The die is cast for other heavy-duty pickups to try and follow. Tough keeps getting tougher. Introducing the 2018 Ford F-Series Super Duty. This year, a new F-450 4x2 model hits the ground towing a best-in-class¹ 34,000 lbs. An all-new LIMITED, the most luxurious, technologically advanced Super Duty ever, debuts. They join a lineup that includes a heavy-duty pickup with the government’s highest safety rating – a 5-star overall crash vehicle score.² Super Duty excels at taking Built Ford Tough® to new extremes.

As America’s best-selling truck for 41 years, Ford F-Series is engineered to help you get the job done when no one else can. Nowhere is that better exemplified than here. In the legendary work ethic of Super Duty. F-250. F-350. F-450. Rock solid. Reporting for duty.

Its fully boxed ladder frame – made of 95% high-strength steel – is more than up to the task. Up to 24 times stiffer than the previous generation – it helps to produce the best ride and steering of any Super Duty ever. Through-welded, closed-section crossmembers also help increase torsional stiffness. And an e-coat paint process encases all that strength for extreme durability and corrosion protection.

The first-and-only cargo box in its class made from high-strength, military-grade, aluminum alloys\(^1\) is anchored to that frame. It doesn’t rust. It’s more dent- and ding-resistant than the previous generation. And the weight savings it generated (up to 350 lbs.) allowed us to upgrade essential components – the frame, axles, leaf springs, transfer case, driveline and trailer hitches.

\(^1\)6000-series aluminum alloy.
TESTING PRODUCES ENDURANCE. HERE’S YOUR PROOF. With over 12 million cumulative miles of customer-equivalent testing logged, the 2018 Super Duty is engineered for extremes. We torture it. In the engine lab, on the proving grounds, and working in the real world. Our dedicated team of truck engineers run 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. Rest assured, it’s Built Ford Tough.® In every way that matters.

★★★★★

5-STAR SAFETY The 2017 F-250 Super Duty SuperCab and Crew Cab 4x2 models have earned the government’s highest safety rating – a 5-star overall crash vehicle score.⁴ All Super Duty pickup trucks feature 6 standard airbags, including the side-curtain airbags of the Safety Canopy® System.
**FIRST-IN-CLASS**
HIGH-STRENGTH, MILITARY GRADE, ALUMINUM ALLOYS

/ INFLATABLE REAR-SEAT OUTBOARD SAFETY BELTS

**BEST-IN-CLASS**
34,000 LBS. MAX. TOWING CAPACITY

/ 21,000 LBS. MAX. CONVENTIONAL TOWING CAPACITY

/ 7,630 LBS. MAX. PAYLOAD CAPACITY

/ 42,800 LBS. MAX. GROSS COMBINED WEIGHT RATING (GCWR)

/ 935 LB.-FT. OF DIESEL TORQUE / 450 DIESEL HP

/ 430 LB.-FT. OF GAS TORQUE

**CLASS EXCLUSIVE**
UP TO 7 AVAILABLE CAMERAS / ADAPTIVE STEERING

/ ADAPTIVE CRUISE CONTROL AND COLLISION WARNING WITH BRAKE SUPPORT / FACTORY-INSTALLED CUSTOMER-PLACED TRAILER CAMERA / LED SIDEVIEW MIRROR SPOTLIGHTS / MULTICONTOUR FRONT SEATS WITH ACTIVE MOTION / POWER-DEPLOYABLE RUNNING BOARDS / BLIS WITH TRAILER COVERAGE AND CROSS-TRAFFIC ALERT / 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 / INDIVIDUAL TRAILER TIRE PRESSURE MONITORING SYSTEM
THE ALL-NEW SUPER DUTY LIMITED

THE MOST LUXURIOUS, TECHNOLOGICALLY ADVANCED SUPER DUTY EVER.
Introducing the new 2018 Super Duty LIMITED. The most luxurious, technologically advanced Super Duty ever. LIMITED comes ready to work with the 6.7L Power Stroke® V8 Turbo Diesel, electronic shift-on-the-fly 4WD, and Ultimate Trailer Tow Camera System all standard. As well as a truckload of amenities that only enhance the Super Duty underneath. A unique satin-aluminum finish on the grille, door handles and tailgate appliqué, plus 20" polished aluminum wheels, announce its arrival. Power-deployable running boards extend to greet your feet. Door-sill scuff plates with backlit LIMITED lettering usher the way inside, where multicontour front seats feature Active Motion® massage and LIMITED badging. Camelback two-tone premium luxury leather trims the heated and cooled 10-way power front seats, the heated steering wheel, and the center console lid. A Miko® headliner and twin-panel moonroof cover the cab, ambient lighting covers the mood, while a 10-speaker Audio System from Sony® handles the sound. A VIN plate on the center console lid reminds you of how unique your truck really is. Step up to the new Super Duty LIMITED.
ITS NUMBERS PUSH, PULL AND SPEAK FOR THEMSELVES. The output of the 6.7L Power Stroke® V8 Turbo Diesel engine speaks volumes to loggers, landscapers, miners, oil field workers and everyone else who rely on it daily. 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. Twin-pilot injection delivers smooth, quiet acceleration. Large fuel tanks – up to 48 gallons maximum¹ – help extend driving range. Plus, a driver-controlled engine exhaust brake with on, off and auto settings allows use of engine braking to help slow the truck down and control vehicle speed. The most tested Power Stroke diesel ever is also B20-capable. And right where it belongs in the 2018 Super Duty.

ROBUST HIGH-ALTITUDE PERFORMANCE comes courtesy of the high airflow supplied by the diesel’s variable geometry turbocharger. Tuned specifically for this application, the turbocharger forces air into the cylinders to enhance performance, helping to deliver maximum power quickly.

EXCELLENT THROTTLE RESPONSE is delivered in part by a high-pressure, common rail fuel injection system. The fuel pump develops up to 29,000 psi operating pressure, and piezo-controlled fuel injectors provide precise injection. This combination yields superior fuel atomization, delivering excellent throttle response.

STRENGTH AND INTEGRITY of the 6.7L diesel is maintained by a masterful mix of component materials. Compacted graphite iron (CGI) imparts strength and durability to the deep-skirt engine block, while reducing weight. Cylinder heads made of aluminum help to further reduce weight and feature a 6-head-bolt-per-cylinder design to help improve sealing and maintain cylinder integrity.

1 Available feature.
CLASS OF ITS CLASS. 6.2L GAS. 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. By supplying working power throughout the rpm range, the 6.2L V8 delivers an exceptional combination of driveability, hauling and towing performance.

Alternative fuel options include a CNG/Propane Gaseous Engine Prep Package that readies Super Duty 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.
WE PUT TORQUE RIGHT IN THE NAME. FOR GOOD REASON. The TorqShift® 6-speed SelectShift® automatic transmission handles a lot of it, whether mated to the torque-rich diesel engine or powerful gas engine. Tow/haul mode helps either engine deliver smooth, efficient performance. A multi-segment clutch friction-plate design optimizes oil flow, reduces power loss and maximizes transmission productivity, while a high-efficiency fluid filter has a fluid change interval of 150,000 miles.

For weight savings and efficiency, we even right-sized a TorqShift-G 6-speed SelectShift automatic transmission with tow/haul mode for Super Duty F-250 models with the gas engine. And since Super Duty engines and transmissions are all designed and built by Ford, each powertrain works seamlessly with chassis components and vehicle calibrations.

THE TORQSHIFT TRANSMISSION WITH SELECTSHIFT capability delivers smooth, efficient performance on the road. SelectShift allows for manual upshift and downshift capability.

Progressive range select mode lets you reduce the available gear range in difficult road/load conditions.

To eliminate unwanted frequent gear-shifting on steep uphill grades, select tow/haul mode, which also allows engine braking to help maintain vehicle speed when descending that grade.

1. 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).²

2. 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.

3. 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.

WE PUT TORQUE RIGHT IN THE NAME. FOR GOOD REASON.
EVEN THE DIRT WILL BE IMPRESSED. It has the best vantage point to see the improvements made to the underpinnings that allow Super Duty to carry the weight of your world on its shoulders. Built Ford Tough Twin I-Beam (4x2 models) and twin-coil monobeam (4x4 models) front suspensions: shocks, radius arms, springs, larger lower bushings and upgraded stabilizer bars, all optimized for increased capability. Rear suspension: shocks, bushings and re-engineered leaf springs, upgraded and optimized 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. Super Duty can get down and dirty.

AXLES ARE STRONGER and more capable. Gear and bearing designs have been re-engineered, and optimized by weight to be more efficient than their predecessors. 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 electro-magnetic clutch in the 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 been increased and reducers are provided to cover your towing needs.

1 As compared to the previous-generation Super Duty. 2 Available feature. 3 When properly equipped on select models. See towing chart on page 30 for ratings by configuration.
WHO TOWS YOUR BABY LIKE SUPER DUTY. NO ONE.
The 2018 F-Series Super Duty F-450 4x2 features best-in-class max. towing of a whopping 34,000 lbs.¹  
Super Duty F-350 DRW models feature best-in-class max. conventional towing of 21,000 lbs.² 
So if you need to tow up to 17 tons, you’ll be driving a Super Duty. It’s optimized for heavy hauling. Helping you pull the most weight³ – and doing it with confidence.

CLASS-BEST
34,000 LBS.
To help you better handle what’s in tow, Super Duty provides you with an inspiring level of towing confidence with even the largest loads. Smart technology helps make towing easier than ever: Cameras¹² not only aid in hooking up your trailer, but in maneuvering it as well, and an 8” productivity screen¹ in the instrument cluster relays vital information to keep you in the know.

**TRAILER-TOWING PROFICIENCY** is possible with the advanced towing technology of Ford Super Duty. Strategically placed cameras¹² help you see all around Super Duty. And when hooking up a trailer or navigating it through a crowded job site, what you see can make all the difference. You’ll also glean vital information from the 8” color LCD productivity screen¹ in the instrument cluster. If there’s a problem, you’ll be notified.

1. Front 180-degree camera view.²
2. 360-degree camera with Split-View Display.²
3. CHMSL camera view.¹
4. Trailer Reverse Guidance¹² automatically switches between side and rear camera views to show you what is most relevant while backing up your trailer, and even provides overlays to guide you.
5. A class-exclusive Individual Trailer Tire Pressure Monitoring System¹ can monitor and display the individual tire pressures of a connected trailer, and alert you if any tire’s pressure is low. A numerical value will even tell you how low.
6. Diesel Exhaust Fluid (DEF) tank status screen.¹

1. **A FRONT 180-DEGREE CAMERA** with washer²³ 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.

2. **A CAMERA IN EACH SIDEVIEW MIRROR**,²³ 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 screen¹ in the center stack of the instrument panel.

3. **A FORWARD-FACING CAMERA**¹ is utilized by lane-keeping alert¹². It can detect lane markings and send vibration pulses to the steering wheel if it senses Super Duty drifting out of its lane.

4. **A CENTER HIGH-MOUNTED STOP LAMP (CHMSL) CAMERA**¹ with zoom function helps provide greater visibility of the cargo in the cargo box while in Reverse (shown above in photo 3), and is particularly helpful when connecting a 5th-wheel/gooseneck trailer.

5. **A REAR VIEW CAMERA**² 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.²

6. **A CUSTOMER-PLACED TRAILER CAMERA**¹ 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 screen¹ in the center stack.

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¹Available feature. ²Driver-assist features are supplemental and do not replace the driver’s attention, judgment and need to control the vehicle.
³Included in the available 360-degree camera with Split-View Display. ⁴Lane-keeping alert does not control steering.
HAUL MORE THAN ANYONE ELSE. After surviving countless hours of punishment at the hands of Ford engineers, the only high-strength, military-grade, aluminum alloy cargo box in its class is reporting for duty. Super Duty. Best-in-class max. payload of 7,630 lbs can sit inside its walls. For good reason. Panel thickness of the cargo box: upgraded vs. the previous generation. Reinforcements underneath the box: fortified. Dent-and-ting resistance inside the box: better than steel. Susceptibility to red rust: gone. So load up. And head out.
Day or night, Super Duty provides the tools you need to finish any job. Class-exclusive LED sideview mirror spotlights¹ can light your work site well into the night. They join quad-beam LED headlamps² and LED taillamps, LED box lighting³ smartly illuminates the cargo box with forward-facing lights. Turn them on with the button in the bed or with the headlamps control in the cab.

First-in-class remote tailgate release⁴ 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. Enjoy easy payload access thanks to extended-length step bars¹ that reach to the sides of the cargo box, as well as our class-exclusive tailgate step.¹ Fully integrated inside the tailgate, the skid-resistant step drops down in one easy motion when needed. With it down, just flip up the sturdy grab handle and walk right into the bed.

Class-exclusive BoxLink™ with locking cleats¹ 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.
The 2018 F-Series Super Duty is loaded with convenient driver-assist features. Sophisticated radar and strategically placed cameras are at your service to help you navigate a crowded job site, avoid a collision, stay in your lane, and tow more than you ever thought possible. Class-exclusive adaptive cruise control makes handling all that weight seem almost effortless, while adaptive steering makes parking easier at your destination.

1. **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.

2. **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.

3. **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, trailering, and parking lot maneuvering is easier than the previous generation.

4. **ADVANCETRAC® WITH RSC® (ROLL STABILITY CONTROL)** utilizes 2 gyroscopic sensors to automatically help you avoid skidding and fishtailing, helping you keep all wheels firmly planted. AdvanceTrac is standard on every Super Duty including DRW models—helping to increase your confidence while hauling heavy loads.

5. **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.

6. **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.
Until the blacktop 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. In the 2018 Ford Super Duty, you’re well-prepared to conquer the toughest terrain.

**THE OFF-ROAD DISPLAY** in the Super Duty 8" productivity screen allows you to monitor the truck’s pitch, roll, steering angle and driveline status in conditions where additional traction is required.

**ADD THE FX4 OFF-ROAD PACKAGE** to increase your off-road capability. Transfer case and fuel tank skid plates, Hill Descent Control™ and off-road-tuned 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.
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. Two glove boxes include a unique upper compartment for additional storage space. And the deep front center console is large enough for hanging file folders. It’s an open-and-shut case on work-site productivity.

The 8” color LCD productivity screen in the Super Duty instrument cluster is your command center. Unique Super Duty screens include a digital turbo gauge for the 6.7L Power Stroke V8 Turbo Diesel engine and a DEF gauge. Choose your favorites (up to 7) and arrange them in the customized MyView menu for your convenience.
SYNC 3

STAY CONNECTED ON THE MOVE.

Imagine controlling calls, music and more with just a touch and your voice. SYNC® 3 lets you keep your hands on the wheel while it quickly responds to your spoken requests. Or use the responsive touchscreen in the center of your instrument panel to access its many helpful features. Bring the power of Siri® into Super Duty with Siri Eyes Free and your paired iPhone. The system also features 2 smart-charging USB ports to help keep your devices powered up and ready to go.

APPLE CARPLAY™ COMPATIBILITY*
- Use Siri to interact with your iPhone
- Access your favorite songs and playlists in Apple Music®
- Use Apple Maps for voice-guided navigation and estimated travel time

SYNC APPLINK® 2.5
- Voice control for your favorite compatible mobile apps
- Spotify®, Pandora®, and more

FORDPASS™ SMARTPHONE APP 3
- Your personal journey assistant
- Find fuel and compare prices
- Find, reserve and pay for parking in select locations
- Get help from our trained team of Ford Guides – available 24/7

VOICE-ACTIVATED NAVIGATION 2
- Turn-by-turn directions
- Vivid 3-D maps
- Pinch-to-zoom touchscreen capability

SIRIUSXM® TRAFFIC & TRAVEL LINK® 2.6
- Complimentary for 5 years
- Real-time traffic updates
- Fuel station locations and prices
- Current and forecasted weather
- Movie locations and showtimes
- Sports scores

ANDROID AUTO™ COMPATIBILITY 4
- Talk to Google™ to interact with your Android™ smartphone
- Access your favorite music through your apps
- Utilize Waze™ or Google Maps™ for voice-guided navigation and estimated travel time

APPLE CARPLAY™ COMPATIBILITY*
- Use Siri to interact with your iPhone
- Access your favorite songs and playlists in Apple Music®
- Use Apple Maps for voice-guided navigation and estimated travel time

SYNC APPLINK® 2.5
- Voice control for your favorite compatible mobile apps
- Spotify®, Pandora®, and more

FORDPASS™ SMARTPHONE APP 3
- Your personal journey assistant
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- Find, reserve and pay for parking in select locations
- Get help from our trained team of Ford Guides – available 24/7

VOICE-ACTIVATED NAVIGATION 2
- Turn-by-turn directions
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SIRIUSXM® TRAFFIC & TRAVEL LINK® 2.6
- Complimentary for 5 years
- Real-time traffic updates
- Fuel station locations and prices
- Current and forecasted weather
- Movie locations and showtimes
- Sports scores

ANDROID AUTO™ COMPATIBILITY 4
- Talk to Google™ to interact with your Android™ smartphone
- Access your favorite music through your apps
- Utilize Waze™ or Google Maps™ for voice-guided navigation and estimated travel time

*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.

2Available feature.

3Available via download and compatible with select smartphone platforms. Learn more at fordpass.com. Message and data rates may apply.

4Requires phone with active data service and compatible software. SYNC does not control 3rd-party products while in use. 3rd parties are solely responsible for their respective functionality.

5Commands may vary by phone and AppLink software.

6Certain restrictions, 3rd-party terms, or message and data rates may apply. See footnote 2 on page 24 and your Ford Dealer for details.
<table>
<thead>
<tr>
<th></th>
<th>F-250</th>
<th>F-350</th>
<th>F-450</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max. Towing¹</td>
<td>18,500 lbs.</td>
<td>32,000 lbs.</td>
<td>BEST-IN-CLASS 34,000 lbs.</td>
</tr>
<tr>
<td>Max. Conventional Towing¹</td>
<td>18,000 lbs.</td>
<td>BEST-IN-CLASS 21,000 lbs.</td>
<td>BEST-IN-CLASS 21,000 lbs.</td>
</tr>
<tr>
<td>Max. Payload¹</td>
<td>4,250 lbs.</td>
<td>14,000 lbs.</td>
<td>14,000 lbs.</td>
</tr>
<tr>
<td>Max. GVWR¹</td>
<td>10,000 lbs.</td>
<td>14,000 lbs.</td>
<td>14,000 lbs.</td>
</tr>
<tr>
<td>Max. GCWR¹</td>
<td>25,700 lbs.</td>
<td>40,000 lbs.</td>
<td>BEST-IN-CLASS: 42,800 lbs.</td>
</tr>
<tr>
<td>Engines</td>
<td>6.2L Gas V8</td>
<td>6.2L Gas V8</td>
<td>6.7L Power Stroke V8 Turbo Diesel</td>
</tr>
<tr>
<td>Drivetrains</td>
<td>Single Rear Wheel (SRW) 4x2 or 4x4</td>
<td>SRW or Dual Rear Wheel (DRW); 4x2 or 4x4</td>
<td>DRW 4x2 or 4x4</td>
</tr>
<tr>
<td>Cab Types</td>
<td>Regular Cab, SuperCab or Crew Cab</td>
<td>Regular Cab, SuperCab or Crew Cab</td>
<td>Crew Cab</td>
</tr>
<tr>
<td>Box Lengths</td>
<td>6'11/16' or 8'</td>
<td>6'11/16' or 8'</td>
<td>8'</td>
</tr>
</tbody>
</table>

¹When properly configured. See charts on pages 29-30 for maximum ratings by configuration.

BAD, BADDER, BADDEST.
2018 Super Duty® | ford.com

1Not available on F-450.
**Standard Features**

**Mechanical**
- Axle: Front, narrow-track, twin-coil monobeam (F-250/F-350 4x4)
- Axle: Front, narrow-track, Twin-I-Beam (F-250/F-350 4x2)
- Axle: Front, wide-track, twin-coil monobeam (F-450)
- Electronic shift-on-the-fly transfer case (4x4)
- Hydraulic power-assisted steering
- 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)
- Power 4-wheel disc brakes with Anti-Lock Brake System (ABS)
- Stabilizer bar: Front
- Stabilizer bar: Rear (DRW)
- Stationary Elevated Idle Control (SEIC)³
- Steering damper
- Suspension: Front, coil springs
- Suspension: Heavy-duty gas shock absorbers
- Suspension: Rear, leaf-spring
- Trailer sway control

**Powertrains/Mechanical**

<table>
<thead>
<tr>
<th>Configuration</th>
<th>6.7L Power Stroke® V8 Turbo Diesel</th>
<th>6.2L 2-Valve Gas V8 FFV</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electronic fuel injection</td>
<td>High-pressure common-rail</td>
<td>Sequential multi-port</td>
</tr>
<tr>
<td>Induction system</td>
<td>Single-sequential turbocharger; charged air cooler</td>
<td>Specially tuned</td>
</tr>
<tr>
<td>Cooling system</td>
<td>Pressurized series flow</td>
<td>Pressurized series flow</td>
</tr>
<tr>
<td>Block material</td>
<td>Compacted graphite iron</td>
<td>Cast iron</td>
</tr>
<tr>
<td>Valve operation</td>
<td>Push rod/rocker arms</td>
<td>Roller-rod/caster shafts</td>
</tr>
<tr>
<td>Camshaft drive</td>
<td>OHV (32-valve)</td>
<td>Silent chain</td>
</tr>
<tr>
<td>Bore/stroke</td>
<td>3.90”/4.25”</td>
<td>4.02”/3.74”</td>
</tr>
<tr>
<td>Compression ratio</td>
<td>16:2:1</td>
<td>9.8:1</td>
</tr>
<tr>
<td>Horsepower @ rpm</td>
<td>450 @ 2,800</td>
<td>385 @ 5,750</td>
</tr>
<tr>
<td>Torque lb.-ft. @ rpm</td>
<td>935 @ 1,800</td>
<td>430 @ 3,800</td>
</tr>
<tr>
<td>Recommended fuel</td>
<td>Ultra-low-sulfur diesel or B20 (containing 20% or less biodiesel)</td>
<td>Regular unleaded or E85; bi-fuel-capable autogas CNG or propane (requires upfit)</td>
</tr>
<tr>
<td>Transmission</td>
<td>TorqShift® 6-speed SelectShift automatic with tow/haul mode</td>
<td>TorqShift-G 6-speed SelectShift automatic with tow/haul mode (F-250)</td>
</tr>
<tr>
<td>Optional availability</td>
<td>F-250/F-350: XL, XLT, LARIAT, KING RANCH; PLATINUM, LIMITED</td>
<td>F-250/F-350: XL, XLT, LARIAT, KING RANCH, PLATINUM</td>
</tr>
</tbody>
</table>

**Exterior**
- Configurable daytime running lamps
- Doors: 2 (Regular Cab)
- Doors: 4 (SuperCab/Crew Cab)
- Front fender vents
- Front license plate bracket
- Front tow hooks, 2
- 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 6’¾” box; 6 with 8’ box)
- Removable tailgate with key lock
- Underhood service lamp
- Variable-intermittent windshield wipers with washers

**Driver Assist Technology**
- Autolamp automatic on/off headlamps with rainlamp feature
- Hill start assist

**Safety & Security**
- Driver and right-front-passenger front and front-seat side airbags²
- Front-passenger airbag deactivation switch (Regular Cab and SuperCab)
- Safety Canopy® System with side-curtain airbags² 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)
- MyKey® technology to help encourage responsible driving
- Rear view camera with dynamic hitch assist
- SecuriLock® Passive Anti-Theft System
- SOS Post-Crash Alert System™

**Suspension**

<table>
<thead>
<tr>
<th>Rear Suspension</th>
<th>Front Suspension</th>
</tr>
</thead>
<tbody>
<tr>
<td>Axle (max. rating @ ground)</td>
<td>Axle (max. rating @ ground)</td>
</tr>
<tr>
<td>5,250 lbs. (F-250/F-350 4x2)</td>
<td>8,200 lbs. (F-250)</td>
</tr>
<tr>
<td>6,000 lbs. (F-250/F-350 w/ 3.31 axle delete)</td>
<td>7,280 lbs. (F-350 SRW)</td>
</tr>
<tr>
<td>7,000 lbs. (F-450)</td>
<td>9,650 lbs. (F-350 DRW/F-450)</td>
</tr>
<tr>
<td>Shock absorbers – 1.38” gas type</td>
<td>Shock absorbers – 1.38” gas type</td>
</tr>
</tbody>
</table>

**Brakes**
- Rotor diameter (front/rear) – 14.29”/14.29” (F-250/F-350); 15.39”/15.74” (F-450)

**Wheels**
- Number of studs – 10 (F-450)
- Bolt-circle diameter – 8.69” (170-mm) SRW; 7.87” (200-mm) F-350 DRW; 8.86” (225-mm) F-450

**Certification**
1. Final-stage manufacturer must supply control switches.
2. Always wear your safety belt and follow airbag warning label instructions.
3. Certified to SAE J1349.
<table>
<thead>
<tr>
<th>Mechanical</th>
<th>XL</th>
<th>Lariat</th>
<th>King Ranch</th>
<th>Platinum</th>
<th>Limited</th>
</tr>
</thead>
</table>
| Axle - Rear, 3.31 non-limited-slip
(SRW with diesel engine)                  | S  | S      | S          | S        | S       |
| Axle - Rear, 3.55 non-limited-slip
(standard on SRW 4x4 with diesel engine and 20" wheels) | P  | P      | P          | S        | S       |
| Axle - Rear, 3.73 non-limited-slip
(F-350 DRW with diesel engine)            | S  | S      | S          | S        | S       |
| Axle - Rear, 3.73 non-limited-slip
(F-250/F-350 with gas engine)            | S  | S      | S          | S        | S       |
| Axle - Rear, 3.55 limited-slip
(SRW 4x4 with diesel engine; F-350 DRW with diesel engine) | 0  | 0      | 0          | 0        | 0       |
| Axle - Rear, 3.73 limited-slip
(F-350 DRW with gas engine)            | 0  | 0      | 0          | 0        | 0       |
| Axle - Rear, 4.10 limited-slip
(F-350 DRW with diesel engine)            | 0  | 0      | 0          | 0        | 0       |
| Axle - Rear, 4.30 limited-slip
(F-450)                                      | 0  | 0      | 0          | 0        | 0       |
| Axle - Rear, 3.31 electronic-locking
(SRW with diesel engine)                 | 0  | 0      | 0          | 0        | 0       |
| Axle - Rear, 3.55 electronic-locking
(SRW with diesel engine)                 | 0  | 0      | 0          | 0        | 0       |
| Axle - Rear, 3.73 electronic-locking
(SRW with gas engine)                     | 0  | 0      | 0          | 0        | 0       |
| Axle - Rear, 4.30 electronic-locking
(SRW with gas engine)                     | 0  | 0      | 0          | 0        | 0       |
| Alternator – 157-amp heavy-duty
diesel engine)                               | 0  | 0      | 0          | 0        | 0       |
| Alternator – 175-amp heavy-duty
(diesel engine)                             | 0  | 0      | 0          | 0        | 0       |
| Alternator – 200-amp extra-heavy-duty
(gas engine)                                | 0  | 0      | 0          | 0        | 0       |
| Alternator – 220-amp extra-heavy-duty
(diesel engine)                             | 0  | 0      | 0          | 0        | 0       |
| Alternator – 240-amp extra-extra-heavy-duty
(gas engine)                                | 0  | 0      | 0          | 0        | 0       |
| Alternator – Dual heavy-duty, 332-amp total
(diesel engine)                             | 0  | 0      | 0          | 0        | 0       |
| Alternator – Dual extra-heavy-duty, 377-amp total
(diesel engine)                             | 0  | 0      | 0          | 0        | 0       |
| Battery – 650-CCA, 72-amp-hr, single
(gas engine)                                | 0  | 0      | 0          | 0        | 0       |
| Battery – 750-CCA, 78-amp-hr, single
(gas engine)                                | 0  | 0      | 0          | 0        | 0       |
| Battery – 750-CCA, 78-amp-hr, dual
(standard with diesel engine; optional with gas engine) | 0  | 0      | 0          | 0        | 0       |

<table>
<thead>
<tr>
<th>Mechanical</th>
<th>XL</th>
<th>Lariat</th>
<th>King Ranch</th>
<th>Platinum</th>
<th>Limited</th>
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<tbody>
<tr>
<td>Drivetrain – 4x2</td>
<td>S</td>
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<tr>
<td>Drivetrain – 4x4</td>
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<tr>
<td>Engine block heater (standard where required)</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>Engine idle shutdown – 5-minute</td>
<td>0</td>
<td>0</td>
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<tr>
<td>Engine idle shutdown – 10-minute</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>Engine idle shutdown – 15-minute</td>
<td>0</td>
<td>0</td>
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<tr>
<td>Engine idle shutdown – 20-minute</td>
<td>0</td>
<td>0</td>
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<td>0</td>
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</tbody>
</table>
| Fuel tank – 29-gallon
(141.6" and 148" WB with diesel engine)       | S  | S      | S          | S        | S       |
| Fuel tank – 34-gallon
(141.6" and 148" WB with gas engine; 159.8" and 164.2" WB) | S  | S      | S          | S        | S       |
| Fuel tank – 48-gallon
(176" WB)                                      | 0  | 0      | 0          | 0        | 0       |
| Manual transfer case
(4x4; deletes standard electronic shift-on-the-fly transfer case) | 0  | 0      | 0          | 0        | 0       |
| Operator-commanded exhaust filter regeneration
(diesel engine)                               | 0  | 0      | 0          | 0        | 0       |
| Power takeoff (PTO) provision with transmission-mounted
live-drive and stationary modes
(PTO port located on driver’s side; split-shaft capability included with diesel engine only; n/a on F-250 with gas engine) | 0  | 0      | 0          | 0        | 0       |
| Spare wheel, tire, lock, frame-mounted carrier and jack
(optional with pickup box delete)             | 0  | 0      | 0          | 0        | 0       |
| Trailer tow – 5th-wheel hitch, 18,000-lb. rating
(SRW)                                         | 0  | 0      | 0          | 0        | 0       |
| Trailer tow – 5th-wheel hitch, 27,500-lb. rating
(DRW)                                         | 0  | 0      | 0          | 0        | 0       |
| Trailer tow – Gooseneck dual hitch kit includes
one 2 5/16" gooseneck ball, one 3" gooseneck ball, and two safety chain
tie-down bars
(F-450)                                        | 0  | 0      | 0          | 0        | 0       |
| Trailer tow – Gooseneck hitch kit
(PTO port located on driver’s side; split-shaft capability included with diesel engine only; n/a on F-250 with gas engine) | 0  | 0      | 0          | 0        | 0       |
| Trailer tow – Gooseneck dual hitch kit includes
two 2 5/16" gooseneck balls and one 3" gooseneck ball,
and two safety chains
(F-450)                                        | 0  | 0      | 0          | 0        | 0       |
| Trailer tow – Gooseneck hitch kit
(PTO port located on driver’s side; split-shaft capability included with diesel engine only; n/a on F-250 with gas engine) | 0  | 0      | 0          | 0        | 0       |
| Trailer tow – Gooseneck dual hitch kit includes
one 2 5/16" gooseneck ball, one 3" gooseneck ball, and two safety chain
tie-down bars
(F-450)                                        | 0  | 0      | 0          | 0        | 0       |
| Trailer tow – Gooseneck dual hitch kit
(PTO port located on driver’s side; split-shaft capability included with diesel engine only; n/a on F-250 with gas engine) | 0  | 0      | 0          | 0        | 0       |
| Trailer tow – Gooseneck dual hitch kit includes
one 2 5/16" gooseneck ball, one 3" gooseneck ball, and two safety chain
tie-down bars
(F-450)                                        | 0  | 0      | 0          | 0        | 0       |

<table>
<thead>
<tr>
<th>Driver-Assist Technology</th>
<th>XL</th>
<th>Lariat</th>
<th>King Ranch</th>
<th>Platinum</th>
<th>Limited</th>
</tr>
</thead>
</table>
| Adaptive cruise control and collision warning
with brake support                            | O  | O      | O          | O        | O       |
| Adaptive steering                            | O  | O      | O          | O        | O       |
| Automatic high-beam headlamps                | O  | O      | O          | O        | O       |
| BLIS® (Blind Spot Information System) with trailer coverage and cross-traffic alert | O  | O      | O          | O        | O       |
| Lane-keeping alert                           | O  | O      | O          | O        | O       |
| Rain-sensing windshield wipers               | O  | O      | O          | O        | O       |
| Reverse Sensing System                       | O  | O      | O          | O        | O       |
| SYNC® Voice Recognition Communications and Entertainment System with 4.2" color LCD screen in center stack, 911 Assist®, AppLink, and 1 smart-charging USB port, and AM/FM stereo/single-CD player with MP3 capability | O  | O      | O          | O        | O       |
| SYNC 3 with 8" color LCD capacitive touchscreen in center stack, 911 Assist, AppLink, Apple CarPlay™ compatibility, Android Auto™ compatibility, and 2 smart-charging USB ports | O  | O      | O          | O        | O       |
| XL                                           | XLT | Lariat | King Ranch | Platinum | Limited |
| XLT                                           | Lariat | King Ranch | Platinum | Limited |
| Lariat                                        | King Ranch | Platinum | Limited |
| King Ranch                                    | Platinum | Limited |
| Platinum                                      | Limited |

1Restrictions may apply. See your dealer for details. 2Requires 5th-Wheel/Gooseneck Trailer Tow Prep Package.
<table>
<thead>
<tr>
<th>XL</th>
<th>Lariat</th>
<th>King Ranch</th>
<th>Platinum</th>
<th>Limited</th>
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<tbody>
<tr>
<td><strong>Seating</strong></td>
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<tr>
<td>- 2-way adjustable driver and right-front-passenger head restraints</td>
<td>AM/FM stereo with 4 speakers (Regular Cab)</td>
<td>AM/FM stereo with 6 speakers (SuperCab/Crew Cab)</td>
<td>AM/FM stereo/single-CD player with MP3 capability and 4 speakers (Regular Cab)</td>
<td>AM/FM stereo/single-CD player with MP3 capability and 6 speakers (SuperCab/Crew Cab)</td>
</tr>
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<td>S</td>
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<tr>
<td>- Heavy-duty vinyl 40/20/40 split front seat with 2-way manual seat adjust, driver's side manual lumbar, and folding armrest with cupholders and storage</td>
<td>Audio System from Sony® with AM/FM stereo/single-CD player with MP3 capability, 10 speakers and HD Radio™ Technology</td>
<td>Voice-activated Navigation System with integrated SiriusXM Traffic and Travel Link® with 5-year subscription</td>
<td>8&quot; configurable color LCD productivity screen in instrument cluster</td>
<td>2.3&quot; productivity screen in instrument cluster</td>
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<tr>
<td>- Cloth 40/40/40 split front seat, center under-seat lockable storage with 12V powerpoint, 2-way manual seat adjust, driver's side manual lumbar, and folding armrest with cupholders and storage</td>
<td>SiriusXM® Satellite Radio with 6-month trial subscription</td>
<td>110V/400W power outlet, 1 in instrument panel; also includes 1 rear-facing on the flow-through center console, if equipped</td>
<td>Accessory delay for power features</td>
<td>Climate control – Single-zone manual</td>
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<tr>
<td>- Cloth front 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/Crew Cab)</td>
<td>Climate control – Dual-zone electronic automatic temperature control</td>
<td>Climate control – Rapid-heat supplemental cab heater (diesel engine; standard where required)</td>
<td>Climate control – Rapid-heat supplemental cab heater (diesel engine; standard where required)</td>
<td>Climate control – Single-zone manual</td>
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<tr>
<td>- Leather-trimmed heated and cooled 10-way power front bucket seats and flow-through center console with lockable storage and 2 rear-facing powerpoints</td>
<td>Ambient lighting</td>
<td>Cruise control with steering wheel-mounted controls</td>
<td>Cruise control with steering wheel-mounted controls</td>
<td>Cruise control with steering wheel-mounted controls</td>
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<tr>
<td>- Multicontour front bucket seats with Active Motion®</td>
<td>Climate control – Single-zone manual</td>
<td>Cruise control with steering wheel-mounted controls</td>
<td>Cruise control with steering wheel-mounted controls</td>
<td>Cruise control with steering wheel-mounted controls</td>
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<tr>
<td>- Easy-entry/-exit driver's seat feature with memory</td>
<td>Climate control – Dual-zone electronic automatic temperature control</td>
<td>Cruise control with steering wheel-mounted controls</td>
<td>Cruise control with steering wheel-mounted controls</td>
<td>Cruise control with steering wheel-mounted controls</td>
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<tr>
<td>- Heavy-duty vinyl 60/40 split flip-out seat</td>
<td>Climate control – Rapid-heat supplemental cab heater (diesel engine; standard where required)</td>
<td>Cruise control with steering wheel-mounted controls</td>
<td>Cruise control with steering wheel-mounted controls</td>
<td>Cruise control with steering wheel-mounted controls</td>
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<tr>
<td>- Premium vinyl 60/40 split flip-out seat (SuperCab)</td>
<td>Climate control – Dual-zone electronic automatic temperature control</td>
<td>Cruise control with steering wheel-mounted controls</td>
<td>Cruise control with steering wheel-mounted controls</td>
<td>Cruise control with steering wheel-mounted controls</td>
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<tr>
<td>- Leather-trimmed 60/40 split flip-out seat (Crew Cab)</td>
<td>Climate control – Rapid-heat supplemental cab heater (diesel engine; standard where required)</td>
<td>Cruise control with steering wheel-mounted controls</td>
<td>Cruise control with steering wheel-mounted controls</td>
<td>Cruise control with steering wheel-mounted controls</td>
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<tr>
<td>- Rear under-seat fold-flat storage, lockable and partitionable, with 12V powerpoint (Crew Cab)</td>
<td>Climate control – Rapid-heat supplemental cab heater (diesel engine; standard where required)</td>
<td>Cruise control with steering wheel-mounted controls</td>
<td>Cruise control with steering wheel-mounted controls</td>
<td>Cruise control with steering wheel-mounted controls</td>
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<tr>
<td>- Rear under-seat storage with 12V powerpoint (SuperCab)</td>
<td>Climate control – Rapid-heat supplemental cab heater (diesel engine; standard where required)</td>
<td>Cruise control with steering wheel-mounted controls</td>
<td>Cruise control with steering wheel-mounted controls</td>
<td>Cruise control with steering wheel-mounted controls</td>
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<tr>
<td>- Fold-down rear-seat center armrest with dual integrated cupholders (Crew Cab)</td>
<td>Climate control – Rapid-heat supplemental cab heater (diesel engine; standard where required)</td>
<td>Cruise control with steering wheel-mounted controls</td>
<td>Cruise control with steering wheel-mounted controls</td>
<td>Cruise control with steering wheel-mounted controls</td>
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<tr>
<td>- Heated rear outboard seats (Crew Cab)</td>
<td>Climate control – Rapid-heat supplemental cab heater (diesel engine; standard where required)</td>
<td>Cruise control with steering wheel-mounted controls</td>
<td>Cruise control with steering wheel-mounted controls</td>
<td>Cruise control with steering wheel-mounted controls</td>
</tr>
</tbody>
</table>

1 Restrictions may apply. See your dealer for details. After your trial period ends, SiriusXM audio and data services each require a subscription sold separately, or as a package, by SiriusXM Radio Inc. See SiriusXM Customer Agreement for complete terms at www.siriusxm.com. All fees and programming subject to change. Trial subscriptions not available in AK and HI. Ford Licensed Accessory.
<table>
<thead>
<tr>
<th></th>
<th>XL</th>
<th>XL</th>
<th>Lariat</th>
<th>Lariat</th>
<th>King Ranch</th>
<th>King Ranch</th>
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<tbody>
<tr>
<td></td>
<td>Bed mat¹</td>
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<td></td>
<td>Bedliner – Drop-in¹</td>
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<td></td>
<td>Bedliner – Tough Bed® spray-in bedliner with tailgate guard</td>
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<td>BoxLink™ with 4 premium locking cleats</td>
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<td></td>
<td>Bumpers – Black-painted steel</td>
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<td>Bumpers – Stone Gray-painted steel</td>
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<td>Bumpers – Color-body-painted steel</td>
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<td></td>
<td>Cab steps – Black platform running boards (standard on DRW, optional on SRW)</td>
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<tr>
<td></td>
<td>Cab steps – 5” chrome angular step bars¹</td>
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<td>Cab steps – 5” chrome angular step bars¹</td>
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<td></td>
<td>Cab steps – 5” chrome angular step bars¹</td>
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<tr>
<td></td>
<td>Camera – Rear CHMSL camera with LED CHMSL, and center stack screen display²</td>
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<td></td>
<td>Camera – Customer-placed trailer camera³</td>
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<tr>
<td></td>
<td>Camera – Customer-placed trailer camera, and Individual Trailer Tire Pressure Monitoring System (TPMS)⁴</td>
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<td></td>
<td>Camera – Rearview camera and prep kit⁵ (requires pickup box delete)</td>
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<tr>
<td></td>
<td>Camera – Ultimate Trailor Low Camera System⁶ (includes rear view camera, trailer hook-up lamp, 360-degree camera with Split-View Display, rear CHMSL camera with LED CHMSL, and Trailer Reverse Guidance)</td>
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<td>Door handles – Black</td>
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<td>Door handles – Body-color</td>
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<td>Door handles – Satin-aluminum</td>
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¹Restrictions may apply. See your dealer for details. ²Ford Licensed Accessory.
<table>
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<tr>
<th>Packaging Options</th>
<th>Packages</th>
<th>XLT</th>
<th>LARIAT</th>
<th>KING RANCH</th>
<th>PLATINUM</th>
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**2018 Super Duty**

<table>
<thead>
<tr>
<th>Standard (S)</th>
<th>Optional (O)</th>
<th>Package Content (P)</th>
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<tbody>
<tr>
<td>Power Equipment Group:</td>
<td></td>
<td>accessory delay for power features; trailer towing mirrors with 2-way fold, power/heated glass, heated manual spotter mirrors, and integrated clearance lamps and turn signal indicators; perimeter alarm; power door and tailgate locks; power windows with front one-touch-up/down feature; and remote Keyless Entry System with 2 integrated keyhead transmitter remotes.</td>
</tr>
</tbody>
</table>

1. Restrictions may apply. See your dealer for details. 2. After your trial period ends, SiriusXM audio and data services each require a subscription sold separately, or as a package, by SiriusXM Radio Inc. See SiriusXM Customer Agreement for complete terms at www.siriusxm.com. All fees and programming subject to change. Trial subscriptions not available in AK and HI.
### Wheels/Tires

<table>
<thead>
<tr>
<th>XL</th>
<th>XLT Lariat</th>
<th>King Ranch</th>
<th>Platinum Limited</th>
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<tr>
<td>22 S S S</td>
<td>Standard</td>
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- **XL**: Standard
- **XLT**: Optional
- **Lariat**: Package
- **King Ranch**: Standard
- **Platinum Limited**: Optional

**17” Argent-Painted Steel with Painted Center Cap (SRW)**
- **18” Argent-Painted Steel with Painted Center Cap (F-350 SRW)**
- **18” Cast-Aluminum with Bright Center Cap (SRW)**
- **18” Chrome-Like PVD with Bright Center Cap (SRW)**
- **18” Bright-Machined Cast-Aluminum with Bright Center Cap (SRW)**
- **20” Premium Cast-Aluminum with Bright Center Cap (SRW)**
- **20” Chrome-Like PVD with Bright Center Cap (SRW)**
- **20” Bright-Machined Cast-Aluminum with KING RANCH Center Cap (SRW)**
- **20” Premium Painted Cast-Aluminum with KING RANCH Center Cap (SRW)**
- **20” Bright-Machined Cast-Aluminum with KING RANCH Center Cap (SRW)**
- **20” Chrome-Like PVD with KING RANCH Center Cap (SRW)**
- **20” Polished Aluminum with Bright Center Cap (SRW)**
- **20” Polished Aluminum with Bright Center Cap (SRW)**
- **17” Argent-Painted Steel without Center Cap (F-350 DRW)**
- **17” Stainless Steel Covers, Front and Rear (F-350 DRW)**
- **17” Polished Forged-Aluminum with Bright Center Cap (F-350 DRW)**
- **17” Polished Forged-Aluminum with KING RANCH Center Cap (F-350 DRW)**
- **19.5” Polished Forged-Aluminum with Bright Center Cap (F-450)**
- **LT245/75Rx17E BSW All-Season (SRW)**
- **LT245/75Rx17E BSW All-Season (F-350 DRW)**
- **LT245/75Rx17E BSW All-Terrain (SRW)**
- **LT245/75Rx17E BSW All-Terrain (F-350 DRW)**
- **LT265/70Rx17E OWL All-Terrain (SRW)**
- **LT265/70Rx17E OWL All-Terrain (F-450)**
- **LT275/65Rx18E OWL All-Season (SRW)**
- **LT275/70Rx18E OWL All-Terrain (SRW)**
- **LT275/70Rx18E OWL All-Terrain (SRW 4x4)**
- **LT275/65Rx20E OWL All-Season (SRW 4x4)**
- **LT275/65Rx20E OWL All-Terrain (SRW 4x4)**
- **LT275/65Rx20E OWL All-Terrain (SRW 4x4)**
- **LT225/70R19.5G BSW All-Season (F-450)**

1. Restrictions may apply. See your dealer for details.
2. Inner rear wheels are steel.
### EXTERIORS / INTERIORS

<table>
<thead>
<tr>
<th>Two-Tone</th>
<th>XL</th>
<th>XLT</th>
<th>LARIAT</th>
<th>KING RANCH&lt;sup&gt;®&lt;/sup&gt;</th>
<th>PLATINUM</th>
<th>LIMITED</th>
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<tbody>
<tr>
<td>White Platinum Metallic Tri-coat&lt;sup&gt;1&lt;/sup&gt;</td>
<td></td>
<td></td>
<td>5 6</td>
<td>7</td>
<td>8 9</td>
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<tr>
<td>Oxford White</td>
<td>1 2</td>
<td>3 4</td>
<td>5 6</td>
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<td>8 9</td>
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<tr>
<td>Ingot Silver&lt;sup&gt;2&lt;/sup&gt;</td>
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<td>3 4</td>
<td>5 6</td>
<td>7</td>
<td>8 9</td>
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<tr>
<td>White Gold&lt;sup&gt;2&lt;/sup&gt;</td>
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<td>3 4</td>
<td>5 6</td>
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<tr>
<td>Stone Gray&lt;sup&gt;3,4&lt;/sup&gt;</td>
<td>4</td>
<td>5 6</td>
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<td>8 9</td>
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<td>Magma Red&lt;sup&gt;2,4&lt;/sup&gt;</td>
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<td>5 6</td>
<td>7</td>
<td>8 9</td>
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<td>Race Red</td>
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<td>3 4</td>
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<td>Ruby Red Metallic Tinted Clearcoat&lt;sup&gt;4&lt;/sup&gt;</td>
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<tr>
<td>Magnetic&lt;sup&gt;2&lt;/sup&gt;</td>
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<td>Shadow Black</td>
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<td>7</td>
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</tbody>
</table>

- Stone Gray Two-Tone Accent exterior standard on KING RANCH; optional on LARIAT
- Magnetic Two-Tone Accent exterior optional on LARIAT with Black Leather interior only

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**Colors are representative only. See your dealer for actual paint/trim options.**

<sup>1</sup>Additional charge.  
<sup>2</sup>Metallic.  
<sup>3</sup>KING RANCH requires Monochromatic Paint Package.  
<sup>4</sup>KING RANCH requires standard Stone Gray Two-Tone Accent.
### Dimensions

<table>
<thead>
<tr>
<th>Exterior</th>
<th>Regular Cab 8' Box 4x2/4x4</th>
<th>SuperCab 6' 1/2' Box 4x2/4x4</th>
<th>Crew Cab 8' Box 4x2/4x4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wheelbase</td>
<td>141.6”</td>
<td>148.0”</td>
<td>164.2”</td>
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<tr>
<td>Length</td>
<td>231.8”</td>
<td>238.2”</td>
<td>254.4”</td>
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<tr>
<td>Width</td>
<td>80.0”</td>
<td>80.0”</td>
<td>80.0”</td>
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<tr>
<td>SRW (excl. mirrors)</td>
<td>96.0”</td>
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<td>DRW (excl. mirrors)</td>
<td>105.9”</td>
<td>105.9”</td>
<td>105.9”</td>
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<tr>
<td>With mirrors</td>
<td>110.0”</td>
<td>110.0”</td>
<td>110.0”</td>
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<tr>
<td>Ground clearance</td>
<td>F-250 SRW (w/o options)</td>
<td>77.9”/81.1”</td>
<td>78.4”/81.5”</td>
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<tr>
<td>F-350 SRW (w/o options)</td>
<td>77.8”/80.9”</td>
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<td>F-350 DRW (w/o options)</td>
<td>78.1”/80.6”</td>
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<td>77.8”/80.9”</td>
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<tr>
<td>F-450 DRW (w/o options)</td>
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<tr>
<td>Height</td>
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<tr>
<td>F-250 SRW</td>
<td>8.5”/8.3”</td>
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<table>
<thead>
<tr>
<th>Interior</th>
<th>Regular Cab</th>
<th>SuperCab 6' 1/2&quot; Box</th>
<th>Crew Cab</th>
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<tbody>
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<td>Leg room (max.)</td>
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<tr>
<td>Hip room</td>
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<tr>
<td>Shoulder room</td>
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<tr>
<td>Leg room</td>
<td>33.5”</td>
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<td>43.6”</td>
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<tr>
<td>Hip room</td>
<td>64.7”</td>
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<td>64.7”</td>
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<td>65.9”</td>
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<tr>
<td>Total passenger volume</td>
<td>64.5 cu. ft.</td>
<td>116.0 cu. ft.</td>
<td>131.8 cu. ft.</td>
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<tr>
<td>Cargo volume behind 1st row</td>
<td>64.6 cu. ft.</td>
<td>116.0 cu. ft.</td>
<td>131.8 cu. ft.</td>
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<td>Cargo Box</td>
<td>8’ Box</td>
<td>6’ 1/2” Box</td>
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<td>Volume (cu. ft.)</td>
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<td>Length at floor</td>
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<td>Width at wheelhouse</td>
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### Payload

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<tr>
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<td>F-450 DRW 4x4</td>
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</table>

6 auxiliary upfitter switches¹ are mounted overhead, within easy reach of front-seat occupants.

Up to 6 power sources, including 12V powerpoints² and 110V power outlets,² help you recharge your equipment easily. And the combined max. output of these outlets is 400W in Park and 300W when driving.

¹Available feature.
### Towing

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

<table>
<thead>
<tr>
<th>Engine</th>
<th>Axle Ratio</th>
<th>GCWR (lbs.)</th>
<th>Regular Cab Conventional Towing Weight Carrying</th>
<th>Weight Distribution</th>
<th>5th-Wheel/Gooseneck Towing Weight Carrying</th>
<th>Weight Distribution</th>
<th>5th-Wheel/Gooseneck Towing Weight Carrying</th>
<th>Weight Distribution</th>
<th>Crew Cab Conventional Towing Weight Carrying</th>
<th>Weight Distribution</th>
<th>5th-Wheel/Gooseneck Towing Weight Carrying</th>
<th>Weight Distribution</th>
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</thead>
<tbody>
<tr>
<td>F-250 SRW 4x2</td>
<td>6.2L Gas</td>
<td>3.73/4.30</td>
<td>19,500</td>
<td>13,000</td>
<td>13,000</td>
<td>13,000</td>
<td>13,000</td>
<td>13,000</td>
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<td>12,900</td>
<td>12,900</td>
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<tr>
<td></td>
<td>6.7L Diesel</td>
<td>3.31/3.55</td>
<td>21,000</td>
<td>14,000</td>
<td>15,000</td>
<td>18,500</td>
<td>15,000</td>
<td>17,300</td>
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<td>18,000</td>
<td>16,500</td>
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<td>12,900</td>
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<td>12,800</td>
<td>16,500</td>
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<tr>
<td></td>
<td>6.7L Diesel</td>
<td>3.31/3.55</td>
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<td>16,400</td>
<td>15,000</td>
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<td>14,700</td>
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<td>21,000</td>
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<td>21,300</td>
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<tr>
<td></td>
<td>6.7L Diesel</td>
<td>3.31/3.55</td>
<td>28,700</td>
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<tr>
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<td>3.55/4.10</td>
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</tr>
</tbody>
</table>

Best-in-class configurations shown in bold.

2018 Super Duty® | ford.com
WB = wheelbase, SWB = short wheelbase (6¾’ cargo box), LWB = long wheelbase (8’ cargo box)

1 Requires F-250 High-Capacity Trailer Tow Package. 2 Gooseneck tow rating shown. 5th-wheel tow rating limited to 5th-wheel hitch rating of 18,000 lbs. 3 Gooseneck tow rating shown. 5th-wheel tow rating limited to 5th-wheel hitch rating of 27,500 lbs.

Maximum capabilities shown are for properly equipped vehicles with required equipment and a 150-lb. driver. Weight of additional options, equipment, passengers and cargo must be deducted from this weight. For additional information, see your Ford Dealer. Conventional/Gooseneck Towing Notes: This information also applies to models with Pickup box delete option (66D). Trailer tongue load weight should be 10% of total loaded trailer weight. Make sure that the vehicle payload (reduced by option weight) will accommodate trailer tongue load weight and the weight of passengers and cargo added to the towing vehicle. The addition of trailer tongue load weight, and the weight of passengers and cargo, must not cause vehicle weights to exceed the rear GAWR (Gross Axle Weight Rating) or GVWR (Gross Vehicle Weight Rating). These ratings can be found on the vehicle’s Safety Compliance Certification Label. 5th-Wheel Towing Notes: This information also applies to models with pickup box delete option (66D). Trailer kingpin load weight should be 15% of total loaded trailer weight. Make sure that the vehicle payload (reduced by option weight) will accommodate trailer kingpin load weight and the weight of passengers and cargo added to the towing vehicle. The addition of trailer kingpin load weight, and the weight of passengers and cargo, must not cause vehicle weights to exceed the rear GAWR (Gross Axle Weight Rating) or GVWR (Gross Vehicle Weight Rating). These ratings can be found on the vehicle’s Safety Compliance Certification Label.
1 Ford Licensed Accessory. 2 Consult your owner’s manual for details on roof-rack load limits.