

2015 Ford Super Duty

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By G.R. Whale



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The Ford Super Duty pickups offer a pair of stout engines and can tow bumper-pull trailers that weigh up to 19,000 pounds or 31,200 with a fifth-wheel setup. Their bold, broad exteriors are backed up by cabs that are attractive, functional and comfortable. Platinum and King Ranch models are downright luxurious. The F-450 pickup that shares Crew Cab bodywork with the F-350 remains atop the tow ratings for Ford pickups, while an F-350 regular cab carries the most (payload up to 7260 pounds).

Changes for the 2015 Ford Super Duty are primarily to the uprated diesel engine option and the F-450 returning to a more commercial-grade chassis and running gear. The current-generation Super Duty was introduced for the 2008 model year and last revised for 2011.

The 6.2-liter V8 gasoline engine that comes standard is rated at 316 hp in most versions and 385 hp in trucks less than 10,000 pounds GVWR (a few F-250 and single-rear wheel F-350 models). GM's 6-liter claims 360 hp across the line, and Ram's 5.7-liter and 6.4-liter Hemi V8s cover 370-410 horsepower. Ford's 6.2-liter, like GM's 6.0 and Ram's 5.7 may be converted for CNG or LPG operation, which typically results in lower power output.

The 6.7-liter Power Stroke turbodiesel V8 is rated at 440 hp and 860 lb-ft of torque (GM's 6.6-liter is 397 hp, 765 lb-ft, Ram's 6.7-liter is 350-385 hp, 660-850 lb-ft). Both Super Duty engines come with a 6-speed automatic transmission; no manual is offered. Most models offer a choice of rear-wheel drive or four-wheel drive but F-450 is 4WD only.

There is nothing small about a Super Duty: the shortest, plainest version represents three tons of mass, the largest nearly 4 3/4 tons. While the snout is mildly curved and the airdam lower, the Super Duty is about as sleek as the building blocks they haul, with in-your-face attitude and enough chrome to allow a man to shave in front of it, a handy camping bonus.

Super Duty trim ranges from basic commercial grade to luxurious King Ranch and Platinum models. Buyers can revel in heated-and-cooled leather seats with driver memory, moonroof, SYNC voice-activated communications and entertainment, navigation, and remote start. The 6.7-liter diesel is quiet compared to those of a few years ago.

Super Duty XL and XLT are designed for the cost/benefit analysis small businesses and independents use: a simple, fast trailer hookup, 4WD to get in/out of the job site, and a warm cab they can blow clean with compressed air. For fleet and owner-operator buyers, Ford's Work Solutions system provides facilities for GPS linking, computer access to your office (with cell signal), 110-volt power in-cab, and RFID tags for your tools so you never leave any on the job site. Crew Chief allows a dispatcher real-time truck location, speed, and fuel economy, potentially useful for the weekend-night parent as well.

As usual, the top tow ratings for the 2015 Ford Super Duty are up from 2014, to numbers that frequently require a commercial driver's license. Best-in-class numbers for heavy-duty pickups sometimes change several times in a year, but they typically apply to just one model. The bottom line is that the Ford Super Duty, Ram 2500/3500, Chevrolet Silverado HD and GMC Sierra HD are all highly capable trucks; at this post only Ram's tow ratings meet the industry-wide SAE standard so you can't make apples-to-apples comparisons. Unless pushing the envelope it's far better to choose the truck you like rather than the one with the biggest numbers.

Model Lineup

The 2015 Ford Super Duty comes in four trim levels, three cab sizes and two box sizes. Most variants are available with a choice of two-wheel drive or four-wheel drive. The Super Duty XL, XLT and Lariat trims cover the most models. Only on Crew Cabs can you get the King Ranch or Platinum, however. Also, there is no short-box dual-rear wheel model, the FX4 package is offered only on SuperCab and Crew Cab 4WD F-250 and F-350, and Platinum usually includes 4WD.

A 6.2-liter V8 is standard on F-250 and F-350, rated at 316 hp and 397 lb-ft of torque, both at 4179 rpm; three of the 31 payload packages are rated 385 horsepower at 5500 rpm and 405 pound-feet of torque at 4500 rpm. The 6.7-liter turbodiesel rated at 440 hp at 2800 rpm and 860 lb-ft of torque at 1600 rpm is standard on F-450 and optional on all F-250 and F-350.

Pricing for heavy-duty pickups takes megabytes given the possible permutations. The least expensive Super Duty, a regular cab, long box two-wheel drive XL is \$31,045 with shipping and the F-450 Platinum with a few options is north of \$70,000.

In general terms, four-wheel drive adds \$2800-\$3500, a long box adds a few hundred, and dual rear wheels about \$1200. A step up in trim level may add a different cab, box length, or engine, which is why a SuperCab could be \$5000 more than a regular cab, and a Crew Cab could be \$7000 beyond a regular cab. Buying up from XL to XLT trim typically adds \$2500-\$4000, from XLT to Lariat \$4000-\$7500, and Lariat to Platinum up to \$10,000.

Super Duty XL is work-truck, low-budget in nature, with vinyl 40/20/40 split-bench seat and flooring (and 60/40 folding rear on Super, Crew cabs), black painted grille and bumpers, plain trim, and AM/FM stereo, but it does include air conditioning, towing mirrors, MyKey, trip computer, tilt/telescoping steering wheel and a weight-appropriate receiver hitch. Options are primarily mechanical in nature: diesel, locking differential, larger tires and wheels, snow plow prep, integrated fifth-wheel/gooseneck hitch prep package, camper package, off-road package for 4WD, trailer brake controller, auxiliary switches, dual or larger single alternators, tailgate step, bedliner (drop or spray-in) Work Solutions in-dash computer and Tool Link. Cloth upholstery, radio upgrade and cosmetic packages are available. SuperCabs also include flip-out rear side windows, Super and Crew get an overhead console, and the F-450 has forged aluminum wheels.

Super Duty XLT adds chrome trim, aluminum wheels, 40/20/40 cloth front seat with under-seat lockable compartment, carpet, CD player, SYNC basic, XM radio, power windows/locks/mirrors, cruise control, power-adjusted and heated towing mirrors, privacy glass, integrated brake controller, remote keyless entry, MyKey, and cruise control. Options include most of the work/commercial bits of the XL, 4.2-inch productivity display, captain's chairs, power sliding rear window on Super/Crew cabs, rear camera, rear park sensors and 17, 18 or 20-inch wheels.

Super Duty Lariat adds polished aluminum 17-inch wheels for F-350 dually and bright 18-inch aluminum wheels for single-rear-wheel trucks, heated leather power front seats with console, dual-zone climate control, power-adjust pedals, rear camera, SYNC MyFord Touch, electric shift for 4WD, eight-speaker sound on SuperCab, Sony Audio on Crew Cab, redundant sound/climate controls on leather-wrapped wheel, woodgrain trim, power fold-and-telescoping tow mirrors, illuminated visor mirrors, privacy glass, keypad door entry,

110-volt outlet and a powered sliding rear window with defrost. Options include those offered on most Super Duty models plus driver memory, navigation, moonroof, two-tone paint and 40/20/40 front bench seat.

Super Duty King Ranch adds two-tone paint including most trim pieces, navigation, driver memory package and power-adjust pedals, heated/cooled power front seats, unique forged alloy wheels, power-telescoping/folding mirrors, universal door/gate opener, fog lamps, rear park sensors, and Mesa leather for the steering wheel, captain's chairs, console and rear bench. Moonroof and 20-inch wheels are among the options.

Super Duty Platinum models get unique, embroidered perforated tuxedo-stripe leather upholstery with four-way headrests, heated leather/walnut steering wheel, body-color bumpers, unique satin chrome grille, cab steps, tow hooks, door handles and tailgate trim, tailgate step, and unique 20-inch wheels. Options include heated rear seats, moonroof, big hitches and hardware, and bedliners.

Safety equipment includes electronic stability control with trailer sway control (not on dual rear wheels), and hill-descent control, antilock brakes, SOS post-crash alert, dual front airbags, front side airbags, side curtain airbags, adjustable height outboard belt anchors, child-seat LATCH anchors, three rear seat headrests on Crew Cab and a passenger airbag deactivation switch on regular and SuperCabs.

Walkaround

Already the biggest pickup in town, the Ford Super Duty appears imposing with big horizontal bars in the grille, deep airdam and bumper with big cooling air openings, and stacked lamps with the headlights on the bottom. Dimensions are easily given in yards rather than inches. The sheer vastness of the sheetmetal may overwhelm your car wash guy. The Power Stroke badges have a hybrid-like green leaf with B20 in reference to the ability to burn biodiesel fuel, but only compared to huge trucks might a Super Duty be considered green.

Regardless of bulging flares or flared nostrils, no Super Duty would be mistaken for anything less than a full-size pickup even with nothing scalable within sight. The clamshell hood essentially shrink-wraps the diesel engine underneath, and the rounded edges and deep air dam make a more aerodynamic brick. Super Duty's best coefficient of drag is 0.425 where an aerodynamic sedan is in the 0.22-0.26 range and a fraction of the frontal area.

Super Duty box sides have a large fuel door, which allows room for the additional diesel exhaust fluid fill for diesel versions. Reverse lights are at the top of the tail-lamp assembly, so far off the ground they are really nothing more than signaling devices that the truck is in reverse. The available rearview camera works well at night, however. Wheels range from 17 to 20 inches in diameter, all of aluminum except the base and inside-rear dually steel wheels.



Towing mirrors work very well. They telescope and fold (manual or powered), and include two large convex mirror elements for safe rear vision with the widest street-legal trailers. The towing mirrors include signal repeaters that won't distract the driver. A camera mounted in the tailgate center latch housing linked to a display on the navigation screen or inside the rearview mirror gives the driver a good review of what's behind.

An optional tailgate step is available that pops out of the tailgate for an easier step up to the bed; the step is rated at 1000 pounds. A grab handle flips up like a walking stick to further aid stepping up to the bed; the grab handle is rated at 300 pounds. We've found this setup handy at times and it only gets in the way occasionally scuffing loads slid in. Having lived with one for several years, we think the step is worth having. Once up in the bed, however, you need to remember the step is deployed so you don't forget and get tangled up in it, potentially causing you to fall flat on your face, and you'll want to take care stepping back down. The tailgate includes an assist so the very heavy tailgate feels less heavy. Unlike some others, however, the assist doesn't do much to slow the tailgate when lowering it so be careful not to let it slam down.



Short boxes have four tie-down cleats a few inches off the floor, long boxes get six. Cargo can be secured with a hefty cable lock, and the box can be protected with a sprayed-in or drop-in liner.

An integrated fifth-wheel/gooseneck 26,500-pound-rated hitch or prep option is available for both long-box and short-box trucks. This assembly is securely mounted to the frame at the factory (and warranted by Ford) and leaves a flat floor with guidelines marked to cut out four fifth-wheel mounting holes or the center gooseneck; major hitch suppliers were consulted for compatibility and the final hitch hardware choice is left to the consumer. The Super Duty also has an inside box-wall mounted 7-pin trailer plug for gooseneck and fifth-wheel setups.

Interior Features

The Ford Super Duty cab is massive, measuring nearly six feet across inside. Materials appear well assembled and mission-appropriate.

The King Ranch version is the cowboy Lincoln, the Platinum is the top of the lux line, while the base XL model could be cleaned out with a bucket of warm water. On upper-end models, the gear-cog-like chrome surrounds for vents and gauges can create some unwelcome reflections, and the number of textures and colors (we counted up to eight) may be too much for design minimalists.

Front seats are available as a bench for three-passenger seating with a flip-down center console or as bucket seats for two with a lounge-size center console package. Be careful making this choice to avoid being surprised when the truck arrives. Each has its advantages and disadvantages. The bucket seats are more luxurious. However, having the solid wall between the front and rear seats is handy for corralling a dog or lots of cargo in the cab. The front bench seat is split 40-20-40. While the driver's and front passenger's seats adjust fore and aft, the center seat is fixed in place and, of course, comes with a center seatbelt. The center seatback flips down to present a pair of cupholders and a shallow storage console. The center seat is quite cramped, with little room for knees and feet, but it's a good choice if you periodically need that center seat. The other choice for front seating is the 40-console-40 bucket seats, which most people prefer for the storage options. Lariat and King Ranch come with a big center console when ordered with the buckets, while the XL is available with a mini console.

The tilt-and-telescoping steering wheel, memory system and adjustable pedals allow great flexibility for his-and-hers operation. The dash is segmented in three smaller parts. The instrument pod provides engine and road speed through larger dials with four smaller gauges lined up between; diesel models include a boost gauge and gas engines substitute oil pressure. Instrument needles are blue on many models but illuminate as white at night.



The center stack houses a pair of large vents, radio and navigation located top center where easily viewed, climate control, and most switchgear, including optional auxiliary equipment fitter switches, tow command, exhaust brake and a power point. Many SYNC inputs are in a bin on top of the dash, a reach for most and not the place you want to leave any electronics on a sunny warm day. The far side houses the passenger airbag and a sizable glovebox; where so equipped, the reconfigurable center console is similarly large and the huge door pockets (two on each front door) could hold the contents of a small tool chest.

The climb into the Super Duty cab is mitigated by a deep door-opening cut and well-placed assist handles; multiple choices in side steps are available.

Adults can fit in the rear of the SuperCab but if you intend to make a habit of carrying adults in the back seats then go for the Crew Cab. The Crew Cab is also notably quieter and less prone to squeaks because of the center pillar the SuperCab doesn't have.

The Crew Cab is very comfortable for four adults, with roomy, comfortable back seats. The Crew Cab center rear seat has a useful headrest, and adult-size outer headrests. It also offers lockable storage under the seat with a power point, and grocery bag hooks under the short cushion passenger side. Remove or fold the rear seats and you have a massive interior area for dogs or cargo.

An electronic switch handles turn signals and high beams now; with a momentary lift the signal blinks three times automatically, five in Tow/Haul mode. The signal lever may feel some distance away from the wheel but high-beams are switched both on and off by pulling toward you. Primary controls are all easy to find and use, with few tiny buttons to complicate driving with gloves. The reverse parking sensor can be defeated for hooking up a trailer.

The ventilation system is capable of cooling or heating the cavernous volume and keeping forward windows and mirrors clear, and seat heaters are very effective; a supplemental cab heater is available for diesel models. On many models, all outside mirror elements are heatable as well. Available rear seat heaters use push-switches on the door, so your smart dog will be able to warm him- or herself.

Upper trim levels include a productivity screen in the center of the instrument panel. In addition to odometer, outside temperature, compass and gear indications this offers six other menus. The gauge mode gives more detailed readings for oil and transmission fluid temperatures, and diesel boost pressure. A/B trip computers offer time/miles/gallons used/relative instant fuel economy; curiously the fuel economy history, range remaining and instant fuel economy in mpg is under another menu titled Fuel Economy.

The Truck Apps display includes an off-road screen with lateral and vertical angle indicators (no redline marked where the truck might/will/has fallen over) and turning radius; it also provides information about the locking differential, plus 4WD, hill descent control and traction control systems. The trailer submenu can store brake settings and name for multiple trailers and show checklists where you have to, for example, push OK when it asks if the tongue jack is raised, lights functioning, etc., for different types of trailers. These checklists can be helpful in reminding you to do things you know to do but may have forgotten or overlooked when tired or distracted. Of course, they can be turned off and not used, which is what most owners will sooner or later do.

Owners can customize the screen to track maintenance intervals, program how long the lights stay on at key-off, or calibrate the compass. The Information section includes MyKey preferences, log data (engine hours, idle hours, open doors, etc.), and messages like tire

pressure warnings.

The navigation system is intuitive and will be familiar to Ford family drivers. The screen is not easy to read, however. The type faces are too light and wispy and offer too little contrast to be easily read. This is made worse on bright days when sunglasses are worn. The GM and Ram screens appear much better. The navigation system is otherwise easy to use. Inputting destination addresses is intuitive. SYNC is included.

The Tool Link aspect of the Work Solutions equipment will tell you, on the center screen, which (if any) tool or anything else you've tagged is not in the truck when you are ready to leave.

Ford's tow command integrated trailer brake system is easy to set up and provides better, smoother trailer braking control than the majority of aftermarket controllers. It is compatible with both conventional and electric-over-hydraulic braking systems and the display for gain adjustment has been incorporated in the instrument pod.

Driving Impressions

Ford will tell gearheads about new hardware under the F-450 but those are small potatoes next to 860 lb-ft of torque. Torque is the twist that gets loads moving and is the primary propellant of any motor vehicle up to the 40-45 mph range. In trucks, especially those pulling weight and climbing hills, it is even more important.

The 6.7-liter Power Stroke's 860 lb-ft of torque is more than two Toyota 5.7-, GM 5.3- or Ford 6.2-liter gas truck engines put together. Double the torque and typically 30- to 60-percent better mileage make the cost of most diesel engine options, including this one, easy to justify if you're going to work the truck and cover many miles. For urban use with minimal towing and miles, the 6.2-liter gas engine makes more sense.

Any negatives associated with diesel engines don't apply any more. The 6.7-liter Power Stroke makes no smoke, no nasty smells and no more in-cab noise than the gasoline engine. Yes, it does have its own diesel aural characteristics just as the gas engine does but no one will complain about it. Smoggy city dwellers could be reminded the air coming out the exhaust is frequently cleaner than the air going in.

The diesel becomes background noise at level cruising speeds. The gas engine generates a more authoritative hum. Road noise is reasonably controlled since the nearest wheel is not right under your feet. Unless the road surface is bad, conversation volume will be determined more by what you're towing or throttle setting than anything coming from beneath.



Power levels such as these scoot a four-ton pickup along the road quite well, and the Power Stroke will still be pulling hard when common sense prevails or you hit a tire-imposed speed limiter. Five-ton trailers are mere child's play.

Of course if you haven't more than a ton or two of building materials and tools to move around locally, the 6.2-liter gas engine is down on power but will get the job done. It won't get the fuel mileage but will be less expensive to service (among other things it requires half the oil of the diesel). The lighter weight of the 6.2-liter V8 (especially off the front axle) means more payload capacity or a bigger plow. And gasoline engines are quicker to start and warm-up for very cold plowing operations.

The 6-speed automatic, the only transmission offered, is an ideal mate to either engine and offers good control. It can be shifted manually by pulling the lever to M and pushing an up/down rocker switch with your right thumb, just as GM's automatic. Like GM, Ford offers a dedicated 1 position, although Ford offers a dedicated 2 as well. We can understand multiple shifting options at different locations (such as steering wheel paddles and a console lever) but prefer the simplicity of the Dodge shifter which doesn't require moving the lever to M. However, if you just put it in Drive and go, then all of this is irrelevant. It works quite well when you do that, by the way.

The diesel gets a manually activated exhaust brake for 2015. In cruise control the truck does all it can to maintain speed up hill or down automatically and tapping the brakes engages more downshifting, making higher revs and braking action, best at more than 2500 rpm. Although the diesel makes peak power at 2800 rpm and has redline marked at 4000 rpm, anything beyond 3800 rpm is overspeed and service brakes should be used.

For buyers who operate snow plows, towing services or anything else with powered equipment on the truck, Ford offers a PTO option and, unlike most, this PTO works with the transmission in any gear.

The steering system provides relatively light effort and feels consistent and we never beat the pump (momentarily run short of steering assist) maneuvering. In short, it works.

No heavy-duty pickup rides like a car, however, and the Super Duty is no different.

While 20-inch wheels may look better, but ride comfort is poorer on poor roads than with the standard size wheels. That said, we towed various trailers on 20-inch wheels and they function just fine.

There are a few instances in which a competitor might hold an advantage. GM full-size 4WD steering precision is better, a tradeoff many Super Duty owners happily accept to get Ford's solid front axle design often considered superior in durability and articulation. The GM's independent front suspension has a softer ride, but that makes the back (especially empty) kick more for no real net gain. The Ram and GM HD pickups use sophisticated body mounts

on all but regular cab models and clearly have less noise and vibration than the Super Duty.

A Super Duty has no obvious drawbacks in maneuverability for such a behemoth, and the cut-down front windows and large mirrors give a good view. The hood's smooth edges and corners make it more difficult to judge close-in distances but with a hood that big you'll be climbing out to scout what the trail has in store frequently anyway.

The word handling isn't ascribed to HD pickups as much as control is, and the Super Duty feels comfortable even with heavy loads. Brakes don't stand out as good or bad, and four-ton trucks never stop like cars, but the tow command system and exhaust brake keep things in check.

Differences between the F-250 and F-350 SRW are essentially limited to the F-350 capable of carrying or towing more weight. Best-case payload ranges from 3040-4240 pounds on F-250, 3100-4930 pounds on F-350 SRW, and 5520-7260 pounds on F-350 DRW.

The F-350 dual-rear-wheel goes a much larger step further in payload and trailer towing (or camper carrying) stability. The max tow rating on an F-350 DRW is 26,700 pounds fifth-wheel/gooseneck, 19,000 pounds conventional trailer, but remember those ratings are given with a nearly empty, low-optioned truck. (Any trailer more than 8500 pounds requires weight-distribution on any F-250/F-350.) A model specified for a maximum payload of 3190 pounds, then equipped with the diesel engine and five (U.S.-standard 150-pound) passengers added, has a camper load rating of 1732 pounds. Less any options and accessories you add.

Often the choice comes down to an F-250 mid-wheelbase SRW model vs. an F-350 (or F-450) long-wheelbase DRW model. It's not just the dual rear wheels that make parking an F-350 more difficult; the long wheelbase makes negotiating tight parking lots more challenging. The long-wheelbase, dual rear wheel trucks are better while pulling a big, heavy trailer on the open highway. But we've found the F-250 mid-wheelbase truck (e.g., Crew Cab short bed) to be a superb tow vehicle and quite stable: If you're running more than 850 pounds tongue weight, you should use a weight-distribution hitch.

The F-450 model is a 4WD crew-cab, long-box-only truck and for 2015 returns to the 19.5-inch tires and heavy hardware of the 2008-2010; the tire-imposed electronic limiter is about 87 mph to account for Texas speed limits. Brakes, steering and axles parallel the F-450 chassis cab models; combined with the 19.5-inch tires the ride quality isn't as good as an F-350 or Ram's most-similar 3500 Crew Cab 4WD that tows about one ton less. Since F-450 weighs more than 9000 pounds empty, its maximum payload rating is 5450 pounds; top conventional tow is 19,000 and top fifth-wheel/gooseneck is 31,200. Just make sure your driver's license is approved for that load.

Summary, Prices, Specs

The Ford Super Duty is the largest mass-market pickup truck you can get, offered in the widest array of configurations and competitive load and most trailer ratings. It is more than capable of handling all reasonable recreational or commercial needs, and an honest, thoughtful appraisal of your uses will give you the best value.



G.R. Whale filed this report to NewCarTestDrive.com after driving several Ford Super Duty in conditions from snow to sand; Mitch McCullough contributed to this report.

Model Line Overview

Model lineup:	Ford F-250 Regular Cab long box 2WD XL (\$31,045); F-250 Regular Cab l/b 4WD XLT (\$37,565); F-250 Super Cab short box 2WD XLT (\$37,265); F-250 Super Cab l/b 4WD Lariat (\$43,040); F-250 Crew Cab s/b 2WD XLT (\$39,170); F-250 Crew Cab l/b 4WD Platinum (\$54,710); F-350 DRW Regular Cab l/b XL (\$33,145); F-350 SRW Super Cab s/b 2WD Lariat (\$43,735); F-350 DRW Crew Cab l/b 4WD King Ranch (\$56,295); F-350 SRW Crew s/b Platinum 4WD (\$55,410); F-450 Crew Cab l/b 4WD XL (\$51,720); F-450 Crew Cab l/b 4WD Platinum (\$68,790)
Engines:	6.2-liter 316-hp V8; 6.2-liter 385-hp V8; 6.7-liter 440-hp V8 turbodiesel
Transmissions:	6-speed automatic
Safety equipment (standard):	frontal airbags, front side airbags, side curtain airbags; tire-pressure monitors and stability/trailer sway/hill-descent control on single-rear wheel; ABS; traction control on dual-rear wheel; SOS post-crash alert
Safety equipment (optional):	rearview camera
Basic warranty:	3 years/36,000 miles
Assembled in:	Louisville, Kentucky

Specifications As Tested

Model tested (MSPR):	Ford F-250 4x4 Crew Cab Short Bed (\$50,800)
Standard equipment:	cloth upholstery, 40/20/40 front seat; air conditioning; 60/40 split fold rear seat; tilt/telescoping steering wheel; cruise control; trip computer; power windows; power locks; folding/telescoping dual-element mirrors; MyKey; integrated brake controller; SYNC hands-free system; tilt wheel; privacy rear glass; tow hitch; aluminum wheels; security system
Options as tested (MSPR):	diesel engine; 3.55:1 axle ratio; locking rear differential; power telescoping mirrors; FX4 Off-Road package; King Ranch package; block heater; moonroof; fifth-wheel prep package; 20-inch wheels; PTO provision; tailgate step; heated rear seats; upfitter switches; spray-in bedliner
Destination charge:	\$1195
Gas guzzler tax:	N/A
Price as tested (MSPR):	\$64,945
Layout:	four-wheel drive
Engine:	6.7-liter ohv 32-valve V8 turbodiesel
Horsepower (lb.-ft @ rpm):	440 @ 2800
Torque (lb.-ft @ rpm):	860 @ 1600
Transmission:	6-speed automatic
EPA fuel economy, city/hwy:	N/A
Wheelbase:	156.2 in.
Length/width/height:	246.8/79.9/79.7 in.
Track, f/r:	N/A

Turning circle:	51.8 ft.
Seating Capacity:	5
Head/hip/leg room, f:	40.7/67.6/41.1 in.
Head/hip/leg room, m:	N/A
Head/hip/leg room, r:	40.8/67.6/42.1 in.
Cargo volume:	N/A
Payload:	2500 Lbs.
Towing capacity:	15,900 Lbs.
Suspension, f:	solid axle, coil springs, antiroll bar
Suspension, r:	solid axle, leaf springs, antiroll bar
Ground clearance:	7.8 in.
Curb weight:	7500 lbs.
Tires:	LT265/65R20E
Brakes, f/r:	vented disc/vented disc with ABS
Fuel capacity:	26.0 gal.

Unless otherwise indicated, specifications refer to test vehicle. All prices are manufacturer's suggested retail prices (MSRP) effective as of January 29, 2015. Prices do not include manufacturer's destination and delivery charges. N/A: Information not available or not applicable. Manufacturer Info Sources: 800-392-3673 - www.ford.com