2017 F-Series Super Duty

VIEW 2017 F-SERIES SUPER DUTY TECH SPECS

• All-new 2017 Ford F-Series Super Duty – the toughest, smartest, most capable Super Duty ever – raises the bar with best-in-class towing, hauling and engine power, and adds class-exclusive technologies that improve driver confidence and ease of towing

• New high-strength, military-grade, aluminum-alloy body combined with all-new fully boxed frame that uses more than 95 percent high-strength steel cuts nearly 350 pounds of weight while increasing chassis strength by 24 times over the previous frame
With its first-ever major redesign, the 2017 Ford F-Series Super Duty – America’s best-selling heavy-duty pickup truck – further raises the bar with multiple new chassis, powertrain and technology features that make it the toughest, smartest, most capable Super Duty ever.

Super Duty’s enhanced capability starts with high-strength, military-grade, aluminum alloy and high-strength steel that help reduce weight up to 350 pounds. Ford reinvested weight savings into more robust components that provide more towing and hauling capability than ever.

Foundational improvements for Super Duty include an all-new, fully boxed frame that is more than 95 percent high-strength steel and up to 24 times stiffer than the previous frame to support improved towing and hauling performance. The all-new high-strength, military-grade, aluminum-alloy body is more dent and ding resistant than the previous steel body.

As the undisputed tow leader, the 2017 Super Duty has available best-in-class performance in all towing categories, plus smart technology no other competitor has to enable greater confidence when towing.

The F-450 SuperCrew 4x4 truck now features maximum gooseneck towing of 32,500 pounds – 1,290 pounds more than its nearest competitor, a regular cab two-door pickup. Maximum fifth-wheel towing increases to 27,500 pounds – 2,500 pounds better than the nearest competitor. Gross combined weight rating for F-450 Super Duty is a class-leading 41,800 pounds.

Maximum conventional towing increases to 21,000 pounds – 1,000 pounds better than the nearest competitor truck without the need for a weight-distributing hitch. Maximum conventional towing for F-250 with all-new trailer tow package and single-rear-wheel F-350 increases to a class-leading 18,000 pounds.

Maximum gross combined weight rating for truck and trailer now tops out at a class-leading 41,800 pounds. That’s more than half the maximum weight of an 18-wheeler semi-tractor trailer combination on most federal highways.

This industry-defining capability is matched by never-before-seen towing technology. Super Duty is the first truck to offer adaptive cruise control and collision warning with brake support for heavy trailers, allowing drivers to traverse steep mountain grades while maintaining speed – even with a trailer weighing 32,500 pounds.

F-350 delivers maximum gooseneck towing capacity of 32,000 pounds, fifth-wheel towing capacity of 27,500 pounds and a gross combined weight rating of up to 40,000 pounds.

The optional Ford-designed, Ford-built 6.7-liter Power Stroke® turbo diesel V8 produces best-in-class 925 lb.-ft. of torque and 440 horsepower. The standard 6.2-liter V8 engine produces best-in-class 430 lb.-ft. of torque and 385 horsepower.

Both diesel and gas engines are backed by a TorqShift six-speed automatic with SelectShift® for reliable and efficient cross-country towing. F-250 with 6.2-liter V8 and all-new TorqShift-G six-speed automatic delivers more responsive shifting for three-quarter-ton Super Duty customers.

Additional changes for the 2017 F-Series Super Duty include:
• Center high-mounted stop lamp camera provides visibility into the cargo box, which is especially helpful when hooking up gooseneck and fifth-wheel trailers. Ultimate trailer tow camera system uses four digital, high-definition cameras to give the driver a 360-degree bird’s-eye view surrounding Super Duty

• Trailer Reverse Guidance provides visual cues and tips to help ease backing up a trailer; first-ever factory-available trailer camera can be custom-placed on a trailer to improve visibility backing up

• Trailer towing customers benefit from segment-first in-cab trailer tire pressure monitoring system, accessible from the comfort of the cab while stopped or on the highway

• Blind Spot Information System with trailer tow is optimized for Super Duty to include the length of the trailer up to 33 feet long; BLIS® uses radar sensors in the taillamps to monitor areas that may not be visible to the driver