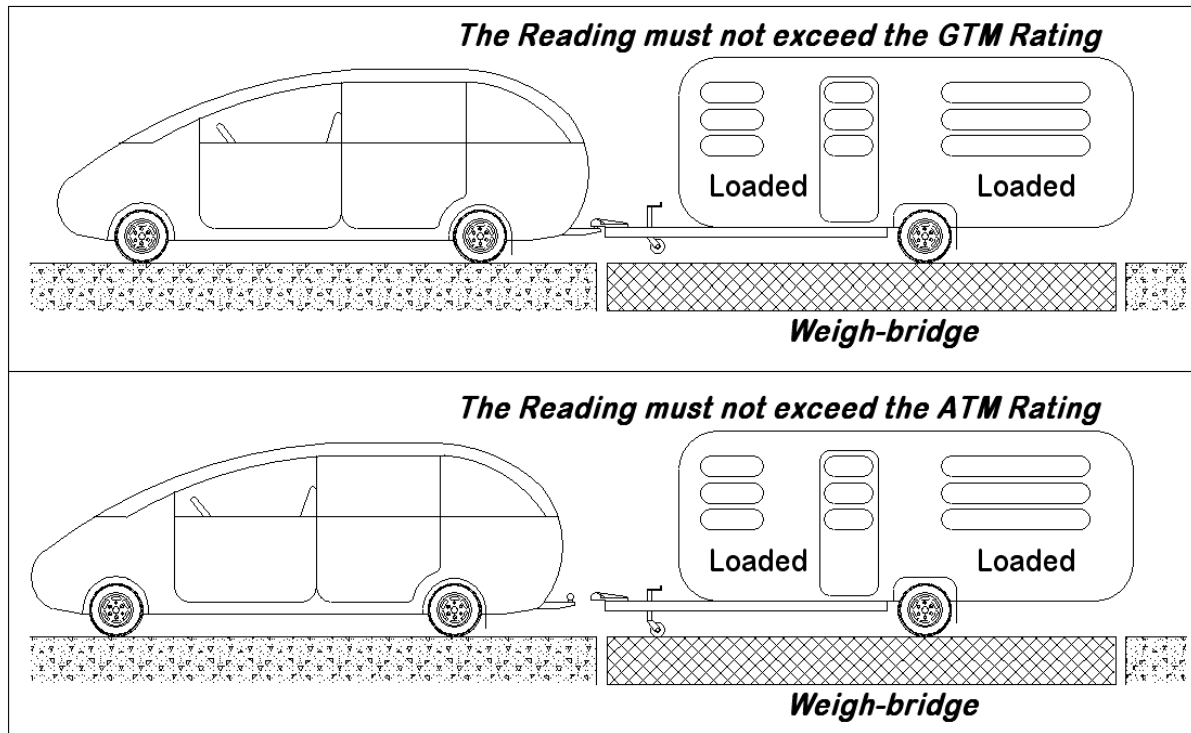


## Tare Mass – GTM Rating – ATM Rating – Ball-loading

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

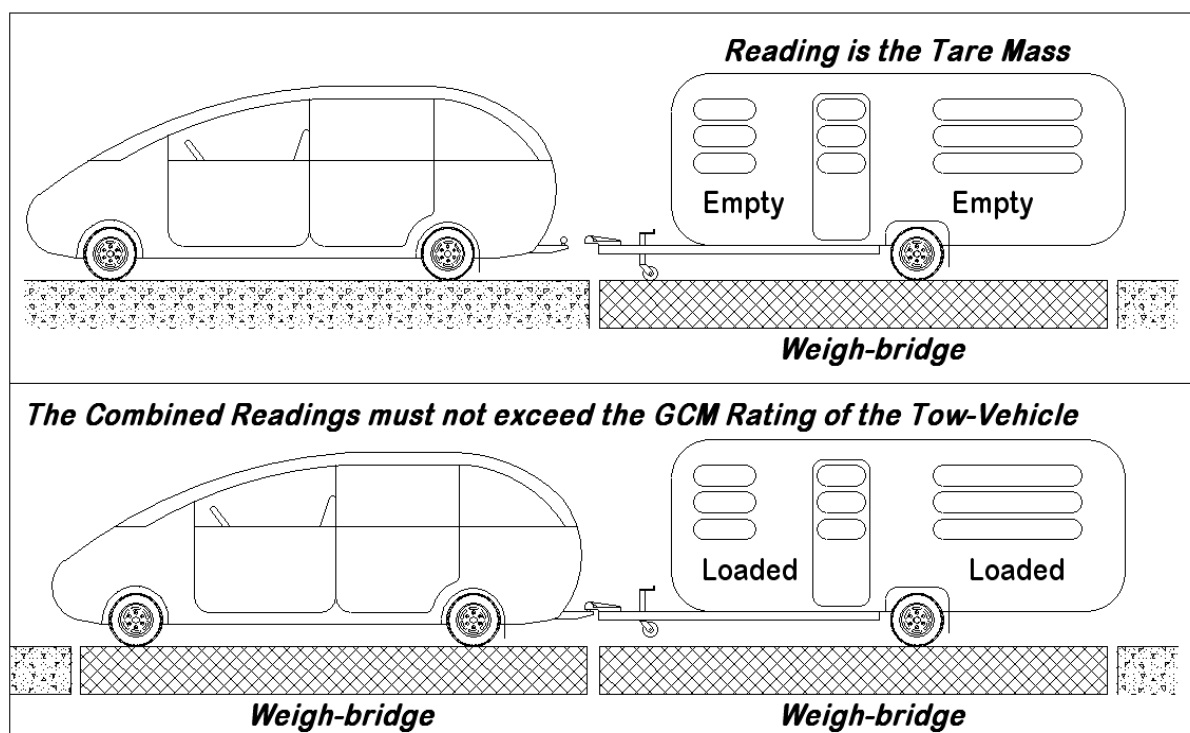
The Tare Mass and Ball-Loading are Actual Masses... that must be measured

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.

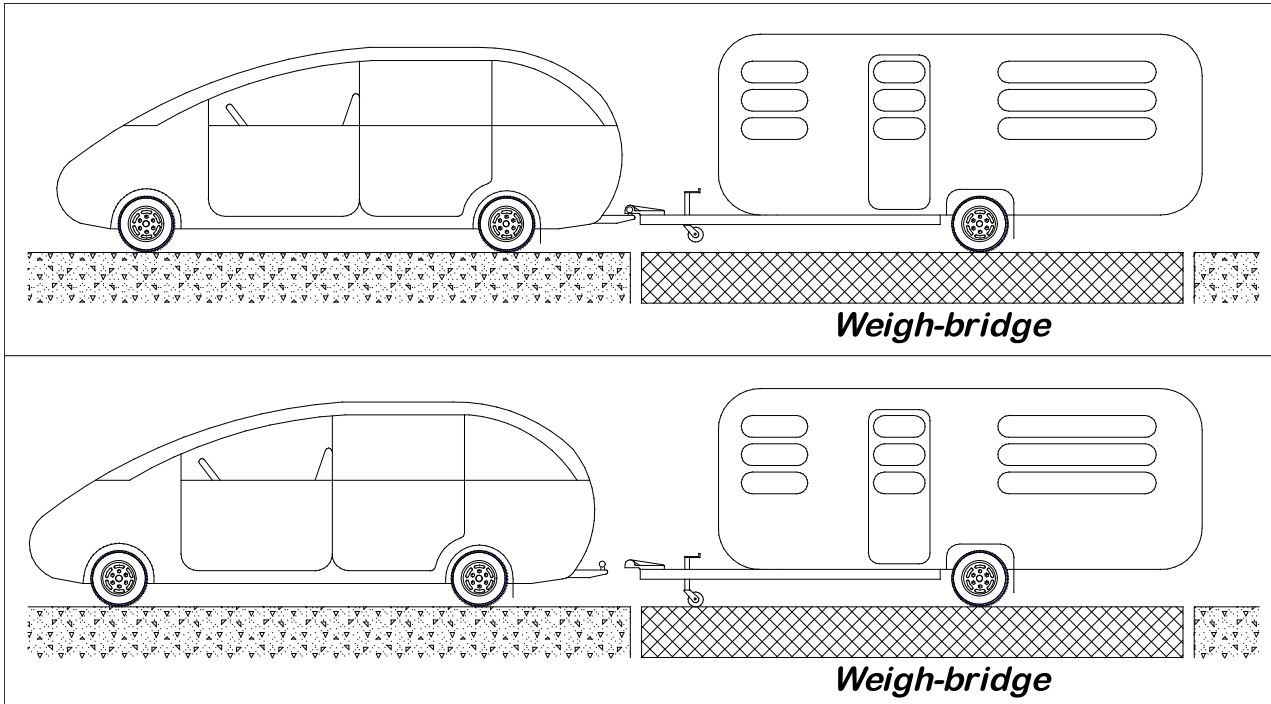


Drawing 1 shows measuring the “**Axle-Loading**” Must not exceed the **GTM** Rating

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)**