



Dave Schumann, General Manager
Customer Relations Group

I just wanted to start by mentioning to everyone that attended the Florida State Rally that I really enjoyed the sunshine and warm weather! It is always good to have the opportunity to visit with you and to be able to share experiences about your Airstream.

Time marches on:

Two names that you may recognize, for those of you who have been to the Factory or attended the International and Florida State Rallies are Service Techs Wayne Jerviss and Tim Boldman. They are retiring from Airstream with a total of 72 years of Service with Airstream; Tim started at Airstream September 5th, 1989 and Wayne started September 14th, 1960. Airstream was fortunate to have had these two dedicated employees that enjoyed working at Airstream and helping customers. Airstream will miss their smiling faces!!



Tim Boldman



Wayne Jerviss

Re: break-away switch

I recently received this question from a new owner of a 22ft Airstream Sport and after reviewing his emails I believe this is a subject that needs covered.

Question:

I just bought a 22ft Sport and after driving it 850 miles home I parked it and removed the breakaway switch to act as a parking brake. 90 hours - not quite four days - elapsed before I read the warning information on page B-3 of the owners manual and put the pin back in.

The battery was nearly depleted, but I expect it will recharge just fine. I am, however, wondering what the chances are that this may have caused any damage to the trailer brakes electrical system in this relatively short period of time.

Response: Good afternoon, yes your battery should recharge without a problem. My concerns would be: did the magnets overheat and or did the wires to the magnets overheat?

The breakaway system is meant for short term use: so if you engage the breakaway switch on a single axle trailer with a fully charged battery, you will have a 6-7amp draw from the brake magnets that can generate heat and can weaken or ruin the magnets over time. Below is a sample chart on brake amp draws:

Electromagnet Specifications and Amp draws		
Brake Size 7", 10", & 12" x 2"	Ohms	Amps @ 12-14 VDC
2 Brakes (1 axle)	2 ohms +/- 0.2 ohms	6-7 amps
4 Brakes (2 axle)	1 ohms +/- 0.2 ohms	12-14 amps
6 Brakes (3 axle)	0.5 ohms +/- 0.2 ohms	18-21 amps

I would recommend having the brake magnets and wiring checked by a Certified RV Technician. Before pulling your trailer I would recommend testing the brakes to see if they are working. One way to test the brakes would be to get your trailer in a graveled area and apply the brakes to make sure they are holding (they should slide in the gravel without the wheels turning). Another way would be to jack the trailer off of the ground and apply the brakes to see if brakes are holding by trying to turn the wheels (you should be able to also hear if magnets are engaging).

Let me know if there are any other questions you may have.

Response: Actually with this particular trailer, brake controller, and tow vehicle (Toyota Tacoma), I can simply apply the trailer brakes alone going down a slope and easily feel whether they're grabbing or not. That would be just as good a test (absent a gravel surface) wouldn't it?

Response: Gravel would not be as hard on your tires but yes you could apply the brakes manually while pulling your trailer slowly.

When unhooking and parking your trailer do not use the breakaway switch as an emergency brake, use wheel chocks. Even if you would not suffer any damage to your braking system by engaging the breakaway; when the battery runs down and loses power your trailer brakes will release and this could result in your trailer moving or rolling down a hill.

Be Safe!!



Airstream Dealer Update

937-596-6111

New Dealer
Watson Benzie LLC
 1514 Benzie Hwy.
 Benzonia, MI 49616
 Ph. 231-881-4417

Deleted
GS Auto PC, Inc.
 dba: Buzz Leonard Subaru
 622 W. 15th St.
 Panama City, FL 32401
 Ph. 850-785-3142

QUESTION:

I am looking at purchasing a 1973 and the owner tells me there was no title for that vehicle issued. What year did Airstream start issuing titles?

Airstream has never issued titles to trailers. They have always issued a Manufacturer's Statement of Origin (MSO). The customer would then take this MSO to the Department of Transportation License Department of his state and they would take the MSO and give him a title in return. If the original owner decided to sell his trailer, he should then sign over the original title to the second owner. The second owner can then follow the same procedures and get a new title in his name.

If the original owner never titled his trailer (if he had parked it in a trailer park) he should have kept the MSO to hand over when sold. Airstream cannot issue a new MSO to the second owner. If a duplicate MSO is issued, it would need to be made out to the original owner. We have copies of MSO's (for most units) dating back to 1953, copies can be purchased for a \$15 fee through Airstream Customer Support.

What did you just ask?

How is it that we put man on the moon before we figured out it would be a good idea to put wheels on luggage?

Why do we press harder on a remote control when we know the batteries are getting dead?

Why do banks charge a fee on 'insufficient funds' when they know there is not enough money?

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

*If you have a topic for this column, please send your suggestions to:
Dave Schumann, Airstream, Inc., 419 W. Pike Street, Jackson Center, OH 45334*

If your topic is published, you will receive a "Schu's News" t-shirt!