

## **Towing Caravans for *Rec-reation*... Not *Wreck-creation*!**

It's a good life for the 'vanners, who live out on the road,  
Seeing our great country, without a fixed abode,  
But there's danger ever lurking, on our highways when you drive,  
So be careful when you travel, so you get back home alive.

Towing sure can be a problem, if something isn't right,  
It may be out of mind, but it's never out of sight,  
So check that all's OK, both the tow-rig and the 'van,  
And enjoy the pleasures of your trips, as safely as you can.

Is the 'van in sound condition, are mechanicals still good,  
Are you never over-loaded, does it tow the way it should,  
Is the Ball-Load as it should be, not too high and not too low,  
To give the safest handling, on whatever roads you go?

Are the tyres still road-worthy, and still have lots of grip,  
Have you had the brakes adjusted, so they'll never lock or slip,  
Are the pressures set correctly, as the makers recommend,  
To give the needed traction, on a hill or on a bend?

Are all the lights still shining, and the coupling's done up tight,  
Are the safety-chains and shackles, still connected safe and right,  
Are your heavy goods stored safely, in the middle of the 'van,  
Are the wheels and bearings still turning well, as smoothly as they can?

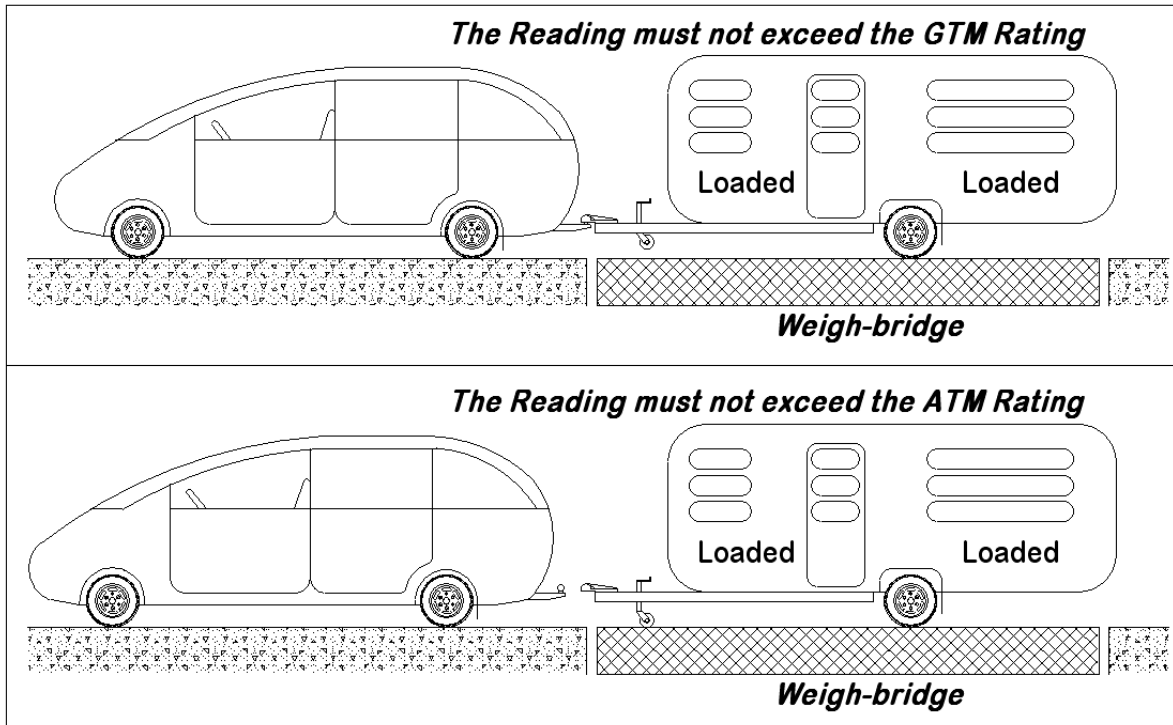
Do you understand the meaning, of each Rating and each force,  
Of the tow-rig and the caravan, and their legalise of course?,  
There's the ATM and Ball-load, the Tare and GTM,  
There's the GCM and Tow-bar specs, you need to know 'bout them.

## Caravan Ratings & Masses

The GTM & ATM are Ratings... allocated by the Manufacturer

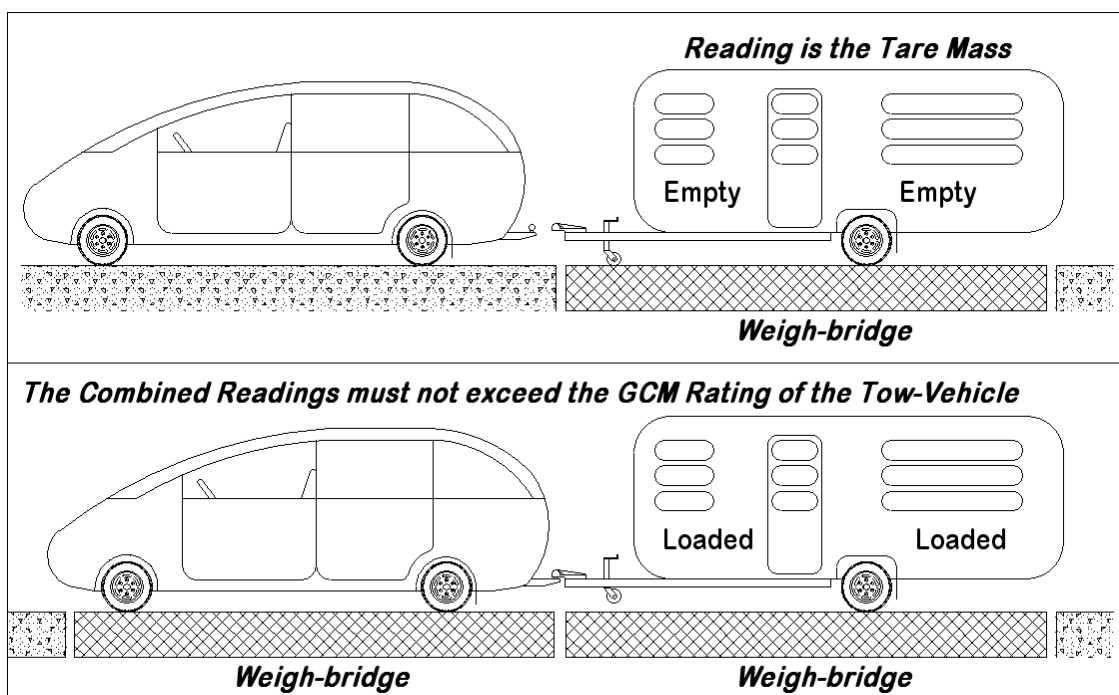
The Tare Mass and Ball-Loading are Actual Masses... that must be measured

The Tare Mass is the *actual measured mass* of the vehicle as it leaves the Supplier. The vehicle is fitted with everything that was stated on the *Purchase Contract*. The vehicle is empty. The gas cylinder(s) and the water tank(s) must be empty.

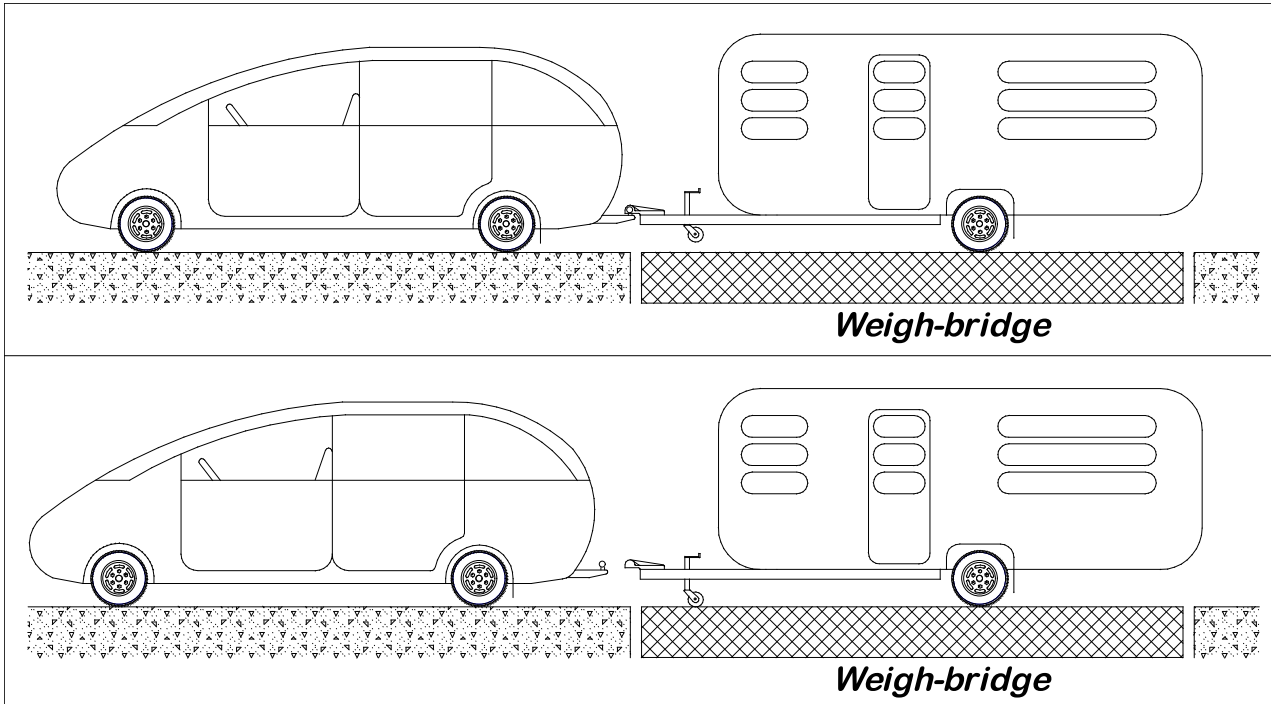


Drawing 1 shows measuring the “**Axle-Loading**” Must not exceed the **GTM** Rating

Drawing 2 shows measuring the “**All-Up Mass**” Must not exceed the **ATM** Rating



**Legal Load-Carrying Capacity = ATM Rating – Tare Mass**



**The Ball-Loading is the *difference* between the two readings**

**ATM: Aggregate Trailer Mass (Rating)**

**GTM: Gross Trailer Mass (Rating)**

**The GTM Rating must *not* exceed the *lowest* of the “Axle-Group” Ratings.**

**The “Axle-Group” comprises the:**

- **Wheels & Tyres**
- **Suspension Structure**
- **Springs**
- **Axles & Wheel-Bearings**

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**Tow-Vehicles:**

- **GVM: Gross Vehicle Mass (Rating)**
- **GCM: Gross Combination Mass (Rating)**
- **RAC: Rear Axle Capacity (Rating)**
- **Maximum Permitted Towing Capacity: (Rating)**
- **Maximum Permitted Coupling Down-load Capacity: (Rating)**

**Tow-Bar: Maximum Permitted Towing & Down-load Limits: (Ratings)**