

# SCHU'S NEWS

## "THIS AND THAT"

Dave Schumann, Director

Service, Parts, and Warranty Administration

Airstream's Service Department has hooked up with Kodiak Trailer components and Active Technology Inc. and has begun retrofitting Airstream trailers with hydraulic disc brakes. We are offering retrofitting for both 10 and 12 inch brakes. Call our Service Center for details 937-596-6111 ext.7413.

A customer with an Airstream 390 series motorhome shared with me a helpful hint for identifying the gear selector shift arrows on his Allison transmission. He said he doesn't like to take his eyes off the road to shift, so he has taken a clear stick on door bumper and installed it on the up arrow. Now he can reach over and identify the arrows without taking his eyes off the road.

Last month I gave an incorrect number for Dometic customer support, the numbers should have been 1-800-544-4881 and 1-574-294 5111.

Here is an item that we get numerous calls on in customer service. The caller will state, "We have put our trailer stabilizer jacks down and now our main door doesn't work; it sticks or won't open."

Stabilizer jacks are just that, they are meant to reduce the movement of the trailer while parked, thus stabilizing the trailer. They are not meant to lift the trailer or to use in place of blocking under the wheels to level your trailer.

Using the stabilizer jacks to lift the trailer can put the trailer in a twist and change the fit of the main door. It also can bend the stabilizer arms or screw shaft.

The aluminum interior walls on the CCD model Airstream trailers have the same finish as the exterior metal. It is also the same metal used behind the galley on Classic and Safari model trailers. The metal has a PF8AO-1 Fluorocarbon clear paint finish. This is applied by Alcoa before Airstream receives the metal. The finish is durable and can be maintained by washing with a 5% solution of common detergent and then waxing. Walbarnize products will work for this (be sure not to get on curtains and upholstery).

Here are some frequently requested definitions that you may be interested in:

### Weights:

**GAWR:** Gross Axle Weight Rating. The maximum allowable weight each axle is designed to carry, as measured at the tires, therefore including the weight of the axle assembly itself. GAWR is established by considering the ratio of each of its components (tires, wheels, springs, axle) and rating the axle on its weakest link. The GAWR assumes that the load is equal on each side.

**GCWR:** Gross Combined Weight Rating. The maximum allowable combined weight of the tow vehicle and the attached towed vehicle. GCWR assumes **both** vehicles have functioning brakes, with exceptions in some cases for very light towed vehicles, normally less than 1,500 pounds. (Check your chassis manual or towing guide).

**GVWR:** Gross Vehicle Weight Rating. The maximum allowable weight of the fully loaded vehicle, including liquids, passengers, cargo, and tongue weight of any towed vehicle.

**NCC:** Net Carrying Capacity. The maximum weight of all personal belongings, occupants, food, fresh water, LP gas, tools, dealer installed accessories, etc., that can be carried by the RV. (Technically, the GVWR less the UVW equals the NCC)

**UVW:** Unloaded Vehicle Weight. The weight of a vehicle as built at the factory with full fuel, engine (generator) oil and coolants. It does not include cargo, fresh water, LP gas, occupants, or dealer installed accessories.

**water (weight):** 8.3 lbs. per gallon

**lp gas (weight):** 4.5 lbs. per gallon

**driver (estimated weight):** 200 lbs.

**passenger (estimated weight):** 120 lbs

### The Blonde Male Joke! *Contributed by Linda of Tennessee*

There were two blonde guys working for the city. One would dig a hole; the other would follow behind him and fill the hole in. They worked furiously all day without rest, one guy digging a hole, the other guy filling it in again.

An RVer onlooker was amazed at their hard work, but couldn't understand what they were doing. So he asked the hole digger, "I appreciate the effort you are putting into your work, but what's the story? You dig a hole and your partner follows behind and fills it up again."

The hole digger wiped his brow and sighed, "Well, normally we are a three-man team, but the guy who plants the trees is sick today."

Have a great month and we will see you on down the road!