2023 Ford F-450 Super Duty - Pricing, Photos & Specs

Year: 2023 Make: Ford Model: F-450 Super Duty Trim: All

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Base Trim

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transmission	Rear-Wheel Drive
transmission	10-Speed Automatic
combined mpg	4/7 mpg
mileage	1,000 miles @ 14,000 mph
cargo capacity	7,710 lbs
curb weight	16,000 lbs
wheelbase	84.1 in

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2023 Ford F-450 Super Duty - Overview

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2023 Ford F-450 Super Duty Review: A New Generation Of Heavyweight

Ford is always pushing the boundaries of the heavy-duty pickup segment, and the 2023 Ford F-450 Super Duty is no exception. The latest iteration of this heavyweight pickup incorporates cutting-edge technology and luxury features. It is also the first truck in the USA with built-in 5G WiFi access.

2023 Ford F-450 Super Duty Price: Which One to Buy

You have to pay for everything that makes the 2023 Ford F-450 Super Duty a beast of a HD truck. The F-450 Super Duty is already as there at $58,455, while the XLT will cost you $63,845. Both can be equipped with the Platinum package, which adds more premium features and costs between $63,245 and $63,245. The larger Duty cabin is available in the remaining trims, with the Lariat is the cheap at at $78,645. It is a significant bump in price for the remaining grades, with the Limited costing $84,245, the Platinum at $92,245, and the crown jewel at $103,045. Aside from the top-tier trim which comes with the high-output engine as standard, each model comes with a 6.7-liter V8 diesel engine. The base model comes with 475 hp. These are the MSRP figures and do not include the hefty $1,595 destination charge or any other administrative fees.

It is hard to recommend a specific trim without knowing a buyer's needs, but we can say that the Platinum and the King Ranch are the most well-rounded models, with the former being the most elegant and the latter more rugged. However, the upper trims can get quite expensive, and the added luxuries you get from the King Ranch upwards are quite something to behold. We are not sure it is worth spending so much.

TL	Lariat
Base Diesel	Base Diesel
3 Years	3 Years
Dual-zone Automatic Climate Control	Heated and Ventilated Front Seats
Heated and optional high-output engine	Power Sliding Rear Window
Cross Cab only	High-output engine (500 hp, 1,000 lb-ft)
Heated and Ventilated Front Seats	Cross Lariat only
Remote keyless entry	Luxury leather upholstery
Rear-seat controls with further coverage	Lane centering
12-inch touchscreen	Cross Lariat only

Interior and Features

Ford has stepped up the game for the interior of the F-450 Super Duty, complimenting excellent practicality with luxurious touches.

In the past, the interior of the F-450 Super Duty has seen it struggle to compete with more premium rivals. Now, if you are willing to spend enough money, you can have a truly luxurious and well-appointed cabin, with loads of interior space, regardless of the cab. Even the premium 19-inch screen the Cross Cab has to offer is better for family use, and it allows you to throw in even more impressive features, like an 12-speaker sound system. The Cross Cab is the only one that comes with the 12-inch touchscreen, which is also the only dashboard and touch screen that's separating different sections. There are plenty of physical controls below the touchscreen, and you get access to a large 12-inch driver info display and head-up display on the top-tier trims. Setting it and out of the car is easy, though small children will need a helping hand.

Space

With the Regular Cab, you get a single row of seating with loads of head and legroom for five. The Crew Cab has room for six, with the middle seat in the second row being a bench seat, and it comes with a pop-up passenger seat. The Crew Cab, which comes in two cab-length sizes adults can spend the whole day in the back without ever feeling the need to complain. There are plenty of cup holders and USB ports for passengers back and further upgrades in trim levels which more direction of adjustability, with Max Recline seats available in the Platinum. The Crew Cab comes with a 60/40 split-folding second row bench seat, which includes the standard third-row special seat with trader coverage when pulling a trail.

Cargo

Trucks don't have a traditional trunk, but you can store some cargo inside the cabin, with 19.5 cubic feet on offer behind the seats in the Regular Cab, or up to 33.4 cubic in the Crew Cab when you fold down the rear seats. Instead, you will be using the truck bed for most of your cargo. The Regular Cab has a standard bed length of 6.75 feet, with the Crew Cab offering a longer 8-foot bed. The Regular Cab can carry a payload of up to 6,877 pounds and tow a maximum of 23,200 lbs with the Crew Cab.

Small item storage is also generous, especially if you have switched out the front bench for the front bucket seats. With the bench, you can fold the seat back for a pair of cupholders, but these are standard in the big-rig interior concepts if you choose the bucket seats. The front bucket seats come with a generous storage tray between the glove compartment. The dash cushions could be bigger though. Passengers in the back get a fold-down armrest with cupholders, too, along with ventilation ports.

	Ford F-450 Diesel	Chevrolet Silverado 4500HD	Ram 4500
Seating	6 passenger	5 passenger	5 passenger
Maximum Payload	6,877 lbs		
0 - 60 - 0 ft. Brake	40.5 ft. Brake		
Max Towing	23,200 lbs		
40 ft. Brake	40.5 ft. Brake		
Max Payload	6,877 lbs		
0 Mph Fuel Tank	0 Mph Fuel Tank		
0 Mph Fuel Tank	0 Mph Fuel Tank		

Materials and Colors

Ford has made an effort to improve the quality of the materials inside the cabin, though it still doesn't quite match the high-tech vibe it has in the base-level SV. Trim, in comparison, Medium Dark Slate only. The XLT upgrades to softer cloth upholstery and adds Bogo to the available interior colors. From the Lariat upward, you get leather in varying quality and designs, but it is simple, at this point, in either Black Onyx or Bogo. Kingsville antique leather. However, if you want an interior that matches the King Ranch, while the Platinum gets high-quality leather in Black Onyx, but the standard features have to the multi-contour front seats.

At the top of the range is the luxury leather of the Limited, presented in Admiral Blue/Black Onyx. The Platinum adds Black Onyx/Ember Glow, and the King Ranch comes with the Kingsville color scheme, paired with Black Onyx. The Limited and Platinum are mostly bad out of sight, but they are present. We can't find the bulk listing quality.

Features and Infotainment

The standard list of features is nothing to write home about on the base truck, but they improve significantly as you move through the trim levels. The XL starts you off with manual air conditioning, remote keyless entry, a pair of power outlets, a 12-inch driver-info display, and a 12-inch touchscreen with Sirius XM Radio and Ford's Sync 4 infotainment with functions including Apple CarPlay, Android Auto, Bluetooth, and Wi-Fi hotspot capability. Only four speakers are installed as standard, though Cross Cab gets six. The XL adds an anti-theming rearview mirror, a power-adjustable driver's seat, and an additional power point.

Bulk-buyers with screen and infotainment touchscreen are upgraded to 12 inch units in the Lariat, and the front seats are heated and ventilated, while the rear ones are heated. Cross Lariat gets a 12-speaker sound system, and the Lariat gets a power sliding rear window. The Platinum upgrades the sound system to a high-output 500-watt system, and it adds a head-up display. Strangely, you only get a power-adjustable steering column in the Platinum, and navigation is added at this level, too. Lastly, the Limited spoils you with a power seat. We can't find the bulk quality listing.

	Ford F-450 Diesel	Chevrolet Silverado 4500HD	Ram 4500
Remote keyless entry	Y	Y	Y
PowerPower Sideyard	Y	Y	Y
Dual-zone automatic climate control	N/A	N/A	Y
12-inch touchscreen display	Y	Y	Y
Rear-seat controls (Cross Lariat only)	N/A	N/A	Y

Performance

Though it may be but a simple tug, the F-450 doesn't care about acceleration or braking as much as the heavier 40,000 pound towing capacity.

When it comes to performance, trucks are expected to behave a bit differently from other vehicles. Acceleration and top speed are necessary to have much work the powertrain can do. Both are important, but the latter is more critical for a heavy-duty truck. The Ford F-450 Super Duty powerful V8 develops 475 horsepower and 1,050 lb-ft of torque, and it comes equipped to all but the top-tier Lariat as standard. However, every trim can upgrade to the high-output version of the engine, which makes 500 hp and 1,050 lb-ft. In any case, the engine comes mated to a six-speed SelectShift automatic transmission. Power is sent to the rear wheels by default, but you can opt for 4WD. Although you can upgrade the 4x4 system to be standard in the rest of the range.

If you care about how fast this truck can go, then you'll be happy to know the Ford F-450 Super Duty shoots from 0-60 mph in under six seconds, which is impressive when you consider the weight of the truck. The Ford F-450 Super Duty has a 10,000 pound towing capacity, ranging from 16 to 100 mph. What will more buyers in the market towing capacity of the beast. Conventional trailering means out at 25,000 pounds with the Regular Cab and 20,000 lbs with the Crew Cab. With gooseneck setup, the Regular Cab comes out on top at 30,000 lbs when equipped with the high-output engine and 6x2, while the Crew Cab can tow 24,700 lbs in the right configuration.

In terms of the driving experience, the F-450 wasn't designed with fun in mind. It turns out, however, that it is a surprisingly comfortable ride considering the size. The ride is smooth and the steering wheel feel has been reported by owners to be good, as well as you can expect the Ford F-450 Super Duty to get around 11-12 mpg combined. Naturally, you can't expect all the depending on what trim, are using 2WD or 4WD, and pulling a heavy load will see it go much towards the 7-8 mpg.

Luckily, you get a big tank with a large capacity to fill up with. The Regular Cab has a 28-gallon tank, while the Crew Cab enjoys a 36-gallon tank. This means you should be able to travel around 300 or 315 miles, respectively.

30,000 lbs - 6x4	100 mph
30,000 lbs - 4x2	100 mph
25,000 lbs - 4x2	100 mph
25,000 lbs - 6x4	100 mph
20,000 lbs - 4x2	100 mph
20,000 lbs - 6x4	100 mph
20,000 lbs - 4x2	100 mph
20,000 lbs - 6x4	100 mph

Safety

Ford adds blind spot assist with cross traffic and trailer coverage as standard, with a large list of other assists available on pricier trims.

The NHTSA and IIHS don't crash test heavy-duty trucks, but the name says it all. These vehicles can take a real beating, so even without a safety review the Ford F-450 Super Duty is regarded as a very safe car. However, it is a lot lacking in standard driver assistance features. The XL gets a rear-view camera, but it doesn't come with blind-spot assist along with cross-traffic alerts. To fix both Ford has such for all trims save the Base Diesel and 450 with blind-spot monitoring that includes cross-traffic alert and trailer coverage. Unfortunately, it doesn't come with automatic braking, pre-collision braking, intersection assist, front and reverse warning, lane-keep assist, lane centering, pedestrian detection, or trailer reverse guidance, you need to upgrade to a more expensive trim.

	Ky. Blind Spot	Lariat
Blind spot monitor with cross-traffic and trailer coverage	Y	Y
Front-wheel drive with automatic braking	Y	Y
Front-wheel drive warning	Y	Y
Lane-keep assist	Y	Y
Lane centering	Y	Y

Reliability

There is no official reliability rating for the F-450 Super Duty, and while you may expect a brand-new generation to be relatively much like the model has always been subject to several. This is a bit concerning, considering the brand has recently reaffirmed its commitment to better quality checks. Known recalls include recurrent software for the front door modules affecting the window operation, incorrect rearview camera images displayed on the touchscreen, and a fuel-pump issue that causes the truck to stall and the check engine light. Only vehicle may be missing altogether. Lastly, many cars were recalled for improperly soldered joints in the instrument panel that may affect the display of vital information.

Despite these problems, every 2023 Ford F-450 Super Duty is covered by a warranty that is quite good. It is not the best. The powertrain is covered for five years/60,000 miles, with roadside assistance provided for the same period.

Warranty

Basic	Powertrain	Corrosion	Trim	Roadside Assistance
3 Years / 36,000 Miles	5 Years / 60,000 Miles	5 Years / Unlimited Miles	3 Years / Unlimited Miles	Roadside Assistance

Design

As part of its redesign, the F-450 Super Duty has adopted design elements from the smaller F-150 and Maverick that have proved popular with consumers. These include the signature C-bumpy headlights, as well as side vents that actually serve a purpose rather than just being for show. The front end is also more aerodynamic, which improves the enormous headlights to a gifts that dominates the front fascia. The design differs between trims, with black accents being the norm on the XL and bright chrome on the upper trims. From the Lariat upward, the bed rises turning the length of the grille and replaced with a solid element that incorporates the headlights, breaking away from the Super Duty's traditional design. The Platinum and King Ranch have a unique grille that separates the LEDs on the front. The headlights are also upgraded to the Platinum.

Every model rides on 19-inch wheels with dual-rear wheels as standard, and while the XL and XLT can choose between the Regular Cab or Large Crew Cab, the upper trims all come with the latter. Dual-rear wheel is available in all models for the base, and it comes standard on the Limited in Crew Cab.

Verdict: Is The 2023 Ford F-450 Super Duty A Good Truck?

While it comes to moving mountains, or at least trying to, it does only from a cost-per-load option. Ford has been pushing the limits of this pickup's payload for years, and now the F-450 Super Duty can carry more than the Regular Cab Ram 5500 has once upon down the competition out of the water. Ram towing is a mega 40,000 pounds when the Ford can only manage 30,000 pounds, but the Ford has a lot more payload capacity and better features of quality and features, too. Sure, you have to pay through the nose to enjoy the lotto, but it is at least an option now. The Silverado is a larger buzzkiller that trails the Ford in payload, but it is a better option than the Ram when towing is concerned. The Ford F-450 can do, and we love the Ford's interior quality and features. It does everything a bit better and looks good doing it. If you need a workhorse that wouldn't be out of place in a luxury sedan, then there is no better option right now. At least until new models arrive from competing automakers.

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