

WORKSHEET #1 (Weight)

	Measurement	Location	Measured Weight	Mfg. Rating ¹	Variance (+ or -)
Single RV or Tow Vehicle	1	<i>GAW (front)</i>			
	2	<i>GVW</i>			
	3	<i>GAW (rear or rear & tag)</i>			
	4	<i>GAW (tag)</i>			
Towed Vehicle	5	<i>GVW (towed vehicle)</i>			
	6	<i>GAW (axles 2 & 3)</i>			
	7	<i>GAW (rear)</i>			
<i>Gross Combined Weight (add #2 & #5)</i>					
Single RV or Tow Vehicle	8	<i>Single Side, (front axle)</i>		<i>N/A</i>	<i>N/A</i>
	9	<i>Single Side, (all axles)</i>		<i>N/A</i>	<i>N/A</i>
	10	<i>Single Side, (rear axles)²</i>		<i>N/A</i>	<i>N/A</i>
	11	<i>Single Side, (tag axle)</i>		<i>N/A</i>	<i>N/A</i>
Towed Vehicle	12	<i>Single Side, (axles 2 & 3)</i>		<i>N/A</i>	<i>N/A</i>
	13	<i>Single Side, (rear axle)</i>		<i>N/A</i>	<i>N/A</i>

Opposite side weights can now be calculated by simply subtracting the above *Single Side* measurements from those measured with both sides positioned on the scale platform.³ Actual formulas are detailed on *Worksheet #2* under the column heading, “*How Obtained.*” Enter all individual tire position weights onto *Worksheet #2*.

¹ Manufacturer’s weight ratings can be found in the owner’s manual and/or on a weight data label located inside the vehicle. If none is found, contact the manufacturer.

² If so equipped, includes the tag and rear axle combined.

³ If there is a difference in the weights from one side to the other, tires and suspension components on the heavier side could be overloaded even though the total axle load is within the GAWR. To avoid damage to equipment and to gain improved handling characteristics, it may be necessary to redistribute stored cargo in order to obtain a more equitable load balance on each side of the axles.