

How I weigh a Travel Trailer.

A travel trailer with a weight distributing hitch requires 3 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 3 weigh tickets on your rig. Leave the WD bars as they were for travel.

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)

After the attendant says he has the FIRST weigh, get out and remove the WD bars and swing them away or put them in the truck's bed. Get back in the truck and press the button again for the SECOND weight check (1 dollar 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 - INCLUDING the bars and hitch head in the bed of the truck), and weigh the truck's axles alone; THIRD ticket. (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 THIRD ticket has the truck's unhooked true weight without the camper's bumper 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 (FAWR) load on the pillar or manual.
- 2) Rear axle available payload - Subtract actual rear axle weight from the max rear axle load (RAWR) 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 SECOND ticket (truck and camper - no W/D) and the THIRD Ticket (Truck alone) you can determine:

- 4) The Actual Combined Weight - Subtract the Total Weight from the SECOND 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 SECOND ticket (connected) from the actual truck weight from the THIRD ticket (truck alone). Check against tow vehicle's max tow rating for travel trailer with WD hitch. (too much camper for truck?)
- 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 SECOND 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 SECOND 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 SECOND ticket to the Maximum rear axle weight on the pillar to see if the rear axle is overloaded.
- 11) Actual TONGUE Weight - Subtract the truck weight from the THIRD ticket (truck alone) from the Loaded Truck Weight in #5 (sum of both axles). This is the TRUE tongue weight and must be checked (less than) against the hitch weight rating and the receiver rating of the truck's receiver).

NOTE:

The ACTUAL TONGUE LOAD must be found WITHOUT the WD bars installed! The hitch and receiver always "sees" the entire undistributed load whether the bars are on or not.

12) Load on the camper's tires and axles WITHOUT WD bars - Take the camper weight found in #6 and subtract the ACTUAL TONGUE weight found in #11 to find the "undistributed" 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 camper's installed axle rating. Divide camper weight (#6) by number of tires to calculate the actual average load on each tire.

You will need these weights to determine the WD hitch distribution to fine tune your WD bar settings.

Using the FIRST ticket (truck and camper - WITH W/D BARS INSTALLED) and the THIRD Ticket (Truck alone) you can determine:

13) Load on the camper's tires and axles WITH WD bars - Take the camper weight (from the FIRST ticket 3rd platform) to find the "distributed" weight on the axles and tires. This number will be HIGHER than the undistributed camper platform weight. Divide that number by the number of axles on the camper to find the distributed load on each camper's axle. Check against 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.

14) Loaded truck weight - ADD the front and rear axles from the FIRST weight ticket to find the loaded truck weight distributed. (This weight will be less than the one found using the SECOND ticket because the tongue load is being shared by the camper and the truck.

WARNING

YOU MUST STILL USE THE HIGHER GVWR WHEN DETERMINING IF YOU ARE OVERLOADED.

15) Compare the front axle load on the FIRST ticket to the SECOND ticket front axle weight to see if the front axle is overloaded with WD (this is possible especially with diesel ¾ ton trucks!) and the degree of distribution. The goal is to just distribute enough to ride level. The front axle should be heavier with WD than without.

16) Compare the rear axle load on the FIRST ticket to the rear axle weight on the SECOND ticket to see how much load has been shifted off the rear axle.