

Vehicle Weight Capacities

Vehicle	Tare	GVM	Payload	GCM	Tow rating	GVM Kit
Ford Ranger PX11 D/C	2132	3200	1068	6000	3500/350	Lovells 3500kg
Isuzu Dmax D/C	1940	2950	1010	5950	3500/350	Lovells 3500kg
Mazda BT50 D/C	2105	3200	1095	6000	3500/350	Lovells 3500kg
Toyota Hilux D/C 2.8	2080	3000	920	5850	3500/350	Lovells 3500kg
Toyota LC79 D/C	2215	3300	1085	6800	3500/350	Lovells 3900kg
Toyota LC200 GXL	2630	3350	720	6850	3500/350	Lovells 3800kg

Common Terminologies:

TARE WEIGHT: This is the vehicle's empty weight with fluids, usually with only 10 litres of fuel in the tank.

KERB WEIGHT: The weight of a vehicle when it's ready to drive with full tank/s, an average driver of 68kg and 7kg of luggage. However, tare and kerb weight definitions differ from manufacturer to manufacturer.

GVM: Gross Vehicle Mass is the maximum allowable vehicle weight, including all occupants, accessories and luggage.

GCM: Gross Combination Mass is the total combined weight of an accessorised, fully loaded vehicle and trailer or caravan it is towing.

AXLE LOADING: In addition to GVM, vehicles also have a maximum allowable load on both the front and rear axles. Some of the utes have an issue with this rating when they are loaded or have heavy tray body & also have 150+kg draw bar weight that a lot of camper trailers have.

ATM: Aggregate Trailer Mass is the maximum allowable weight of the trailer or caravan, as designated by the manufacturer. The tare weight is often understated by caravan manufacturers & many caravans are over their ATM when weighed.

TBM: Tow Ball Mass is the weight on the tow ball imposed by the trailer, usually around 10 per cent of the ATM. For a trailer weighing 3500kg, you'll have a TBM of around 350kg.