

How I weigh a 5th Wheel Trailer.

A 5th wheel hitch trailer requires 2 weigh tickets to get accurate information.

Load your truck and camper as if you are going camping for your trip. Family, dog, full tank and spare fuel, gear, food, clothes, etc. Put what you normally carry in the truck in the truck and what is normally in the camper, in the camper.

Pull up to the scale or weigh house and tell the attendant you will be needing 2 weigh tickets on your rig.

Pull forward onto the multi-platform scale and put the truck's front tires on the short leading platform. Make sure the rear axle of your truck is solidly on the second platform and the camper's tires are all on the third platform.

Using a yard stick to press the red call button or a cell phone tell the attendant you are ready for your first weigh. (10 bucks normally)

Pull OFF the scales entirely and drop the trailer in the truck lot.

Get back on the scales with just the truck, your family, and gear (just like as if you were hooked up), and weigh the truck's axles alone. (1 dollar)

Pull off and hook up the camper. Go in pay the man and get your weight tickets.

HOW TO READ THE WEIGHT TICKETS

The **SECOND** ticket has the truck's unhooked true weight without the camper's pin load. Using this ticket and the truck's pillar information, you can find:

1) Front axle available payload - Subtract actual front axle weight from the max front axle load on the pillar or manual.

2) Rear axle available payload - Subtract actual rear axle weight from the max rear axle load on the pillar or manual.

3) Truck Available Payload - Subtract actual Total truck weight from the max Gross Vehicle Rating (GVWR) on the pillar. This will be VERY different (much less) than the pillar Max payload since your family, gear and hitch are aboard.

Using the FIRST ticket (truck and camper connected) and the SECOND Ticket (Truck alone) you can determine:

4) The Actual Combined Weight - Subtract the Total Weight from the FIRST ticket from the Max Combined Weight Rating (MCWR) to see if you are overloaded as a combination.

5) The actual camper weight loaded - Subtract the total COMBINED weight from the FIRST ticket (connected) from the actual truck weight from the SECOND ticket (truck alone) to find the camper's actual weight loaded for camping. Check against tow vehicle's max tow rating for travel trailer with 5th wheel hitch. (too much camper for truck?) Also check this number against the maximum hitch rating.

6) Overloaded Camper? - Subtract this actual camper weight from the Camper's Gross Vehicle Weight Rating (GVWR) found on the yellow sticker on the camper to find out if you have overloaded the camper.

7) How much did I Load in the Camper? - Subtract the Unloaded Vehicle Weight (also from the yellow sticker) from the actual camper weight, to find out how much of your stuff is in the camper and how much is camper (from the factory – the UVW).

8) Loaded truck weight - ADD the front and rear axles from the FIRST weight ticket to find the loaded truck weight. Compare this number to the GVWR of the truck to find out if the truck is overloaded.

9) Compare the front axle load on the FIRST ticket to the Maximum front axle weight on the pillar to see if the front axle is overloaded.

10) Compare the rear axle load on the FIRST ticket to the Maximum rear axle weight on the pillar to see if the rear axle is overloaded.

11) Actual PIN Weight - Subtract the total truck weight from the SECOND ticket (truck alone) from the Loaded Truck (sum of both truck axles). This is the PIN weight and must be checked (less than) against the maximum hitch weight rating).

WARNING

To be properly balanced for safe handling, the pin weight must fall between 15% and 25% of the ACTUAL camper's weight. For optimum handling, target your camper's pin load to be 18-20% of your camper's weight.

For Example: A 10,000 pound camper requires that the camper be loaded such that the weight on the pin falls between 1500 and 2500

12) Load on the camper's tires and axles - Take the camper weight (from the FIRST ticket 3rd platform) to find the weight on the axles and tires. Divide that number by the number of axles on the camper to find the load on each camper's axle. Check against the camper's installed axle rating. Divide camper weight by number of tires to calculate the actual average load on each tire. USE THIS NUMBER when setting the minimum required tire pressure on the camper's tires.