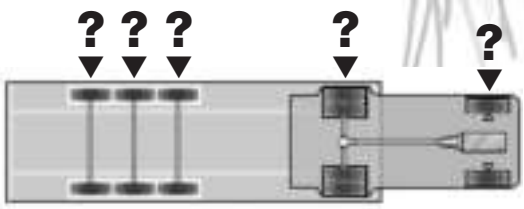
How to Weigh Your **TRAVEL TRAILER** or **RV**

BRIDGESTONE Firestone

GETTING STARTED

You must know the weight on each axle end of your RV or travel trailer to avoid overloading the vehicle, tires or axles. Overloading is unsafe, wastes fuel and can cause tires to fail and vehicle components (including tires) to wear out prematurely.

In order to be sure it is not overloaded, you must weigh the vehicle, fully loaded.



Look for scales at moving and storage companies, farm suppliers, gravel pits, recycling companies or truckstops.

Where to **FIND SCALES**

You should be able to find certified scales by looking in your Yellow Pages for moving and storage companies, farm suppliers, gravel pits, recycling companies or commercial truck stops.

Be sure to call in advance to determine whether the facility offers public weighing services, their hours of operation and any fees that might be involved.

HOW TO Use Scales

There are several different kinds of scales, including single platforms, segmented platforms (that can make several measurements at the same time) and single axle scales.

Ask the scale operators for help. Show them this booklet, and explain that you need to know the weight on each axle end – with the vehicle as level as possible.

Regardless of scale type, you must be able to determine the overall weight, the right- and left-side weights for each axle, and the weight on each individual axle – from front to rear.

Weigh **EVERYTHING**

For accurate weights, you must weigh the vehicle with all of your passengers, food, clothing, fuel, water, propane and supplies. Any towed vehicle (car/pickup, boat or trailer) or item loaded onto the vehicle (dirt bike, motorcycle, etc.) must be included in the weighing.

Be **PREPARED**

It may take half an hour or more to weigh your vehicle. Be sure to take a copy of this booklet with you, so you will have a place to record all the weights you'll need.

And, bear in mind that depending on what you learn, it may be necessary to remove or redistribute part of the load, then weigh the vehicle again.

HOW MUCH should it weigh?

The correct weights for your vehicle will appear on a vehicle placard like those pictured here. Notice that the placard should tell you the Gross Axle Weight Rating (GAWR) for each axle, the Gross Vehicle Weight Rating (GVWR) for the whole vehicle, along with information about the correct tire and rim sizes and recommended cold tire inflation pressures.

If you exceed the GVWR, you must remove part of the load until you are within the legal limits.

Every vehicle must have placards like these, detailing maximum loads, tire and wheel sizes and recommended cold inflation pressures.

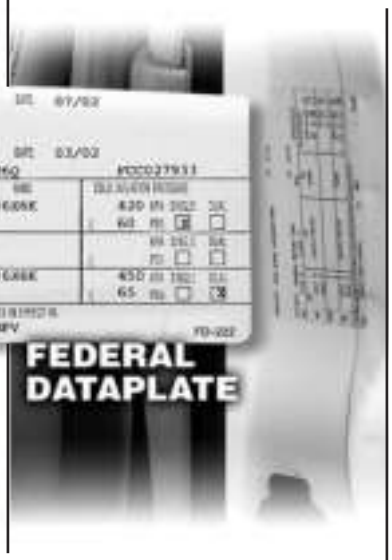
See page 4 of
℞ for Light Trucks, RVs, Mini-buses and Ambulances
for more information.

How do we know the **CORRECT AXLE END LOADS?**

The maximum load on each axle end is half the GAWR for that axle. You must not exceed the total GAWR for any axle, or the maximum for any axle end.

Even if the vehicle as a whole does not exceed the GVWR, a given axle end might be overloaded. In that case, you must redistribute the load.

(Required by law on all vehicles.)



Choosing Correct **TIRE INFLATION PRESSURE**

MEASURE the Load

If an axle end has dual tires, the load on each tire is half the load on the axle end. **Never exceed the maximum tire load rating** that is molded into the tire's sidewall (along with the inflation pressure for that load). **Never exceed maximum load or inflation pressure rating of your wheels.**

Find the **RECOMMENDED** Inflation Pressure

Always **determine correct tire inflation pressure based on actual loads on the tires. Use the tiremakers' recommendations** (which you will find in load and inflation tables). **Never** use inflation pressures lower than those printed on the vehicle placard.

All tires on both ends of an axle must have the same inflation pressure. If the load on each axle end is so different that different inflation pressures are recommended, use the higher pressure on both ends – or – redistribute load so that the same inflation pressure is recommended for both axle ends.


TRAILER WEIGHT INFORMATION

CARGO CARRYING CAPACITY (CCC) COMPUTATION

CONSULT OWNER MANUAL(S) FOR SPECIFIC WEIGHING INSTRUCTIONS AND TOWING GUIDELINES.

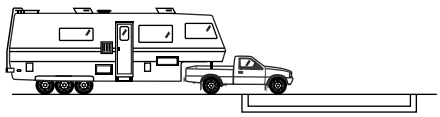
(Added by Recreational Vehicle Industry Association [RVIA] member manufacturers. Supersedes Federal Dataplate.)

BRIDGESTONE Firestone

1-800-543-7522
www.trucktires.com
www.tiresafety.com

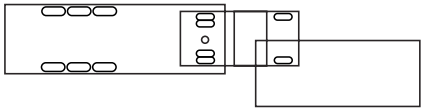
Pulling Vehicle & Travel Trailer

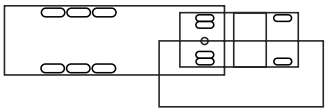
Pulling Vehicle: Individual Axle & Gross Vehicle Weights



	STEP 1A	STEP 1B	STEP 1C
			Calculated
	STEP 1A = GAW	STEP 1B = GVW	STEP 1C: Rear Axle = (1B - 1A)
Scale Weight	lbs.	lbs.	lbs.
	GAWR	GVWR	GAWR
From Owner's Manual	lbs.	lbs.	lbs.

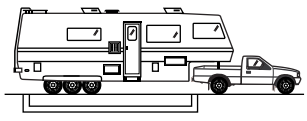
Pulling Vehicle: Individual Wheel Position Weights

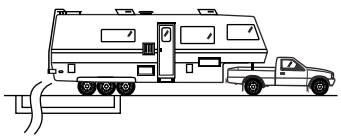


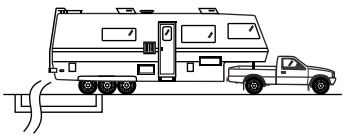


	STEP 2A	STEP 2B	STEP 2C
			Calculated
	STEP 2A	STEP 2B	STEP 2C: Right Rear = (2B - 2A)
Scale Weight	lbs.	lbs.	lbs.
Calculate Other Side Weight	(STEP 1A - 2A) lbs.		Left Rear = (1C - 2C) lbs.
Tire Load (lbs.)	See Note #1 lbs.		See Note #1 & 2 lbs.
Inflation	See Note #1 lbs.		See Note #1 psi

Travel Trailer: Individual Axle & Gross Vehicle Weights



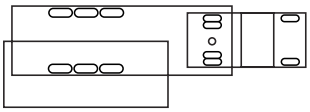




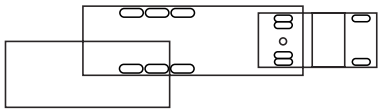
	STEP 1D	STEP 1E	Front Axle	Rear Axle	Middle Axle
	= GVW	= 2 Axles	= (1D - 1E)	= (1F)	= (1E - 1F)
Scale Weight	lbs.	lbs.	lbs.	lbs.	lbs.
From Owner's Manual	GVWR lbs.		GAWR lbs.	GAWR lbs.	GAWR lbs.

Travel Trailer: Individual Wheel Position Weights

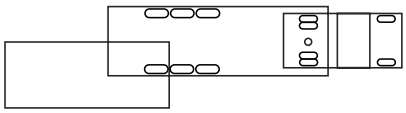
STEP 2D



STEP 2E



STEP 2F

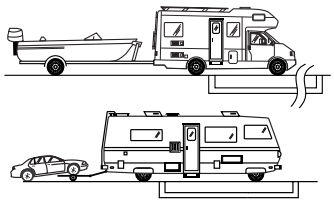


One Side Scale Weight	STEP 2D lbs.	STEP 2E lbs.	Right Front = (2D - 2E) lbs.	Right Rear = (2F) lbs.	Right Middle = (2E - 2F) lbs.
Calculate Other Side Weight	(STEP 1D - 2D) lbs.	(STEP 1E - 2E) lbs.	Left Front = [(1D-1E)- Right Front] lbs.	Left Rear = (1F - 2F) lbs.	Left Middle = [(1E-2F)- Left Rear] lbs.
Tire Load (lbs.)			See Note #1 lbs.	See Note #1 lbs.	See Note #1 lbs.
Inflation			See Note #1 psi	See Note #1 psi	See Note #1 psi

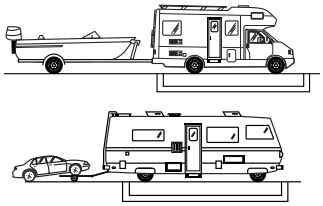
RV: Individual Axle & Gross Vehicle Weights

Single Axle Recreational Vehicle

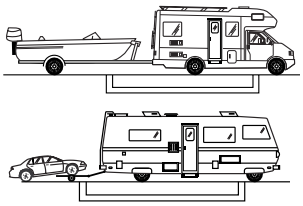
STEP 1A



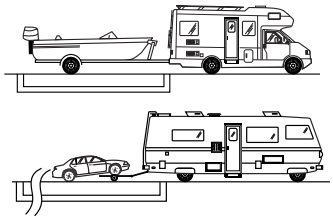
STEP 1B



STEP 1C



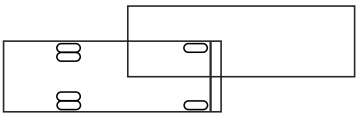
STEP 1D



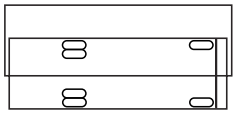
Scale Weight	STEP 1A = GAW lbs.	STEP 1B = GVW lbs.	STEP 1C = GAW lbs.	STEP 1D lbs.
From Owner's Manual	GAWR lbs.	GVWR lbs.	GAWR lbs.	Vehicle Weight = (GCWR - GVW) lbs.

RV: Individual Wheel Position Weights

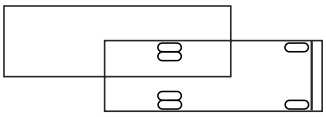
STEP 2A



STEP 2B



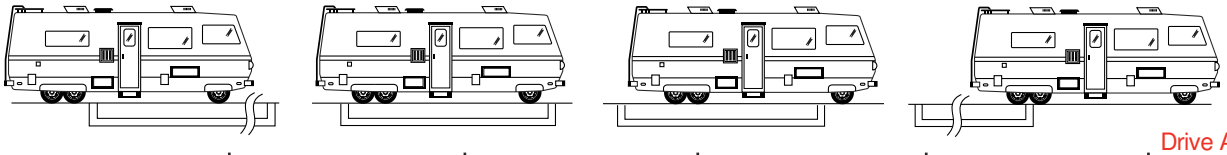
STEP 2C



One Side Scale Weight	STEP 2A lbs.	STEP 2B lbs.	STEP 2C lbs.
Calculate Other Side Weight	(STEP 1A - 2A) lbs.	(STEP 1B - 2B) lbs.	(STEP 1C - 2C) lbs.
Tire Load (lbs.)	See Note #1 lbs.		See Note #1 & 2 lbs.
Inflation	See Note #1 psi		See Note #1 psi

Tandem Axle Recreational Vehicle

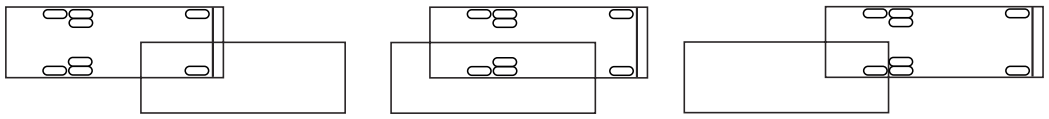
RV: Individual Axle & Gross Vehicle Weights



	STEP 1A	STEP 1B	STEP 1C	STEP 1D	STEP 1E
					Calculated
Scale Weight	STEP 1A = GAW **lbs.**	STEP 1B = GVW **lbs.**	STEP 1C **lbs.**	STEP 1D = GAW **lbs.**	Drive Axle GAW = (1C - 1???) **lbs.**
From Owner's Manual	GAWR **lbs.**	GVWR **lbs.**		GAWR **lbs.**	GAWR **lbs.**

NOTE: Should your tandem axle recreational vehicle be pulling a travel trailer, please see "Weighing Your Single Axle Recreational Vehicle," STEP 1D page 3.

RV: Individual Wheel Position Weights



	STEP 2A	STEP 2B	STEP 2C	STEP 2D
				Calculated
One Side Scale Weight	STEP 2A = GAW **lbs.**	STEP 2B = GVW **lbs.**	STEP 2C **lbs.**	STEP 2D: Right Duals = (2B - 2C) **lbs.**
Calculate Other Side Weight	STEP 1A - 2A **lbs.**	STEP 1C - 2B **lbs.**	STEP 1D - 2C **lbs.**	Left Duals = (1E - 2D) **lbs.**
Tire Load (lbs.)	See Note #1 **lbs.**		See Note #1 **lbs.**	See Note #1 & 2 **lbs.**
Inflation	See Note #1 **psi**		See Note #1 **psi**	See Note #1 **psi**

CAUTION

Individual wheel position weights MUST NOT exceed the maximum tire load capacity. Maximum tire load capacity can only be achieved utilizing the maximum allowable psi as listed on the sidewall of the tire.

[1] From the tire manufacturer's load and inflation tables or the sidewall of the tires mounted on the vehicle.

[2] If vehicle has duals, read dual capacity from tire and multiply by 2 (two) to obtain dual assembly load carrying capacity.

For more information /additional assistance, contact your tire dealer.

At All Times
MAINTAIN CORRECT INFLATION

Correct tire inflation is critical to safety, handling, performance, fuel economy and tire life. Always set tire inflation pressures **cold** – using a gauge (never a "tire billy" or hammer) – after the vehicle has been parked for 3 to 4 hours, and before it has been driven a mile.

Check and adjust tire inflation every travel day, and **get immediate professional help if you find any tire 20 percent or more underinflated**.

Consult your tire dealer if you have questions.

For more information

Recreational Vehicle Safety Education Foundation
(**RVSEF**)
RV Safety Education Foundation, Inc.
4575 Annette Court • Merritt Island, FL 32953
(321) 453-7673 Fax (321) 453-3853
http://www.rvsafety.org
e-mail: staff@rvsafety.org