.)	Maximum Loaded Trailer Weight (lbs.)										
					Regular Cab Chassis										
					4x2 DRW	4x2 DRW	4x2 DRW	4x2 DRW	4x4 DRW	4x4 DRW	4x4 DRW	4x4 DRW			
6.7L V8 Diesel	4.30	43,500	60"	43,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500
7.3L V8	4.88	31,500	60"	31,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	18,500	



¹Maximum capabilities shown are for properly configured vehicles with required equipment and may vary due to optional features and/or production variability. For additional information, see your dealer. ²This guide is for educational and informational purposes only and guidance is based upon accuracy of user input. Super Duty[®] Chassis Cab does not offer a conventional hitch receiver as a factory-installed option. Combined weight of vehicle and trailer cannot exceed listed GCWR. Do not exceed the Maximum Loaded Trailer Weight listed. Trailer tongue (trailer king pin for 5th-wheel towing) load weight should be 10% (15% for 5th-wheel and gooseneck towing) of total loaded trailer weight. Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue (trailer king pin for 5th-wheel towing) load weight and weight of passengers and cargo must not cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label. Trailer towing values are the same for weight-carrying and weight-distributing hitches. If using load bars for weight distribution, Ford recommends 50% front axle load restoration (FALR).



Transit[®]

Cutaway



Class C

Dependability. Versatility. Sheer capability. There's a reason why so many upfitters stake their reputations on the Ford Transit series. Utilizing a Ford Transit Cutaway takes the possibilities inside an RV even further, including roomy living quarters, great views, and a quiet ride thanks to its unibody construction. Plus you get more exterior storage for transporting everything you need to make anywhere your campsite.

Standard Features Highlights

- 250 Amp Alternator
- 70-AH Single AGM 12-Volt Maintenance-Free Battery
- Four-Wheel Disc, Anti-Lock Brake System (ABS)
- Pre-Collision Assist with Automatic Emergency Braking (AEB)²
- 3.5L PFDI V6 275 HP and 260 lbs.-ft. Torque (Except 11,000 GVWR)
- 3.5L EcoBoost[®] V6 (11,000-lb. GVWR) RWD Engine
- 25-Gallon, Mid-Ship Fuel Tank
- AdvanceTrac[®] with Roll Stability Control[™] (RSC)^{®2}
- Tire Pressure Monitoring System (TPMS)
- Electric Power-Assisted (EPAS), Tilt/Telescoping Steering
- Independent MacPherson-Strut Front w/Stabilizer Bar, Rear Leaf Springs w/Heavy-Duty Gas Shocks
- Hill Start Assist², Lane-Keeping System^{2,3}, Side-Wind Stabilization, Rear View Camera^{2,4} with Trailer Hitch Assist
- 10-Speed Automatic with Selectable Drive Modes Including Tow/Haul

Available Features¹

- AWD
- Blind Spot Assist²
- Dual Batteries 70 AH
- Extended Range Fuel Tank - 31 Gallons (Midship)
- Heavy-Duty Front Axle
- High-Capacity Upfitter Switches
- Push Down Parking Brake (STD w/11,000 GVWR)
- Reverse Sensing System²
- Tow/Haul Mode with Trailer Wiring Provisions
- Trailer Brake Controller (TBC)

Cut Out the Noise of the World.

Capabilities¹

		Wheelbase and Driveline					
		138" WB SRW	156" WB SRW	178" WB SRW	138" WB DRW	156" WB DRW	178" WB DRW
Cab-to-Axle		83"	100"	-	83"	100"	123"
GVWR (lbs.)		Maximum Payload (lbs.)²					
Transit [®] 250 SRW	Cutaway	9,070	4,846	4,787	-	-	-
		9,500	5,276	5,217	-	-	-
		9,950	-	5,651	5,581	-	-
		9,950	-	-	-	5,560	5,499
Transit 350 SRW	Cutaway	9,500	-	-	-	5,560	5,499
		10,360	-	-	-	5,899	5,790
Transit 350 HD SRW	Cutaway	9,950	-	-	-	5,560	5,499
		10,360	-	-	-	5,899	5,790
Transit 350 HD DRW	Cutaway	11,000	-	-	-	6,466	6,357
		11,000	-	-	-	6,466	6,357

Towing³

			Maximum Loaded Trailer Weight (lbs.)															
			Rear-Wheel Drive									All-Wheel Drive						
Automatic Transmission			250/350	350HD DRW	250/350	350HD	350HD DRW	350	350HD	350HD DRW	250/350	350HD DRW	250/350	350HD	350HD DRW	350	350HD	350HD DRW
Engine	Axle Ratio	GCWR (lbs.)	138" WB	138" WB	156" WB	156" WB	156" WB	178" WB	178" WB	178" WB	138" WB	138" WB	156" WB	156" WB	156" WB	178" WB	178" WB	178" WB
3.5L PFDI V6	4.10	12,000	6,500	6,400	6,400	6,400	6,200	6,100	6,100	6,000	6,300	6,100	6,200	6,200	6,000	5,900	5,900	5,800
		12,600	7,100	-	6,900	-	-	-	-	-	6,900	-	6,700	-	-	-	-	-
3.5L Eco-Boost [®] V6	3.73	13,000	-	7,300	-	7,300	7,100	7,100	7,100	6,900	-	7,100	-	7,100	6,900	6,800	6,800	6,700
		15,000	-	7,500	-	-	7,500	-	-	7,500	-	7,500	-	-	7,500	-	-	7,500
		15,000	-	7,500	-	-	7,500	-	-	7,500	-	7,500	-	-	7,500	-	-	7,500



¹Maximum capabilities shown are for properly configured vehicles with required equipment and may vary due to optional features and/or production variability. For additional information, see your dealer. ²Payload and towing are independent attributes and may not be achieved simultaneously. **Notes:** Maximum payload is determined as the payload resulting from the difference between Rated GVWR and the Base Curb Weight as manufactured by the OEM. For more specifications, go to: ford.com/commercial-trucks. ³This guide is for educational and informational purposes only and guidance is based upon accuracy of user input. Combined weight of vehicle and trailer cannot exceed listed GCWR. Do not exceed the Maximum Loaded Trailer Weight listed. Trailer tongue load weight should be 10% of total loaded trailer weight. Make sure vehicle payload (reduce by option weight) will accommodate trailer tongue load weight and weight of passengers and cargo added to towing vehicle. Addition of trailer tongue load weight and weight of passengers and cargo cannot cause vehicle weights to exceed rear GAWR or GVWR. These ratings can be found on the vehicle Safety Compliance Certification Label.

Ford Co-Pilot360® Technology



180-Degree Camera

Get an extended perspective of what's in front of your vehicle to ensure a better cross-traffic view of oncoming vehicles. A lens washer is built in.^{1,2}



AdvanceTrac® with RSC® (Roll Stability Control)

Standard AdvanceTrac with RSC (Roll Stability Control) uses two gyroscopic sensors to monitor yaw and roll rates, helping you maintain control whenever it detects wheelslip, understeer, oversteer or roll motion. It also helps maintain control on road conditions such as ice, gravel or rain.^{1,2}



Forward Sensing System

When the vehicle is in Drive and traveling at a low rate of speed, ultrasonic sensors on the front bumper determine the distance of certain objects in front of the vehicle. If an object is detected, a high-pitched tone sounds.^{1,2}



Hill Descent Control™

The Hill Descent Control System can help you maintain a set speed when you're driving down a steep incline by automatically applying the brake when needed.^{1,2}



Auto High-Beam Headlamps

Auto High-Beam Headlamps can sense poor lighting conditions and switch on to light your path ahead. They can also sense oncoming headlights and dim automatically, so you can get the visibility you need without worrying about blinding other driver.^{1,2}



BLIS (Blind Spot Information System) with Trailer Coverage

Changing lanes while towing a trailer can be daunting. BLIS with Trailer Coverage can help by alerting you not only when a vehicle is detected in your blind spot, but can also when one is alongside the trailer.^{1,2}



Hill Start Assist

On a slope, this technology helps to momentarily keep the vehicle from rolling when releasing the brake pedal. It allows time for you to transition your foot to the accelerator pedal.^{1,2}



Lane-Keeping System

The Lane-Keeping System³ scans your vehicle's position between the lines on the road and can alert you if you start to edge out of your lane. If you're drifting out of your lane repeatedly, you'll see a coffee cup icon – letting you know it's time to take a break.^{1,2}



BLIS® (Blind Spot Information System) with Cross-Traffic Alert

BLIS can help alert you to vehicles in your blind spot. BLIS also includes Cross-Traffic Alert, which can detect traffic behind you while you're backing out of a parking space or driveway.^{1,2}



Evasive Steering Assist

Evasive Steering Assist³ can alert you to a slow or stopped vehicle in your path – and while it doesn't steer for you, it can provide extra steering support to help make it easier to avoid a potential collision.^{1,2}



Navigation

Taking the wrong exit can put a serious dent in your day. Stay confidently on course with our available Voice-Activated Touchscreen Navigation System, which helps you avoid traffic, find fuel (gas or java), and so much more.^{1,2}

¹Driver-assist features are supplemental and do not replace the driver's attention, judgement and the need to control the vehicle. It does not replace safe driving. See Owner's Manual for details and limitations. ² Feature availability varies by vehicle. ³Evasive Steering Assist does not control steering.

¹Driver-assist features are supplemental and do not replace the driver's attention, judgement and the need to control the vehicle. It does not replace safe driving. See Owner's Manual for details and limitations. ² Feature availability varies by vehicle. ³ Lane-Keeping System does not control steering.

Ford Co-Pilot360® Technology



Pre-Collision Assist with Automatic Emergency Braking (AEB)

We should all drive defensively, but sometimes other people's lack of attention can create a hazard. Pre-Collision Assist® with Automatic Emergency Braking can help detect a potential collision with pedestrians and vehicles ahead. It's designed to help reduce the impact of, and in some cases avoid, a frontal collision. If the system's sensors detect a potential collision with a vehicle or pedestrian ahead, a warning flashes, an alert sounds, and the brakes are applied if needed.^{1,2,4}



Pro Trailer Backup Assist™

Backing up a trailer involves navigating two vehicles at the same time – the truck going one way and the trailer going in the opposite direction. Whether you're a novice or a seasoned pro at this often tricky maneuver, available Pro Trailer Backup Assist and Pro Trailer Hitch Assist make it easy. After you've entered a few of the trailer's measurements into the system, Pro Trailer Hitch Assist's camera tracks the trailer's coupler position while the system backs up and guides the vehicle towards the trailer. With Pro Trailer Backup Assist, you simply rotate the knob left or right, in the direction you want the trailer to go, while the system controls the steering wheel.^{1,2}



Reverse Braking Assist

Backing up your vehicle isn't easy, especially in a parking garage and other tight spaces. That's when available Reverse Brake Assist can be helpful. During the daytime and when the weather is clear, the system can detect a stationary object, a vehicle crossing, or a pedestrian or cyclist behind you and provide an audible alert. The cross-traffic alert warning can even provide a visual display in the message center showing the direction a vehicle is coming from on a street or parking lot. What's more, Reverse Brake Assist can bring you to a complete stop if you don't react in time, emitting audible and visual warnings before the brakes apply.^{1,2}



SOS Post-Crash Alert System

The horn sounds and hazard lights flash to alert others if the vehicle is involved in an accident where any airbag deploys and/or the front safety belt pretensioners activate; especially useful if the driver is unconscious and can't signal for help.^{1,2}



Rain-Sensing Windshield Wipers

Once set, they automatically turn on and adjust the rate of wiper action – depending on the amount of moisture (rain, sleet or snow) detected on the windshield.^{1,2}



Rear View Camera

Shift into Reverse to activate the Rear View Camera³. You not only get a rear visual when you're slowly backing up, but guidelines to help you navigate.^{1,2}



SYNC® 4

Keep your eyes on the road and your hands on the wheel with available SYNC 4³. This unique, customer-driven technology combines conversational voice recognition, cloud-based connectivity, Software Updates and so much more to bring you a seamless and personalized driving experience.^{1,2}



Trailer Sway Control

The motions of the vehicle are monitored when towing. If trailer sway is detected, the system selectively applies the brakes as needed to help you maintain control⁴ of the truck and trailer.^{1,2}

¹Driver-assist features are supplemental and do not replace the driver's attention, judgement and the need to control the vehicle. It does not replace safe driving. See Owner's Manual for details and limitations. ² Feature availability varies by vehicle. ³Cameras only operate at speeds under 6 miles per hour. ⁴Pre-Collision Assist® with Automatic Emergency Braking detects pedestrians, but not in all conditions, and can help avoid or reduce a collision.

¹Driver-assist features are supplemental and do not replace the driver's attention, judgement and the need to control the vehicle. It does not replace safe driving. See Owner's Manual for details and limitations. ² Feature availability varies by vehicle. ³ Don't drive while distracted. Use voice-operated systems when possible; don't use handheld devices while driving. Some features may be locked out while the vehicle is in gear. Not all features are compatible with all phones. ⁴ 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.

Driver Assist Features



Our standard and available driver-assist technologies are about supplementing your driving skills and helping you feel more confident and in command behind the wheel.



Image Dramatization

Adaptive Cruise Control

Adaptive Cruise Control³ includes several features to enhance your driving experience. Stop-and-Go can slow and stop your vehicle in heavy traffic – and resume your set speed when things get moving again³. And Lane Centering scans lane markings to help you keep your vehicle centered between the lines.^{1,2}



Adjustable Head Restraints

Head restraints are designed to help minimize the risk of neck injury in the event of a collision. Not everyone is the same size, so these restraints are adjustable – moving up and down, and back and forth – to suit each individual.^{1,2}



Driver Alert System

A forward-facing camera can detect lane markings on the road ahead. If the system detects your alertness level is reduced below a certain threshold, a chime sounds and a message appears in the cluster display.^{1,2}



Electric Power Assisted Steering (EPAS)

As an electric, speed-sensitive steering-assist system, EPAS helps deliver great maneuverability and responsive handling. Pull-drift compensation adapts to changing conditions, such as crowned roads or steady crosswinds. Active nibble control (if so equipped) helps smooth out the effect of minor tire vibrations.^{1,2}



Heated Sideview Mirrors

Help keep the sideview mirrors clear of snow and ice so visibility is maintained in inclement weather. Heating begins when the rear-window defroster is activated.^{1,2}



Individual Tire Pressure Monitoring System (TPMS)

This version of TPMS shows you specifically which road tires are underinflated, plus the actual pressure in all 4 tires: The psi (pounds per square inch) numbers are shown in the vehicle's information display.^{1,2}



Integrated Trailer Brake Controller

This factory-installed controller synchronizes the vehicle and electric trailer brakes. It includes GAIN adjusters, a GAIN setting display, an output bar graph, and a visual/audible indicator for a successful trailer connection or trailer disconnect.^{1,2}

¹ Driver assist features are supplemental and do not replace the driver's attention, judgement and need to control the vehicle. It does not replace safe driving. See Owner's Manual for details and limitations. ² Feature availability varies by model. ³ If stop is longer than 3 seconds, driver must intervene and press "RES" button or accelerator pedal to resume system operation.

¹ Driver assist features are supplemental and do not replace the driver's attention, judgement and need to control the vehicle. It does not replace safe driving. See Owner's Manual for details and limitations. ² Feature availability varies by model.

Driver Assist Features



360-Degree Camera

A many-perspectives approach: The 4 cameras – 1 in each sideview mirror, along with the front and rear – relay full-color images (including a bird's-eye view) to the Split-View Display. This system helps you see the ground in front of or around the vehicle to help avoid obstacles, or to help line up the vehicle when parking. When equipped with the available 360-Degree Trailer Camera, vehicles can provide a 360° view around the trailer in the SYNC® screen.^{1,2}



Curve Control³

Sensing a particular curve is being taken too fast, this smart system slows the vehicle down. Employing engine throttle reduction and 4-wheel braking intervention, it's always active in helping you maintain control around curves.^{1,2}



Tire Pressure Monitoring System (TPMS)

Pressure is measured in all the road tires. When any tire is significantly underinflated, a telltale on the instrument panel alerts you. That's the signal to check the pressure of each tire, matching the figure to the psi (pounds per square inch) recommended for the vehicle.^{1,2}



Tow/Haul Mode with Integrated Engine Exhaust Brake

Tow/Haul mode helps provide better control when hauling a heavy trailer down steep grades. It downshifts the transmission – when needed – to provide additional levels of engine braking. The integrated engine exhaust brake harnesses the Power Stroke® V8 Turbo Diesel engine's power to help slow down the vehicle and trailer.^{1,2}



Personal Safety System™

During certain types of frontal collisions, strategically placed sensors measure occupant conditions. Then, in milliseconds, the system determines how the dual-stage front airbags will deploy and front safety belt pretensioners will activate. This network employs a Front-Passenger Sensing System to specifically determine whether (and in what stage) the front-passenger front airbag should deploy.^{1,2}



Phone As A Key™

Using Bluetooth® Low Energy, your Ford or Lincoln vehicle can detect your smartphone as you approach, unlock the vehicle, and allow you to start driving without getting that phone out of your pocket or having to use a key fob.^{1,2,4}



Wiper-Activated Headlamps

With the exterior lighting control set in the Autolamp position, the headlamps and taillamps will automatically turn on when the windshield wipers activate.^{1,2}

¹ Driver assist features are supplemental and do not replace the driver's attention, judgement and need to control the vehicle. It does not replace safe driving. See Owner's Manual for details and limitations. ² Feature availability varies by model. ³ 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. ⁴ Available on select vehicles. Requires feature activation. Not compatible with all mobile phones.

¹ Driver assist features are supplemental and do not replace the driver's attention, judgement and need to control the vehicle. It does not replace safe driving. See Owner's Manual for details and limitations. ² Feature availability varies by model.

Specifications

MH/RV Type	Class A		Class B		Class C		
	Stripped Chassis		Van		Cutaway/Chassis Cab		
Ford Platform	2024 F-53 Motorhome Chassis	2024 E-450 Stripped Chassis	2024 Transit® Cargo	2024 Transit Passenger	2024 E-350/E-450 Cutaway	2024 F-550®/F-600® Chassis Cab	2024 Transit Cutaway
Axle, Front							
Weight Rating (lbs.)	6,500 - 9,000	4,400 - 5,000	4,130 - 4,630	4,130 - 4,465	4,050 - 5,000 4,600 - 5,000	4,800 - 7,500	4,130 - 4,630
Type	Forged I-Beam	Twin I-Beam IFS	MacPherson Strut	MacPherson Strut	Twin I-Beam IFS	Dana M256 Monobeam	MacPherson Strut
Axle, Rear							
Weight Rating (lbs.)	DRW - 11,000 -17,500	DRW - 7,800 - 9,600	SRW - 5,070 - 6,300 DRW - 6,835 - 7,700	SRW - 5,780 - 5,830 DRW - 7,275	SRW - 6,084 DRW - 7,800 - 8,500 DRW - 9,600	DRW - 13,660 -15,500	SRW - 5,515 - 6,300 DRW - 6,835 - 7,275
Type	Dana: S110/S130/17060S Full-Float	Dana: 10.5"/10.75" HD Full-Float	Sterling: 9.75" Full-Float	Sterling: 9.75" Full-Float	Dana: 10.5" Full-Float Dana: 10.75" HD Full-Float	Dana: M300/ M315 Full-Float	Sterling: 9.75" Full-Float
Ratio (to 1)	4.88/5.86/6.14	4.10/4.56 4.10 LS/4.56 LS	3.73 3.73 LS/4.10 LS	3.73 3.73 LS/4.10 LS	4.10/4.56 4.10 LS/4.56 LS 4.56/4.56 LS	4.10/4.88 4.10 LS/4.30 LS/ 4.88 LS	3.73 3.73 LS/4.10 LS
Brakes, Service							
ABS w/ Std. Traction Control	4-Wheel Disc with 4-Channel, Anti-Lock Brake System (ABS), Hydro-Boost w/Traction Control	4-Wheel Disc with 4-Wheel Anti-lock Brake System (ABS) w/Traction Control, Roll Stability Control™	4-Wheel Disc with 4-Wheel Anti-lock Brake System (ABS), Vacuum Boost w/ AdvanceTrac®, Roll Stability Control	4-Wheel Disc with 4-Wheel Anti-lock Brake System (ABS), Vacuum Boost w/ AdvanceTrac, Roll Stability Control	4-Wheel Disc with 4-Wheel Anti-lock Brake System (ABS) w/Traction Control, Roll Stability Control	4-Wheel Disc with 4-Wheel Anti-lock Brake System (ABS), Hydraulic Boost w/ AdvanceTrac, Roll Stability Control	4-Wheel Disc with 4-Wheel Anti-lock Brake System (ABS), Vacuum Boost w/ AdvanceTrac, Roll Stability Control
Calipers	2-Piston	2-Piston	2-Piston Front 1-Piston Rear	2-Piston Front 1-Piston Rear	2-Piston	2-Piston	2-Piston Front 1-Piston Rear
Rotor Size - Front/ Rear (dia.)	15.0"/15.0"	13.58"/13.58"	12.1"/12.1"	12.1"/12.1"	13.58"/13.58"	15.39"/15.75"	12.1"/12.1"
Chassis Ratings							
GAWR - Front (lbs.)	6,500 - 9,000	4,400 - 5,000	4,130 - 4,630	4,130 - 4,465	4,050 - 5,000 4,600 - 5,000	4,800 - 7,500	4,130 - 4,630
GAWR - Rear (lbs.)	DRW - 11,000 - 17,500	DRW - 7,800 - 9,600	SRW - 5,070 - 6,300 DRW - 6,835 - 7,700	SRW - 5,780 - 5,830 DRW - 6,725	SRW - 6,084 DRW - 7,800 - 8,500 DRW - 9,600	DRW - 13,660 - 15,500	SRW - 5,515 - 6,300 DRW - 6,835 - 7,275
GVWR (lbs.)	DRW - 16,000 - 26,000	E-350 - 11,500 - 12,500 E-450 - 14,200 - 14,500	SRW - 8,670 - 9,950 DRW - 9,950 - 11,000	SRW - 9,250 - 9,950 DRW -10,360	SRW - 10,050 DRW - 11,500 - 12,500 DRW - 14,200 - 14,500	DRW - 17,500 - 22,000	SRW - 9,070 - 9,950 DRW - 9,950 - 11,000
GCWR (lbs.)	DRW - 23,000 - 30,000	E-350 - 18,500 E-450 - 22,000	SRW - 10,800 - 12,600 DRW - 12,000 - 13,000	SRW - 10,800 - 11,200 DRW - 11,200	DRW - 18,500 DRW - 22,000	DRW - 31,500 - 43,500	SRW - 12,000 - 13,000 DRW - 12,000 - 15,000
Wheelbases	158" - 252"	E-350 - 138", 158", 176" E-450 - 158", 176"	130", 148"	148"	SRW - 138", 158" DRW - 138", 158", 176" DRW - 158", 176"	Regular Cab 145.3", 169.3", 193.3", 205.3", SuperCab (F-550) 167.9", 191.9", Crew Cab (F-550) 179.8", 203.8"	136", 156", 178"
Curb Weight (lbs.)	6,307 - 7,394	E-350 - 4,625 - 4,732 E-450 - 4,805 - 4,858	SRW - 4,985 - 5,821 (3.5L PFDI) 5,066 - 6,376 (3.5L EcoBoost®) DRW - 5,743 - 5,973 (3.5L PFDI) 5,743 - 6,053 (3.5L EcoBoost)	SRW - 6,023 - 6,585 (3.5L PFDI) 6,105 - 6,585 (3.5L EcoBoost) DRW - 6,865 (3.5L PDFI) 6,948 - 7,175 (3.5L EcoBoost)	SRW - 4,950 - 5,012 DRW - 5,225 - 5,297 DRW - 5,512 w/158" WB 5,519 w/176" WB	DRW - F-550 - 6,606 - 8,181 F-600 - 6,786 - 8,064	SRW - 4,223 - 4,592 (3.5L PFDI) 4,314 - 4,667 (3.5L EcoBoost) DRW - 4,389 - 4,744 (3.5L PFDI) 4,480 - 4,863 (3.5L EcoBoost)

MH/RV Type	Class A		Class B		Class C		
	Stripped Chassis		Van		Cutaway/Chassis Cab		
Ford Platform	2024 F-53 Motorhome Chassis	2024 E-450 Stripped Chassis	2024 Transit® Cargo	2024 Transit Passenger	2024 E-350/E-450 Cutaway	2024 F-550®/F-600® Chassis Cab	2024 Transit Cutaway
Springs, Front							
Type	Tapered Multi-Leaf Single Stage	Twin I-Beam Independent w/ Computer Selected Coil Springs	MacPherson Strut Including Coil Spring and Shock	MacPherson Strut Including Coil Spring and Shock	Twin I-Beam Independent w/ Computer Selected Coil Springs	Computer Selected Coil Springs Twin-coil Monobeam Springs	MacPherson Strut Including Coil Spring and Shock
Capacity (lbs.)	7,000 - 9,000	4,400 - 5,000	4,130 - 4,630	4,130 - 4,465	4,050 - 5,000 4,600 - 5,000	4,800 - 7,500	4,130 - 4,630
Shock Absorbers	Sachs Gas-Pressurized	Gas - Pressurized 1.38" Diameter HD	MacPherson Strut	MacPherson Strut	Gas - Pressurized 1.38" Diameter HD	Gas - Pressurized 1.38" Diameter HD	MacPherson Strut
Stabilizer Bar	(STD)	(STD)	(STD)	(STD)	(STD)	(STD)	(STD)
Springs, Rear							
Type	Tapered Multi-Leaf	Single Stage Multi-Leaf	Single Stage Leaf	Single Stage Leaf	Single Stage Multi-Leaf	Multi-Leaf w/ Auxiliary	Single Stage Leaf
Capacity (lbs.)	DRW - 11,000 - 17,500	DRW - 7,800 - 9,600	SRW - 5,070 - 6,300 DRW - 6,835 - 7,700	SRW - 5,780 - 5,830 DRW - 6,725	SRW - 6,084 DRW - 7,800 - 8,500 9,600	13,660 - 15,500	SRW - 5,515 - 6,300 DRW - 6,835 - 7,275
Length	64.0"	58.5"	See your Ford Dealer for details	See your Ford Dealer for details	See your Ford Dealer for details SRW - 56.0" DRW - 58.5"	58.2"	See your Ford Dealer for details
Shock Absorbers	Sachs Gas-Pressurized	Gas - Pressurized 1.38" Diameter HD	HD Gas-Pressurized	HD Gas-Pressurized	Gas - Pressurized 1.38" Diameter HD	Gas - Pressurized 1.38" Diameter HD	HD Gas-Pressurized
Stabilizer Bar	(STD)	(STD)	(STD)	(STD)	DRW - (STD)	(STD)	(STD)
Steering							
Make/Model	TRW TAS 40 Gear - 16,000 - 22,000 GVW TRW TAS 55 Gear - 24,000 - 26,000 GVW	HD Power Recirculating Ball, Power Assist	Electric Power Assisted Steering (EPAS)	Electric Power Assisted Steering (EPAS)	HD Power Recirculating Ball, Power Assist	HD Power Recirculating Ball, Power Assist	Electric Power Assisted Steering (EPAS)
Turning Diameter (ft.) (Curb-to-Curb) WB=Wheelbase	DRW - 45.4/158" WB 49.7/178" WB 52.2/190" WB 63.7/208" WB 68.6/228" WB 72.0/242" WB 69.5/252" WB	DRW - 48.6/138" WB 54.8/158" WB 176" WB	SRW - 42.9/130" WB 47.8/148" WB DRW - 47.8/148" WB	SRW - 47.8/148" DRW - 47.8/148"	SRW - 48.6/138" WB 54.9/158" WB DRW - 48.6/138" WB 54.8/158" WB 60.3/176" WB	Reg Cab - 42.5/145.3" WB 48.5/169.3" WB 54.5/193.3" WB 57.6/205.3" WB SuperCab - 48.1/167.9" WB 54.2/191.9" WB Crew Cab - 51.1/179.8" WB 57.2/203.8" WB	See your Ford Dealer for details
Speed Control	(STD)	Included with Motorhome Prep Package	(STD)	(STD)	Included with Motorhome Prep Package	(STD)	(STD)
Steering Wheel	Tilt/Telescoping	Tilt/Telescoping	Tilt/Telescoping	Tilt/Telescoping	Tilt/Telescoping	Tilt/Telescoping	Tilt/Telescoping

Specifications

MH/RV Type	Class A		Class B		Class C			
	Stripped Chassis		Van		Cutaway/Chassis Cab			
Ford Platform	2024 F-53 Motorhome Chassis	2024 E-450 Stripped Chassis	2024 Transit® Cargo	2024 Transit Passenger	2024 E-350/E-450 Cutaway	2024 F-550®/F-600® Chassis Cab	2024 Transit Cutaway	
Chassis Ratings								
Max. Trailer Capacity (lbs.)	4,000 - 7,000	6,000 - 7,500	6,900	4,500	6,000 - 7,500	34,300 - 34,700	6,100 - 7,500	
Max. Payload (lbs.)	DRW - 9,650 - 18,720	DRW - 6,870 - 9,690	SRW - 3,148 - 4,846 DRW - 3,897 - 5,174	SRW - 2,655 - 3,376 DRW - 3,184 - 3,494	SRW - 5,030 - 5,100 DRW - 6,210 - 7,210 DRW - 8,680 - 8,980	DRW - 12,700 - 15,210	SRW - 4,548 - 5,581 DRW - 5,245 - 6,349	
Electrical								
Alternator Output	210-Amp (STD)	210-Amp (STD), 240-Amp Avail, 240/157-Amp Dual Avail	250-Amp (STD), Dual 250-Amp Avail	250-Amp (STD), Dual 250-Amp Avail	210-Amp (STD), 240-Amp Avail, 240/157-Amp Dual Avail	Gas - 250 Amp (STD) (XL), Dual 250/160 Amp (STD) (XLT/LARIAT®), Diesel - 250 Amp (STD) (XL), Dual 190/160 Amp (STD) (XLT/LARIAT), Dual 250/160 Amp Avail	250-Amp (STD), Dual 250-Amp Avail	
Battery	78-AH/750 CCA	78-AH HD/750 CCA (STD)	70-AH/610 CCA (STD), Dual 70 AH/AGM 1,520 CCA Avail	70-AH/610 CCA (STD), Dual 70 AH/AGM 1,520 CCA Avail	78-AH HD/750 CCA (STD), Dual 78-AH HD/1,500 CCA Avail	78-AH/750 CCA (STD) (XL), Dual 78-AH/1,500 CCA (STD) (XLT/LARIAT), Dual 68-AH/65 AGM 1,500 CCA Avail	70-AH/610 CCA (STD), Dual 70 AH/AGM 1,520 CCA Avail	
Engine								
Available Engines, Horsepower, Torque	Gasoline	Gasoline	Gasoline	Gasoline	Gasoline	Gasoline	Gasoline	
	7.3L PFI V8 325 hp @ 3,750 rpm 468 lb.-ft. @ 3,900 rpm	7.3L PFI V8 325 hp @ 3,750 rpm 450 lb.-ft. @ 3,750 rpm	3.5L PFDI V6 (STD) 275 hp @ 6,250 rpm 260 lb.-ft. @ 4,000 rpm 3.5L EcoBoost® V6 Avail 310 hp @ 5,000 rpm 400 lb.-ft. @ 2,500 rpm	3.5L PFDI V6 (STD) 275 hp @ 6,250 rpm 260 lb.-ft. @ 4,000 rpm 3.5L EcoBoost V6 Avail 310 hp @ 5,000 rpm 400 lb.-ft. @ 2,500 rpm	7.3L PFI V8 325 hp @ 3,750 rpm 450 lb.-ft. @ 3,750 rpm	7.3L PFI V8 (STD) 335 hp @ 3,750 rpm 468 lb.-ft. @ 3,750 rpm	3.5L EcoBoost V6 Avail 310 hp @ 5,000 rpm 400 lb.-ft. @ 2,500 rpm	3.5L PFDI V6 (STD) 275 hp @ 6,250 rpm 260 lb.-ft. @ 4,000 rpm 3.5L EcoBoost V6 Avail 310 hp @ 5,000 rpm 400 lb.-ft. @ 2,500 rpm
	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	
	N/A	N/A	N/A	N/A	N/A	6.7L Power Stroke® Turbo 330 hp @ 2,200 rpm 950 lb.-ft. @ 1,800 rpm	N/A	
Transmission								
Identification	6-Speed TorqShift® Automatic Overdrive w/Tow Haul Mode	6-Speed TorqShift Automatic Overdrive w/Tow Haul Mode	10-Speed SelectShift® Automatic Overdrive w/Tow Haul Mode	10-Speed SelectShift Automatic Overdrive w/Tow Haul Mode	6-Speed TorqShift Automatic Overdrive w/Tow Haul Mode	10-Speed TorqShift w/SelectShift Automatic Overdrive w/Tow Haul Mode	10-Speed SelectShift Automatic Overdrive w/Tow Haul Mode	

MH/RV Type	Class A		Class B		Class C		
	Stripped Chassis		Van		Cutaway/Chassis Cab		
Ford Platform	2024 F-53 Motorhome Chassis	2024 E-450 Stripped Chassis	2024 Transit® Cargo	2024 Transit Passenger	2024 E-350/E-450 Cutaway	2024 F-550®/F-600® Chassis Cab	2024 Transit Cutaway
Frame							
Type	Single Channel, Ladder Type	Single Channel	Unitized Body	Unitized Body	Single Channel	Single Channel	Uni-Ladder Girder Type
Frame Dimensions	9.16" x 3.0" x 0.25"	7.69" x 3.18" x 0.228" 7.69" x 3.18" x 0.248"	See your Ford Dealer for details	See your Ford Dealer for details	7.69" x 3.18" x 0.228" 7.69" x 3.18" x 0.248"	7.50" x 2.74" x 0.60"	See your Ford Dealer for details
Yield Strength (psi)	36,000 - 50,000	36,000	See your Ford Dealer for details	See your Ford Dealer for details	36,000	50,000	See your Ford Dealer for details
Section Modulus (in.3)	9.46	E-350 - 5.73 E-450 - 5.73/6.40	See your Ford Dealer for details	See your Ford Dealer for details	5.73 - 6.40	12.7	See your Ford Dealer for details
RBM	340,560 - 473,000	E-350 - 206,280 E-450 - 206,280 - 230,400	See your Ford Dealer for details	See your Ford Dealer for details	206,280 - 230,400	635,000	See your Ford Dealer for details
Fuel Tank							
Capacity (Gallons)	80	E-350 - 40 (STD), 55 Avail E-450 - 55 (STD), 40 Avail	25 (STD), 31 Avail	25 (STD), 31 Avail	40 (STD), 55 Avail 55 (STD), 44 Avail	40 (STD), 26.5 Avail Dual 40/26.5 Avail	25 (STD), 31 Avail
Location	Aft-of-Rear Axle	Aft-of-Rear Axle	Mid-Ship	Mid-Ship	Aft-of-Rear Axle	Aft-of-Axle/ Mid-Ship	Mid-Ship
Filler Location	Left Hand Side Fuel Fill	Left Hand Side Fuel Fill Auxiliary Fuel Port (STD)	Left Hand Side Fuel Fill Auxiliary Fuel Port (STD)	Left Hand Side Fuel Fill Auxiliary Fuel Port (STD)	Left Hand Side Fuel Fill Auxiliary Fuel Port (STD)	Left Hand Side Fuel Fill Auxiliary Fuel Port - Mid-Ship Avail	Left Hand Side Fuel Fill Auxiliary Fuel Port (STD)
Tires / Wheel (Size)							
Tires	16,000/18,000/20,500 GVW - (6) 245/70R19.5G BSW, 22,000 GVW - (6) 235/80R22.5G BSW, 22,000/24,000/26,000 GVW - (6) 255/80R22.5G BSW	DRW - (6) LT225/75R16E	SRW - (4) 235/65R16C 121/119 R BSW, DRW - (6) 195/75R16C 107/105 R BSW, DRW - (6) 205/75R16C 113/111 BSW	SRW - (4) 235/65R16C 121/119 R BSW, DRW - (6) 195/75R16C 107/105 R BSW, DRW - (6) 205/75R16C 113/111 BSW	SRW - (4) LT245/75R16E DRW - (6) LT225/75R16E DRW - (6) LT225/75R16E	F-550 - (6) 225/70R19.5G F-600 - (6) 245/70R19.5G	SRW - (4) 235/65R16C 121/119 R BSW, DRW - (6) 195/75R16C 107/105 R BSW, DRW - (6) 205/75R16C 113/111 BSW
Wheels	16,000/18,000/20,500/22,000 GVW - (6) 19.5" x 6.75" Steel Disc 10-Hole, 22,000/24,000/26,000 GVW - (6) 22.5" x 7.50" Aluminum Front/Rear (with steel inner rear)	DRW - (6) 16" x 6" Steel	SRW - (4) 16" x 6" Steel (STD), Aluminum Alloy Avail, DRW - (6) 16" x 6" HD Steel (STD), Aluminum Alloy Avail	SRW - (4) 16" x 6" Steel (STD), Aluminum Alloy Avail, DRW - (6) 16" x 6" HD Steel (STD), Aluminum Alloy Avail	SRW - (4) 16" x 7" Steel Painted 8 Hand Hole, DRW - (6) 16" x 6" Steel Painted 8 Hand Hole	F-550 - (6) 19.5" x 6" Argent Steel (STD) Forged Aluminum Avail, F-600 - (6) 19.5" x 6.75" Argent Steel (STD) Forged Aluminum Avail	SRW - (4) 16" x 6" Steel (STD), Aluminum Alloy Avail, DRW - (6) 16" x 6" HD Steel (STD), Aluminum Alloy Avail

Towing

Towing Basics

Towing a trailer is demanding on your vehicle, your trailer and your personal driving skills. Follow some basic rules that will help you tow safely and have a lot more fun.

Tow/Haul Mode¹

A motorhome, even though not towing, is always hauling a heavy load and Tow/Haul should always be activated. Constant, frequent shifting creates a lot of heat in the transmission, slowly breaking down the transmission fluid and possibly leading to major premature transmission failure. Tow/Haul activates an alternate shift strategy in the transmission, delaying upshifts to reduce the frequency of transmission shifting. Tow/Haul also provides engine braking in all forward gears, which slows your vehicle and assists you in controlling your vehicle when descending a slope, minimizing the need to brake and decreasing brake pad wear.

On the Transit chassis, select the Tow/Haul drive mode to switch Tow/Haul on. Select a different drive mode to switch Tow/Haul off. On a F-53 or E-Series chassis, Tow/Haul drive mode can be activated and deactivated by depressing the button at the end of the gear shift lever.

Weighing In

Base Curb Weight is the weight of the vehicle including a full tank of fuel and all standard equipment. It does not include passengers, cargo or any optional equipment. Your dealership sales consultant can give you this number for the vehicle(s) you are considering.

Cargo Weight includes all weight added to the Base Curb Weight, including cargo and optional equipment (check with your sales consultant). When towing, trailer tongue load or king pin weight is also part of the Cargo Weight.

Payload is the combined maximum allowable weight of cargo and passengers that the vehicle is designed to carry. It is the Gross Vehicle Weight Rating minus the Base Curb Weight.

Gross Vehicle Weight (GVW) is the Base Curb Weight plus actual Cargo Weight plus passengers. It is important to remember that GVW is not a limit or specification – it is the actual weight that is obtained when the fully-loaded vehicle is driven onto a scale.

Gross Vehicle Weight Rating (GVWR) is the maximum allowable weight of the fully-loaded vehicle (including passengers and cargo). This number – along with other weight limits, as well as tire, rim size and inflation pressure data – is shown on the vehicle's Safety Compliance Certification Label, located on the left front door lock facing or the door latch post pillar.

The GVW must never exceed the GVWR.

Gross Axle Weight (GAW) is the total weight placed on each axle (front and rear). To determine the Gross Axle Weights for your vehicle and trailer combination, take your loaded vehicle and trailer to a scale. With the trailer attached, place the front wheels of the vehicle on the scale to get the front GAW. For rear GAW, weigh the towing vehicle with trailer attached, but with just the four wheels of the vehicle on the scale. Subtracting front GAW from that amount gives you rear GAW.

Gross Axle Weight Rating (GAWR) is the maximum weight to be carried by a single axle (front or rear). These numbers are also shown on the Safety Compliance Certification Label.

The total load on each axle must never exceed its GAWR.

GVW must not exceed GVWR (obtain from Safety Compliance Certification Label on the left front door lock facing or the door latch post pillar).

¹This is a brief overview, please refer to your Owner's Manual for detailed information relating to using Tow/Haul on your specific vehicle model, year and installed transmission.

Towing Capacity

$$\text{Base Curb Weight} + \text{Cargo Weight} + \text{Passenger Weight} = \text{Gross Vehicle Weight (GVW)}$$

GVW must not exceed GVWR (obtain from Safety Compliance Certification Label on the left front door lock facing or the door latch post pillar).



$$\text{GVW} + \text{Loaded Trailer Weight} = \text{Gross Combination Weight (GCW)}$$

GCW must not exceed GCWR (obtain from charts on pages 10-29 or your vehicle Owner's Manual).

Gross Combination Weight (GCW) is the weight of the loaded vehicle (GVW) plus the weight of the fully loaded trailer. It is the actual weight obtained when the vehicle and trailer are weighed together on a scale.

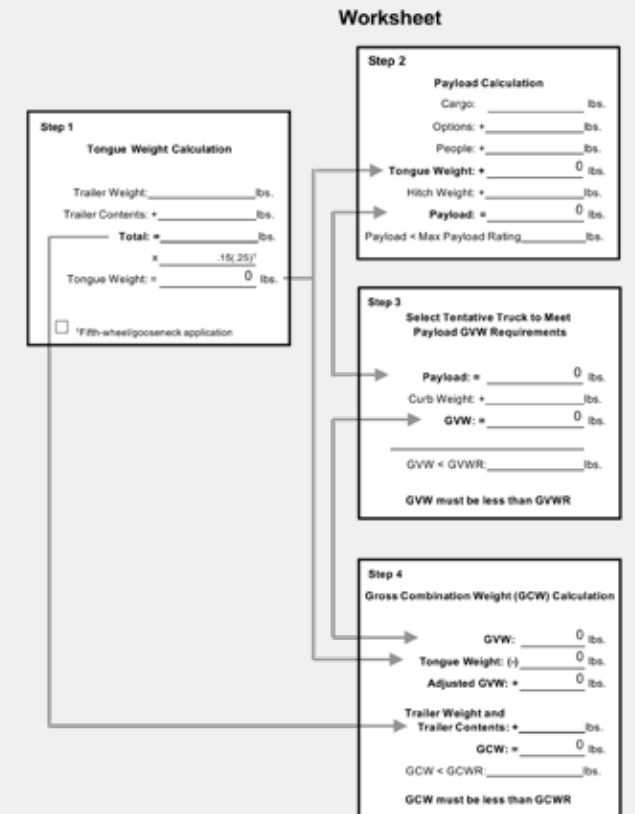
Gross Combination Weight Rating (GCWR) is the maximum allowable weight of the towing vehicle and the loaded trailer – including all cargo and passengers – that the vehicle can handle without risking damage. (Important: The towing vehicle's brake system is rated for operation at the GVWR – NOT GCWR. Separate functional brake systems should be used for safe control of towed vehicles and for trailers weighing more than 15,000 lbs. when loaded.) The measured GCW must never exceed the GCWR.

Maximum Loaded Trailer Weight is the highest possible weight of a fully loaded trailer the vehicle can tow, based on a minimum towing vehicle GVW. It assumes a towing vehicle with any mandatory options, no cargo, tongue load of 10% (conventional trailer) or king pin weight of 15% (5th-wheel trailer), and driver and passenger (150 lbs. each). Weight of additional options, passengers, cargo and hitch must be deducted from this weight.

GCW must not exceed GCWR (obtain from your vehicle Owner's Manual).

For the latest RV & Trailer Towing information, check out www.fleet.ford.com/towing-guides or go to esourcebook.dealerconnection.com.

Formula for Calculating Towing Capacity



Maintenance



Top 10 RV Maintenance FAQs

1. How often should I start my RV while in storage?

- Every 15 days, move it at least 25 feet, and run engine long enough to reach operating temp (accessories off).
- Shift transmission into all gears while engine is idling.
- If storing longer than 60 days, add fuel stabilizer (StaBil®) to fuel.

2. What should my tire pressure be?

- Refer to the Safety Compliance Certification label on/near the driver's door or seat.

3. How much can I tow behind my RV?

- The lesser of:
 - a. The rating of the hitch as installed and rated by the RV manufacturer.
 - b. The Gross Combined Weight Rating (GCWR) minus the loaded vehicle weight of your RV.
 - I. See your dealer or the Ford Towing Guide to determine the GCWR of your RV.
 - II. Weigh your RV loaded with fuel, water, personal items, passengers, etc. Many truck stops, sand & gravel supply, moving companies, etc. will weigh your coach for a nominal fee. Have them weigh the front and rear axles separately. Then verify the vehicle's Gross Vehicle Weight Rating (GVWR) or any axle rating (see Safety Compliance Certification label on/near driver's door or seat) is not exceeded.
 - III. Subtract loaded RV vehicle weight from GCWR. Compare result to installed hitch rating. The smaller number is what you can tow.

4. What coolant do I use?

- See Owner Manual. Note: Do not mix the green (older models) and gold/orange (newer models) coolant.

5. Can I use synthetic oil?

- Use of synthetic oil will not void your Ford warranty.
- Ford does not recommend extending the mileage/month interval for changing oil, even if synthetic oil is used.
- Follow the maintenance schedule for your model/year provided with your vehicle or see owner.ford.com under "VEHICLE BASICS." Ford recommends following the "Special Operating Conditions" service intervals.

6. Why does my vehicle lean to one side?

- Tire pressure low on one side.
- Vehicle not loaded evenly side-to-side. Have normally loaded vehicle weighed at a commercial scale that will allow each side to be weighed individually. Adjust load accordingly and re-weigh.
- A spring is "weak." See dealer.

7. Why will my vehicle not go straight down the road?

- Tire pressure low on one side. Adjust all tires to pressure listed on certification label by driver's seat/door.
- Vehicle not loaded properly. If the front axle carries too little weight, steering "wander" may occur. Have the normally loaded vehicle weighed at a commercial scale that will allow each axle to be weighed individually. Adjust load so that approximately 90% of the front axle rating (see Safety Compliance Certification label on/near driver's door or seat) is actually carried on the front axle.
- Wheel alignment is out of specification. See your dealer. (Note: This service is not covered by your Ford warranty as your RV manufacturer is responsible for verifying alignment of the completed RV).

8. Why are my leaf springs not bowed?

- Ford suspension systems are designed with the optimal springs for your application. Some have significant camber (bow) when loaded and others don't. However, if your vehicle is properly loaded, the amount of camber (bow) in the driver's side springs should be approximately the same as the corresponding spring on the passenger's side.

9. Where is my battery?

- Your RV builder will have installed coach battery(ies) somewhere on the coach. See your RV builder's owner's information.
- The chassis' (Ford) battery(ies) is generally under the hood for gas engine vehicles.

10. Do you recommend using aftermarket equipment?

- Ford cannot recommend using any aftermarket components that we have not tested.
- Note: Installing an aftermarket system will not void the Ford warranty unless it is shown that the installation of the system caused a problem with a Ford system component.

Get Rid of the Guesswork

Find your vehicle's maintenance schedule anytime on the Ford Owner's site. Regularly maintained vehicles are more reliable and more durable. Register or sign in for a maintenance schedule, customized to you and your vehicle.

<https://owner.ford.com/tools/account/maintenance/maintenance-schedule.html>

Ford Pro™ Upfitters

Don't settle for just any motorhome converter. Get a conversion that meets your recreational expectations and look for a Ford Pro Upfitter. The Ford Pro Upfitter program is the new upfitter accreditation program. To qualify in the Ford Pro Upfitter program, a builder must be successfully evaluated by Ford Motor criteria such as engineering, manufacturing processes, quality control, and adherence to Ford Motor Company guidelines.

Class A



Class B



Class C



To learn more about the Ford Pro Upfitter program, visit www.fordpro.com/en-us/upfit/pro-upfitter/

Customer Support



Motorhome Customer Care

Customer Assistance Center

This 24-hour, seven-days-a-week hotline was designed to serve both motorhome owners and RV dealers. By simply calling 1-800-444-3311, the caller has access to:

- The nearest appropriate service location
- Assistance in scheduling a service appointment
- Service assistance for motorhome customers and RV dealers in resolving Ford chassis-related concerns

In-Dealership Service Support

- Over 1,900 Ford Dealerships in the U.S. and Canada provide Class C motorhome service support
- Certified service technicians backed by computerized diagnostics and national technical hotline support

Additional Resources

Ford has many resources a keystroke away. The following PDFs are just examples of resources that you can read, print or download to your computer or mobile device.

Owner's Manual

Your vehicle manual can be found online, just select your vehicle year and model to access all the information you need about your Ford chassis. Just go to this link for a PDF:

<https://owner.ford.com/tools/account/how-tos/owner-manuals.html>

What is FordPass® Connect?

FordPass Connect¹ is the embedded modem that allows you to connect and control certain vehicle functions such as:

- Remotely lock and unlock your vehicle²
- Remotely start your vehicle³
- Locate your parked vehicle
- Schedule a remote start for specific times and days of the week
- Receive Vehicle Health Alerts
- Check your fuel level
- Turn your vehicle into a Wi-Fi Hotspot that allows you to connect up to 10 wireless devices

To use the remote control features, download the FordPass App and activate your FordPass Connect-equipped vehicle.

¹FordPass® Connect, the FordPass® App, and complimentary Connected Services are required for remote features (see FordPass Terms for details). Connected Services and features depend on compatible AT&T network availability. Evolving technology/cellular networks/vehicle capability may limit functionality and prevent operation of connected features. Connected Services excludes Wi-Fi® hotspot. ²Requires power door locks. ³Automatic Transmission only.

RV Tool Kit

Here a handy list of essential/basic tools to have in your RV Tool Kit. It will help you with simple repairs when they happen on the road.

- Battery Jumper
- Bungee Cords/Ratchet Straps
- Cordless Drill
- Duct Tape
- Electrical Tape
- Extension Cords
- Fresh Water Tank Cap
- Flashlights
- Folding Shovel
- Hammer/Saw/Hatchet
- Hitch Pin
- Needle Nose Pliers
- Rubber Mallet
- Scissors
- Screwdriver w/Multiple Tips and Sizes
- Small Step Stool/Ladder
- Tire Air Compressor
- Tire Plug Kit/RV Tire Jack
- Tire Pressure Gauge
- Torque Wrench
- Work Gloves
- Zip Ties



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