



# Watch for GMV Overloading

## Utes, Vans and Campers

LVV Certifiers are seeing an increase in the number of vehicles which exceed, or are very close to their Gross Vehicle Mass (GVM). These vehicles are often utes fitted with camper bodies or custom trays specific to the type of work they are intended to be used for. Many similarly modified vehicles may not require LVV Certification, so may be passing through the Warrant Of Fitness system with the inspector being unaware of the overloading issue.

One example recently presented to an LVV Certifier is a motorhome that has a GVM of 3300kg. When presented for LVV Certification the vehicle was accompanied with a weighbridge ticket confirming its current weight was 2900kg. The vehicle had four seats, so using the standard weight of 80kg per person that raises the weight by 320kg (4x80kg=320kg). Add to this a 75-litre water tank (75kg) and the total becomes 3295kg.

This results in just a 5kg difference between the vehicle's driven weight and maximum allowable weight, leaving almost no allowance for any luggage, the wastewater tank to be filled or a tow bar fitment, even before the tow bar is loaded up.

Another example is a motorhome that was recently LVV Certified but was so close to the GVM that the owner was unable to add an extra seating position, which was one of the reasons why they purchased the vehicle – to allow them to take their grandchildren away with them.

While GVM upgrades can be LVV Certified on some vehicles, anyone thinking of purchasing a camper, or ute fitted with heavy equipment should ensure that the vehicle is suitable for their needs prior to purchasing.

This is also a timely reminder for WoF inspectors to confirm that the number of seatbelts fitted to a campervan is the same as the number shown on the



WoF inspectors are advised to keep an eye out for vehicles which may exceed their GVM and ensure that tyres are rated for the possible load carrying capacity.



vehicle's LVV Certification plate, or it's recorded as having on Landata. Often one seating position can be the difference between a vehicle that will be over or under its allowable GVM.

## Tyre Overloading

Vehicle owners, WoF inspectors and LVV Certifiers are also reminded to check that the vehicle's wheel and tyre ratings confirm they're suitable for the GVM of the vehicle to which they are fitted. LVVTA was recently contacted regarding a series of utes belonging to a chain of tyre stores, which had each been fitted with a GVM upgrade kit. The suspension

kits were designed and complied to work with the vehicle's OE wheels and a specific tyre, however, the wheels and tyres had been changed to aftermarket items which had a lower rating than the GVM upgrade, meaning the wheels and tyres were below specification and not fit for purpose. GVM upgrade kits sometimes list a specific tyre rating on their manufacturer's stickers, so this can be a good place to confirm the tyres are suitable if required. Cargo vans are also at risk of exceeding wheel and tyre load ratings, although are less commonly presented for LVV Certification, so a WoF inspector's diligence is critical.