

## Customer details


Name Sample User  
Email sampleuser@thencc.org.uk


### Report result


Industry Recommended Combination

See detailed calculations below.

#### Key

 Industry Recommended Combination

 Meets legal requirements with advice given

 Illegal Combination

## Your chosen car & caravan combination suitability

Selected caravan Xplore - Xplore - 304 - 2024

Selected car Ford - Puma- ST-Line 1.0 T EcoBoost 125 MHEV/Start/Stop

Section	Criteria	Caravan data	Car data	Result
1	Caravan weight (MTPLM) relative to car kerb weight (unladen) ratio	1043kg	1280kg	81.5%
2	Gross train weight. Caravan MTPLM + gross car weight compared to the permitted train weight for your car	1043kg	1760kg	98.0%
3	Caravan stability. Caravan noseweight (est) relative to manufacturer's car noseweight limit, as a %	52.15kg	75kg	69.5%
4	Caravan weight (MTPLM) relative to car manufacturer's permissible tow limit	1043kg	1100kg	94.8%

## Full details

### Car details

Ford - Puma - ST-Line 1.0 T EcoBoost 125 MHEV Start/Stop

Nose Weight (kg) 75  
Kerb Weight (kg) 1280

### Caravan details

Xplore - Xplore - 304 - 2024

Unladen Weight (kg) 886  
Max Weight (MTPLM) (kg) 1043

Car details		Caravan details	
Car permissible Tow Limit (kg)	1100	User Payload (kg)	157
Unbraked Maximum Tow (kg)	640	Estimated Nose Weight (kg)	52.2
Gross Weight (kg)	1760	Overall Width (mm)	2180
Gross Permissible Trailer Weight (kg)	2860	Internal Length (mm)	
		Shipping Length (mm)	5540
		Headroom (mm)	1950
		Height (mm)	2645
		Caravan Awning Length (mm)	8200

## Extra information and Guidance

### 1. Caravan weight (MTPLM) relative to car kerb weight (unladen) ratio

A driver may legally tow a trailer up to the limit stated by the tow car manufacturer (which is based on the car's Gross Trailer Weight Braked). This result is shown in box 4 above. However, TowCheck provides additional important measures to help guide your towing match, including the caravan (maximum allowed) weight to the car's kerb weight ratio (box 1).

Based on our extensive industry and technical experience the NCC guidance is that where this ratio is above 100% (meaning the caravan's maximum allowed weight is heavier than the car kerb weight) you are legally allowed to tow (always provided it is still below the car's Gross Trailer Weight Braked), **but**; you should carefully consider your towing experience level, confidence and attitude to the amount of tolerance you are comfortable with. This is because the lower this ratio is, the easier it is to tow your caravan. We colour code these matches as amber in the report result above.

Please note: In some circumstances, the caravan manufacturer can reduce the MTPLM (caravan weight) of the caravan to allow for a greater choice of tow car. This will have a direct effect on the user payload.

### 2. Gross train weight. Caravan MTPLM + gross car weight compared to the permitted train weight for your car.

The gross train weight is the sum of the gross vehicle weight of the tow car and the maximum allowed weight of the caravan (MTPLM).

An illegal combination of car and caravan is where this sum is greater than the car's Gross Train Weight Braked (also known as the car towing limit issued by the manufacturer, and shown in box 4). In this case, we colour code the result red in the report above

the front of the caravan in your match to aid loading distribution for the most stable towing.

If the result in box 3 'noseweights' is **green** it means that you have spare 'noseweight' capacity to take more load on the front (nose) of the caravan when loading, and if you wish, up to the car manufacturers' noseweight limit (shown in the car data above)

If the result in box 3 'noseweights' is **amber** it means that you should consider reducing the load at the front of the caravan, for more stable towing, down to the car manufacturers' noseweight limit (shown in the car data above).

How we calculate this:

The calculation in the report shows the theoretical caravan noseweight based on the minimum% noseweight distribution required for stable towing (we use 5% of caravan MTPLM), compared to the actual car noseweight limit provided by the manufacturer. A result of under 100% indicates that the caravan chosen can take extra payload at the nose, whereas a result over 100% (amber) indicates weight should be removed from the nose.

In all cases, the following limits must not be exceeded:

- The car manufacturer's maximum tow bar load
- The caravan coupling hitch limit (usually stamped on the hitch)
- The tow bar manufacturers' limit

#### **4. Caravan weight (MTPLM) relative to the car manufacturer's permissible tow limit.**

It is illegal to tow a caravan where the caravan weight (MTPLM) is greater than the car manufacturer's towing limit (otherwise defined as the car's Gross Trailer Weight Braked).

If the ratio is illegal on your selected match, the ratio shown in the report result will be shown as over 100% and colour coded red.

If the ratio is legal, the ratio shown in the report result will be shown as under 100% and colour coded green.

You should carefully consider your towing experience level, confidence, and attitude to the amount of tolerance you are comfortable with and leave some weight in reserve where these factors are important to you. The TowCheck guidance is that the lower this ratio is the easier it is to tow.

#### **5. Definitions:**

##### **Car**

##### **Kerb weight**

Car manufacturers' definitions vary but in general terms, it is the weight of the car in working order (with fuel and fluids) but without any occupants or luggage (sometimes called 'unladen').

##### **Gross vehicle weight**

The maximum allowable weight of the car when fully loaded. When towing, this will include the noseweight of the caravan.

##### **Towing load limit**

The maximum weight of a braked trailer that the car is allowed to tow.

Certain car manufacturers specify a range of maximum towing limits for certain models. This may depend on the number of passengers. This may mean that the actual maximum towing limit for your actual car is less than that shown above in some operating conditions. It's important that the towing capacity figure that should be used for your car is that which is stamped on the Vehicle Identification Number Plate, (VIN Plate).

##### **Noseweight limit**

The maximum weight (down force) that may be exerted on the towball when a towbar is fitted.

##### **Caravan**

## **MTPLM**

Maximum Technical Permissible Laden Mass - this is the maximum weight the caravan can be loaded to and legally be taken on the road.

## **MRO**

Mass in Running Order - From 2011 this is the weight of the caravan as it leaves the factory plus an allowance for gas, water, fluids and the electric hook up cable. Before 2011 some or all of these items may not have been included.

## **Mass of Optional Equipment**

The fitting of after-market options will reduce the payload available for other items - e.g. a mover by approx. 35kg (70kg where two are fitted on a twin axle caravan, or a bike rack (60kg fully loaded).

The driver must ensure that: the car's Gross Vehicle Weight is not exceeded, the caravan's MTPLM is not exceeded, and the combined actual laden weight of the car and caravan does not exceed the car's Gross Train Weight.

## **User Payload**

The total weight allowable for after-market optional equipment and for users' personal effects. This is usually the difference between the MTPLM and the MRO.

## **Noseweight**

The down force exerted by the caravan on the towball of the car.

## **6. Limitations:**

If the caravan body length exceeds 7m long then it can only be towed by a towing vehicle with a gross weight greater than 3,500 kg. This excludes all cars and light vans.

## **7. Important information on data accuracy:**

The definitive legal position as to what your car can tow is given on your vehicle data plates (sometimes called the 'weight plate' attached to your car. While very unusual, this could differ from your Tow Check report above if your vehicle is not 'standard' or has had optional extras fitted.

The data plate on your vehicle will have either 3 or 4 weights. If there are only 3 weights your vehicle cannot tow a trailer. If there are 4 weights, then the data can be used to check the inputs on your report, see below.

A. Highest weight is the gross Train weight.

B. The next highest weight is the car's gross weight.

Weights identified as 1 and 2 are the maximum weight on the front and rear axles.

If you subtract the car's gross weight ('B') from the gross train weight ('A') you get the maximum weight the car can tow - this critical figure is provided by the manufacturer and must match the figure used in box 4 above (in the column headed 'car data')

## **Disclaimer**

The data on which this advice is based is obtained from manufacturers' published data and credible industry data suppliers and is based on UK models only with standard specification with no extra equipment fitted. While every reasonable precaution has been taken to ensure the accuracy of the data, the National Caravan Council Ltd cannot accept any responsibility for the consequences of any errors or omissions which may occur.

The information supplied herewith is provided and intended as a guide only. The only towing capacity figure/Gross Train Weight figure that should be used for your car is that which is stamped on the Vehicle Identification Number Plate, VIN Plate. The VIN plate can usually be found under the bonnet or on a door pillar and details of the location will be in the owner's handbook. The plate will be either an alloy plate riveted to the body or a sticker. The VIN plate will display either 3 or 4 sets of weights. It is these weights that the authorities

(Police) use to determine whether your vehicle is over-laden.

Note: Certain performance, hybrid and city-car models or similar variants of standard models are not homologated to tow, this means that the vehicle manufacturer has deemed that the model is unsuitable for use as a tow vehicle. With this type of vehicle the towing capacity will equate to zero or a gross train weight will not be displayed or will be the same as the Gross Vehicle Weight.